

APPENDIX A

NOP Comments

**SUD-B NORTHEAST QUADRANT SPECIFIC PLAN
CITY OF LINCOLN
NOTICE OF PREPARATION**

Date: April 1, 2015

To: State Clearinghouse
Responsible Agencies
Trustee Agencies
Interested Parties

Subject: Notice of Preparation of an Environmental Impact Report for the proposed SUD-B Northeast Quadrant Specific Plan

Project Title/File Number: SUD-B Northeast Quadrant Specific Plan
File number: SP 15-002

NOP Comment Period: Written comments are due no later than April 30, 2015 by 5:00 p.m.

Public Scoping Meeting April 15, 2015 at 6:00 p.m., 1st Floor Conference Room, City Hall, 600 6th Street, Lincoln

Project Location: 186.2 acres northeast of the State Highway 65 Bypass and Nelson Lane intersection, Placer County, CA
APNs 021-262-001, 021-262-034, 021-262-035, and 009-031-028

Project Applicant: Frayji Design Group, Inc.
1540 Eureka Road, Suite 100
Roseville, CA 95661

Property Owners: Peery-Arrillaga (APNs 021-262-034, 021-262-035, and 009-031-028) and Gill Property Development, LLC (APN 021-262-001)

Lead Agency and Contact Person: Jim Bermudez, Development Services Manager
City of Lincoln, Community Development Department
600 Sixth Street
Lincoln, CA 95648
(916) 434-2476
Email: jbermudez@ci.lincoln.ca.us
Website: www.ci.lincoln.ca.us

1.0 INTRODUCTION

The City of Lincoln (City) will be the lead agency for the Special Use District B (SUD-B) Northeast Quadrant Project (“proposed project”). This Notice of Preparation (NOP) has been issued to notify responsible and trustee agencies and other interested parties that the City will be preparing an Environmental Impact Report (EIR) for the proposed project, and to solicit

feedback on the scope and content of the analysis in the EIR. The proposed project will require the approvals listed in Section 4 below.

The proposed project description, vicinity map, and land use plan are provided in this NOP.

NOP Comment Period: Due to the time limits mandated by state law, your response to this NOP must be sent no later than 30 calendar days after April 1, 2015 (the date this notice was first posted). Please submit written (including email) comments to the City of Lincoln no later than 5 p.m. on April 30, 2015. Please submit your comments to:

Jim Bermudez, Development Services Manager
City of Lincoln, Community Development Department t
600 Sixth Street
Lincoln, CA 95648
(916) 434-2476
Email: jbermudez@ci.lincoln.ca.us
Website: www.ci.lincoln.ca.us

Public Scoping Meeting: A public scoping meeting will be held to receive comments on environmental issues that should be addressed in the Draft EIR as well as the range of practicable alternatives to be evaluated in the Draft EIR. The date, time, and address of this meeting are as follows:

Date: Wednesday, April 15, 2015
Time: 6:00 p.m.
Place: First Floor Meeting Room at City Hall, 600 Sixth Street, Lincoln, CA

2.0 REGULATORY BACKGROUND

This NOP provides notification that an EIR will be prepared for the proposed project. This NOP has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code, 21000 et seq.), and with Section 15082 of the State “CEQA Guidelines” (California Code of Regulations, Title 14, Division 6 Chapter 3). According to CEQA Guidelines Section 15064, an EIR must be prepared if there is substantial evidence in light of the whole record that the proposed project may have a significant effect on the environment.

This NOP describes the proposed project (see Section 3) and identifies the probable environmental effects of the proposed project (see Section 7).

3.0 PROJECT DESCRIPTION

3.1 Project Location

The proposed Special Use District B (SUD-B) Northeast Quadrant Specific Plan Area consists of 186.2 acres located immediately west of the City of Lincoln, within Placer County (See Figure 1, Regional Location).

As shown in Figure 2, Site Vicinity, the Specific Plan Area is within the City of Lincoln’s Sphere of Influence boundaries and is bordered by Nicolaus Road to the north, Nelson Lane to the west, Highway 65 Bypass to the south, and the City of Lincoln, including the former Wastewater Treatment Plant, to the east.

The assessor parcel numbers (APNs) included in the proposed Specific Plan Area are 021-262-001, 021-262-034, 021-264-035, and 009-031-028.

3.2 Project Setting and Surrounding Land Uses

The project site is comprised of four parcels that have primarily been used in the past for agricultural purposes. Current land uses on the properties within the Specific Plan Area include grazing and farming.

The project site is designated on the City of Lincoln General Plan Land Use Diagram as Special Use District-B (APNs 021-262-001 and 021-262-034) and Low Density Residential (APN 021-262-035 and 009-031-028). The current Placer County zoning designations for the project site include F (Farm) –B (Building site) –X (Size) 80 acre minimum, F-B-X-SP (Special Purpose) 80-acre min., F-B-X-SP 5 acre min. The Placer County General Plan land use designation for the project site is Agricultural/Timberland – 80 Ac. Min. and Rural Residential 1-10 Ac. Min.

3.3 Proposed Project Elements

Background

The 186.2-acre project area is part of a larger planning area, SUD-B, containing 1,844 acres. As indicated in the City of Lincoln General Plan, prior to development in SUD 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. Instead of adopting a single specific plan for the entire 1,844 SUD-B planning area, the City determined that the SUD-B Northeast Quadrant portion could proceed with the entitlement process separately from the remainder of the SUD-B planning area. Accordingly, the City has received application requesting a General Plan Amendment, Specific Plan and Annexation of for the SUD-B Northeast Quadrant Specific Plan Area (proposed project). The City is also currently processing an application for a General Plan Amendment, Specific Plan, General Development Plan and Annexation of the Village 5 planning area and the balance of the SUD-B planning area.

As previously mentioned, the SUD-B Northeast Quadrant Specific Plan proposes to include four parcels (021-262-001, 021-262-034, 021-264-035, and 009-031-028). Three of the parcels (APNs 021-262-001, 021-262-034, 021-264-035) are located within the City's Sphere of Influence boundaries and would be applying for annexation approval through the Local Agency Formation Commission (LAFCO). Because APN 009-031-028 is already located within the City limits, it would not be included with the other properties in the annexation application.

Land Uses

As shown on Figure 3, Proposed Land Use Plan, the 186.2 acre Specific Plan Area would provide for a mixed use village concept comprised of the following land uses:

- **Low Density Residential** (density of 3.0 to 5.9 dwelling units per acre): The residential component would be comprised of single family detached homes located along the eastern boundary of the Specific Plan Area. Approximately 84.4 acres of the Plan Area would be residential.
- **Commercial**: The commercial component would be located along the western boundary of the Specific Plan Area and would be designed to comply with the City of Lincoln guidelines and airport land use restrictions. Commercial land uses in the Plan Area would account for approximately 74.3 acres total.

- **Open Space / Park and Recreation:** Proposed open space and park / active recreation areas within the Plan Area would include portions of the Markham Ravine and Auburn Ravine channels, buffer spaces, landscape corridors along major roads, and parks. Approximately 20.0 acres of land within the Plan would be developed as open space and 3.0 would be dedicated for park / active recreation uses.
- **Specific Plan Roads:** Collector roads within the Specific Plan Area would account for a total of approximately 4.4 acres of land.

Access and Circulation

The SUD-B Northeast Quadrant Specific Plan Area is accessible from the existing area transportation network and is proposed to be compatible with future expansion plans on area roadways (see Figure 4). The existing primary access to the Plan Area is from Nelson Lane, located along the western edge of the Specific Plan Area. Nelson Lane has recently been improved to four lanes by the City of Lincoln to provide upgraded access to the area. Nelson Road connects to the newly constructed Highway 65 Bypass on the southwestern corner of the Specific Plan Area, providing direct regional access for the area.

The Plan Area is also accessible from Nicolaus Road to the north. Nicolaus Road provides connectivity east to the City of Lincoln downtown areas, both directly and through the Nelson Lane interconnection. Further access to properties within the Specific Plan Area is available through minor residential connections from First Street and Third Street and from Singer Place.

Public Services and Utilities

Schools: The project site is located in the Western Placer Unified School District. Existing, nearby schools include Creekside Oaks Elementary School, Glen Edwards Middle School, and Lincoln High School.

Parks and Recreation: The Specific Plan Area would be served by the City of Lincoln Parks Department. The Land Use Plan (Figure 3) incorporates a neighborhood park and a pocket park to provide for recreational opportunities within the community. The plan further sets aside open space along Auburn and Markham Ravines and as a buffer between land uses. Portions of the Open Space will be designed to preserve existing wetlands. Connections to existing trails would also be provided.

Fire Protection and Law Enforcement: The Specific Plan Area would be served by the City of Lincoln Fire Department and Police Department.

Water Supply: Water supplied to the Specific Plan Area would be provided by the City of Lincoln. Connections to the existing City domestic water network would be from streets that border the property. Additional connections in the Plan Area are anticipated to be available upon development of the former City of Lincoln Wastewater Treatment Plan parcel and with the addition of future lines in Nelson Lane. Reclaimed water and raw water from the future Nelson Road distribution line may also provide potential sources to offset water for landscaping.

Wastewater: The City of Lincoln would provide wastewater service to the Specific Plan Area. Existing trunk sewers providing connection to the City's network pass to the southeast of the Specific Plan Area and along Nicolaus Road. The City of Lincoln General Plan also calls for the construction of a trunk sewer along Nelson Road, which could be utilized once fully connected to the Wastewater Treatment Plant.

Storm Drainage: The project site is within the drainage sheds of Auburn Ravine and Markham Ravine, with segments of each passing through the site. The Specific Plan expects to maintain the existing drainage sheds after development and rely upon regional improvements constructed by the City of Lincoln.

Project Phasing

Development within the Specific Plan Area would occur over a 2 to 10 year period with multiple phases. Phasing would be expected to begin in the southeast and proceed westward and northward. Phases may occur either sequentially or concurrently, depending on market conditions. Additionally, phases may proceed earlier in sequence if conditions warrant. Tentative maps would be submitted for all commercial and residential development. Annexation would be completed with the intent of having all of the parcels requiring annexation (APN 021-262-001, 021-262-034 and 021-262-035) being processed together in a single application.

4.0 PROJECT APPROVALS

The EIR will analyze construction and operation of the proposed project on a project-specific level (CEQA Guidelines Section 15161). The project-level analysis in the EIR will also provide the basis for CEQA compliance for subsequent approvals for the project.

The proposed project would involve the following approvals by the City of Lincoln and LAFCO:

- General Plan Amendment;
- Adoption of the SUD-B Northeast Quadrant Specific Plan and General Development Plan;
- Rezoning of the project site;
- Approval of a Water Supply Assessment;
- Adoption of a Development Agreement between the City of Lincoln and SUD-B Northeast Quadrant landowners;
- Adoption of a Public Facilities Financing Plan;
- Approval of large lot and small lot tentative subdivision maps; and
- Approval of annexation of the SUD-B Northeast Quadrant with approval by LAFCO.

For the portion of the project within the Airport Influence Area, the Airport Land Use Commission will review the proposed General Plan Amendment and rezoning for consistency with the Placer County Airport Land Use Compatibility Plan.

Potential State agency approvals include a water quality certification by the Regional Water Quality Control Board under Section 401 of the Clean Water Act Section 401.

5.0 PROJECT OBJECTIVES

The objectives and goals of the proposed project are as follows:

- Establish a Specific Plan for the roughly 186-acre area that provides a mix of commercial, residential and recreational land uses consistent with the City of Lincoln Goals and Policies in a way that enhances the local area.
- Implement the SUD-B Land Use Plan identified in the Lincoln 2030 General Plan.
- Maintain consistency with the Placer County Airport Land Use Compatibility Plan.

- Provide for excellent mobility, efficiency, and sustainability in an economically feasible and attractive smart-growth community.
- Provide infrastructure to support the proposed land use plan.
- Assure orderly growth in a logical manner with adequate public services.

6.0 PROJECT ALTERNATIVES

The EIR will include a range of reasonable project alternatives and an analysis of the extent to which each project alternative could reduce or avoid the proposed project's significant impacts, consistent with CEQA Guidelines Section 15126(c). As required under CEQA, the alternatives analysis will include a discussion of a "no project alternative" to allow decision makers to compare the impacts of approving the project with the impacts of not approving the proposed project.

7.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

The EIR will analyze potentially significant direct and indirect impacts that would result from construction and operation of the proposed project. Pursuant to Section 15063(a) of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. The EIR will evaluate the full range of environmental issues contemplated for consideration under CEQA and the CEQA Guidelines. Probable environmental effects of the proposed project include:

Aesthetics: Development of the project site could change the visual character and quality of the site, including views to and from the area. The EIR will address proposed components of the project visible from surrounding public viewpoints and will consider how the general visual character of the overall project relates to City design standards and existing development within the City. Lighting, glare and landform alteration effects will be addressed, including effects such as glare and nighttime lighting of proposed facilities.

Agricultural Resources: The EIR will identify agricultural resources, if any, within the project site and assess the potential significance of conversion to urban uses.

Air Quality: The EIR will assess impacts related to the construction and operational emissions associated with the proposed project. The analysis will also describe the potential effect of the criteria air pollutant emissions on regional air quality trends and associated health risks.

Biological Resources: The EIR will assess the project's potential to have substantial adverse effects on any threatened, endangered or candidate species, and their habitat; substantial adverse effects on wetlands; substantially interfere with movement of fish or wildlife; and conflict with local policies, ordinances or adopted plans that protect biological resources.

Cultural Resources: The EIR will describe the cultural resources environment and assess the potential of the project to adversely affect significant cultural resources.

Geology and Soils: The EIR will analyze potential impacts related to geology, soils, and seismicity. The EIR will also evaluate the proposed land uses, layout, and building designs for compatibility with existing geologic constraints or hazards found to be present.

Greenhouse Gas (GHG) and Climate Change: The GHG section of the EIR will include a description of global climate change, summarizing the scientific and regulatory fundamentals,

primary GHGs, and federal and state programs to reduce GHG emissions. GHG emissions resulting from construction and operation of the proposed project will also be discussed.

Hazards and Hazardous Materials: The EIR will evaluate potential impacts due to current or past hazardous materials storage or use. The EIR will address the potential for accidental release of hazardous materials through operations, accidental release, or disturbance of existing contamination. In addition, the EIR will address potential impacts related to the proximity of the Lincoln Regional Airport.

Hydrology and Water Quality: The project site is located within the jurisdiction of the Central Valley RWQCB and is crossed by segments of Markham Ravine and Auburn Ravine. Stormwater drainage designs, proposed detention/retention ponds, and any other low-impact development features proposed to avoid or substantially reduce adverse effects on flooding or water quality associated with sedimentation and erosion will be assessed in the EIR. The EIR will also review the potential effects of the commercial and office uses proposed on flood hazards and groundwater resources, including potential contamination to groundwater resources or possible reductions in groundwater recharge.

Land Use and Planning: The EIR will discuss any inconsistencies between the proposed project and applicable land-use plans and policies, including the City's General Plan and the Placer County Airport Land Use Compatibility Plan. The potential for the project to divide existing communities will be assessed.

Noise: The EIR will include a discussion of traffic noise and compliance with the City's adopted Noise Element and Ordinance for both short-term and long-term noise impacts. Construction noise and noise resulting from operating equipment will also be evaluated.

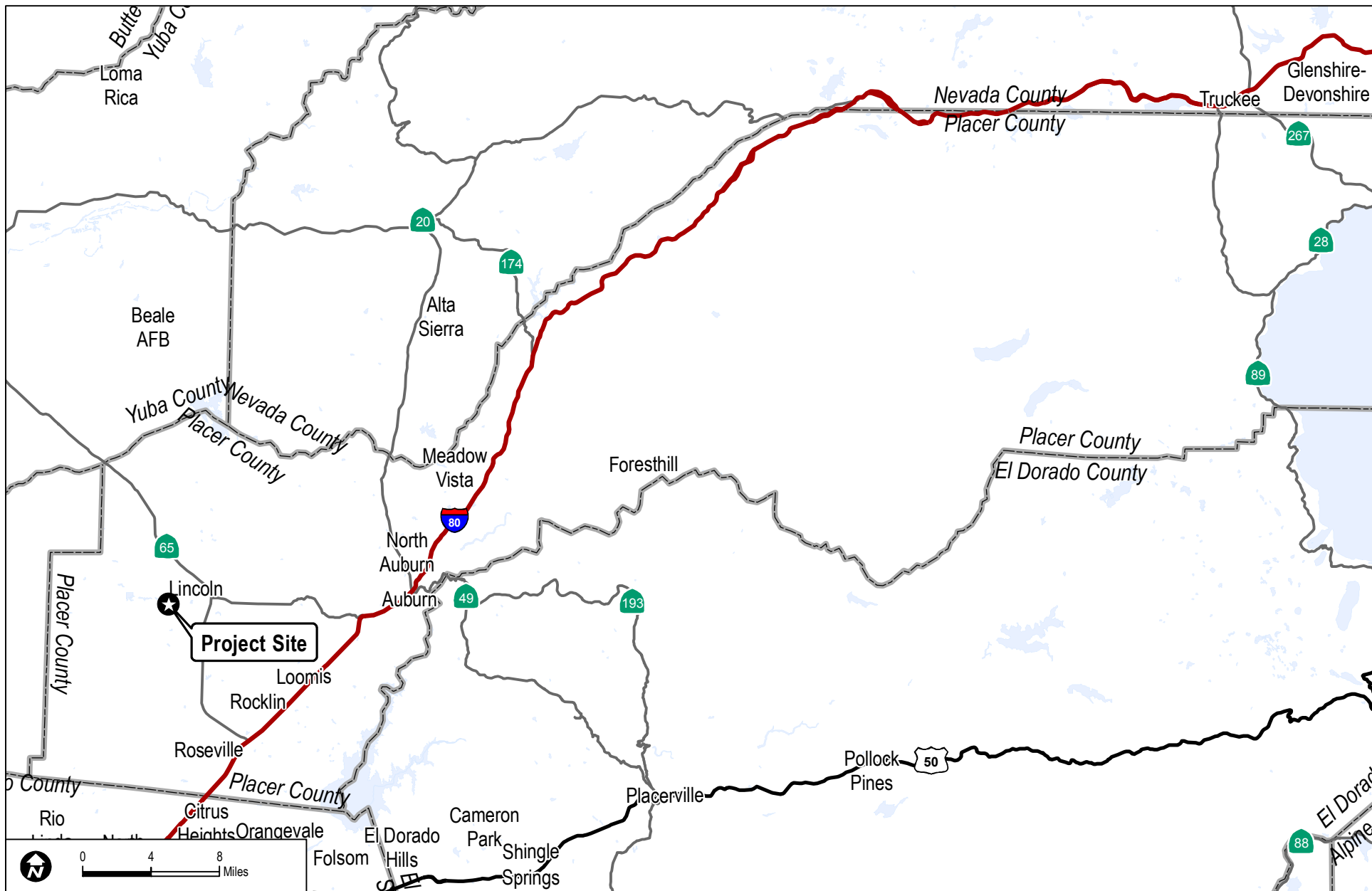
Public Services and Recreation: The EIR will evaluate the potential impacts to public services from the proposed project, including impacts to fire and police facilities. The proposed project includes residential uses that would require recreational park space. The ability of project facilities to accommodate future residents, and, if necessary, the obligation of the project to fund park facilities (Quimby Act fees) will be discussed in the EIR.

Public Utilities and Water Supply: Public utilities to be evaluated in the EIR include the provision of water, wastewater, solid waste, and energy facilities to serve the project.

Traffic and Circulation: The EIR will evaluate potential impacts related to increases in traffic volumes, delay, and level of service degradations for intersections and roadway segments on the project site and in the project vicinity. The EIR will also evaluate how new roadways on the project site could affect traffic patterns and impact the area roadway network.

8.0 CUMULATIVE IMPACTS ANALYSIS

As required by CEQA, the EIR will also evaluate the cumulative impacts of the proposed project. As stated in CEQA Section 15065(a)(3), proposed projects should be evaluated to determine whether the project's impacts are "cumulatively considerable," which means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects." The cumulative scenario will include the planned development of Village 5 and the SUD-B area.



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SUD-B Northeast Quadrant Specific Plan

FIGURE 1
Regional Map

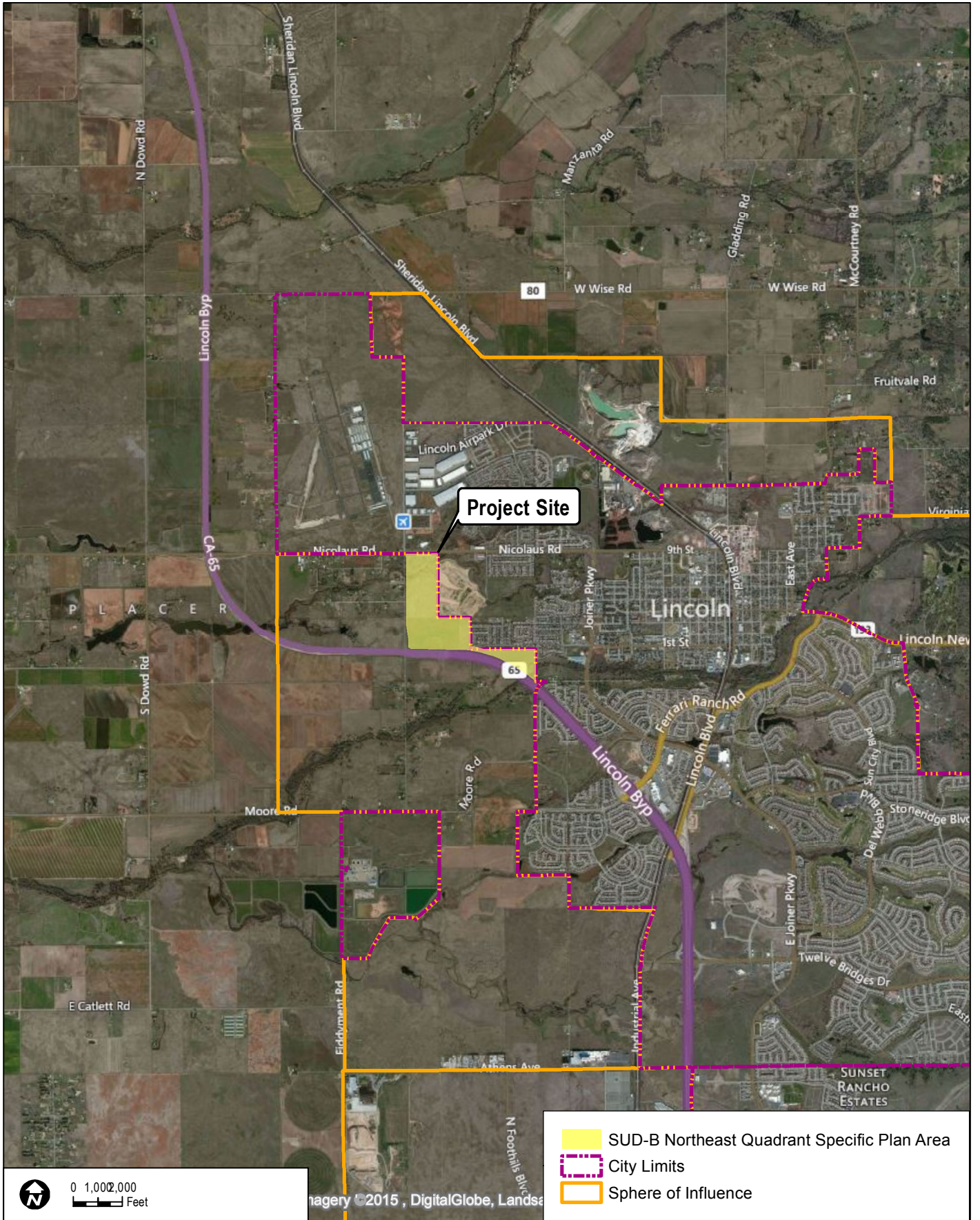


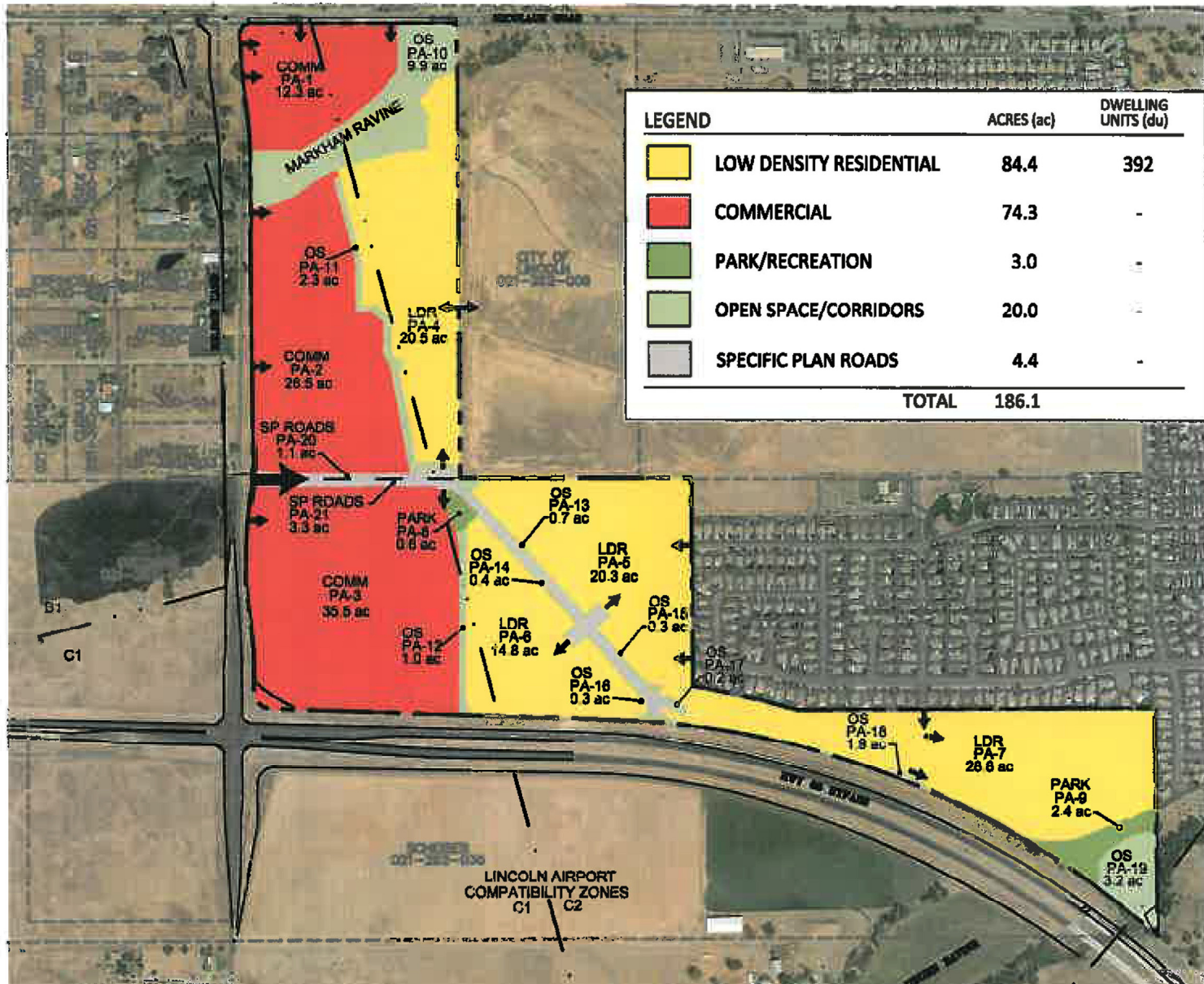
FIGURE 2
Vicinity Map

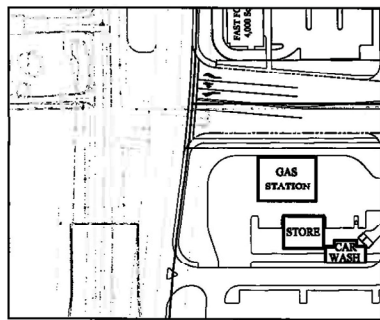
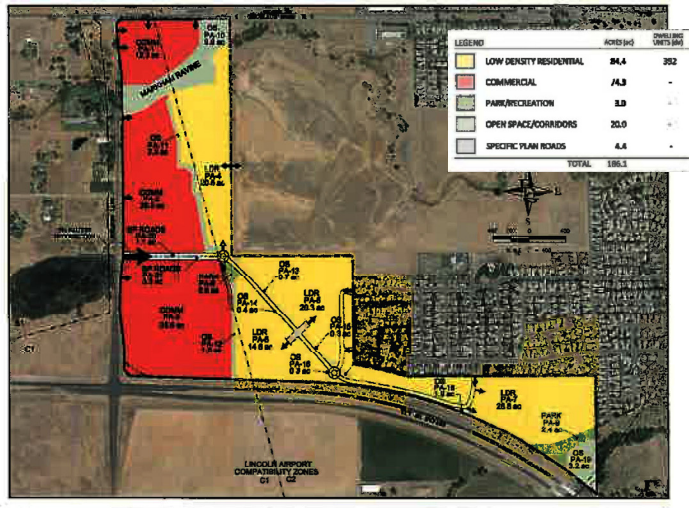
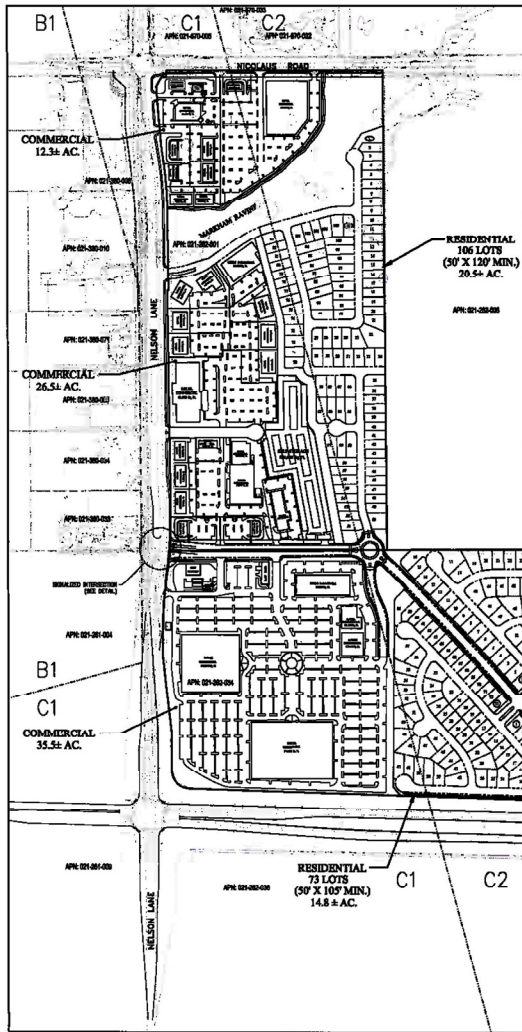
SOURCE: Bing Maps 2015; Placer County 2011.

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SUD-B Northeast Quadrant Specific Plan





Land Use Summary

Type	Land Use Designation	Acreage (AC)	Maximum Dwelling Unit (du)	Maximum Commercial / Office Square Footage (sf)
Low Density Residential	LDR	84.4	392	
Commercial	COMM	74.3		971,000
Parks, Recreation & Open Space	FR	3.0		
Landscape Corridors	LSC	7.9		
Natural Areas	OS	12.1		
Specific Plan Roadways	ROW	4.4		
SPECIFIC PLAN TOTAL		186.1	392	971,000

Site Layout SUD-B Northeast Quadrant

CITY OF LINCOLN CALIFORNIA
JANUARY 2015



DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901

PHONE (530) 741-4199

FAX (530) 741-5346

TTY 711

*Flex your power!
Be energy efficient!*

April 30, 2015

FMP # 032015PLA0066

03-PLA-65/PM R15.334

SCH# 2015042008

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

SUD - B Northeast Quadrant Specific Plan

Dear Mr. Jim Bermudez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the SUD - B Northeast Quadrant Specific Plan Project. The proposed specific plan development is 186 acres, immediately west of Lincoln. Proposed land uses include approximately 84.4 acres of residential, 74.3 acres of commercial, 23 acres of open space and parks and 4.4 acres for roads. The project is located on the north side of State Route 65 (SR 65) and east of Nelson Lane. The following comments are based on the Notice of Preparation.

Traffic Impact Study (TIS)

Based on the project location and the anticipated trips to be generated from this project, a TIS is required to assess the impact of this particular project on the State Highway System and adjacent road network, with specific attention to SR 65 and Nelson Lane. We recommend using Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The *TIS Guide* is a starting point for collaboration between the lead agency and Caltrans in developing the scope of a TIS. It is available at the following website address:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

At a minimum, the study should evaluate impacts to storage capacity for all approaches, particularly for mainline SR65 to Nelson Road (southbound lefts and northbound rights). Due to potential for rear-end accidents, queuing and speed differentials at deceleration areas should be made part of the analysis.

Traffic Operations

The Traffic and Circulation study should analyze the traffic impacts this project will have in the 10-year scenario, which is the time frame that the Specific Plan is expected to fully develop.

The City's General Plan and the Freeway Agreement have designated Nelson Rd as a location for a future interchange. The right of way required for this facility should be taken into consideration and preserved. It is unclear from the proposed site plan if any right of way dedication will be required from SUD-B NE Quadrant.

Hydraulics

Any updated Master or Specific Plan/Drainage Plan for areas that drain to a State Highway, are required to not increase runoff at each cross drainage structure along each State Highway.

Any proposed development requiring a Caltrans Encroachment Permit will require submittal of a Drainage Report. Hydrologic and hydraulic analysis used for the report must be performed in compliance with the current version of Approved District 03 Hydrologic - Hydraulic Software & Data Sources.

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State right of way (ROW) requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below:

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

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

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

Mr. Jim Bermudez/City of Lincoln
April 30, 2015
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If you have any questions regarding these comments or require additional information, please contact Kevin Yount, Intergovernmental Review Coordinator for Placer County at (530) 741-4286 or by email at kevin.yount@dot.ca.gov.

Sincerely,


SUSAN ZANCHI, Chief
Office of Transportation Planning – North

c: Scott Morgan, State Clearinghouse

Central Valley Regional Water Quality Control Board

23 April 2015

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

CERTIFIED MAIL
7014 2870 0000 7535 8713

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, SUD – B NORTHEAST QUADRANT SPECIFIC PLAN PROJECT, SCH# 2015042008, PLACER COUNTY

Pursuant to the State Clearinghouse's 1 April 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the SUD – B Northeast Quadrant Specific Plan Project, located in Placer County.

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

Construction Storm Water General Permit

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

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

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

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

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

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

Clean Water Act Section 401 Permit – Water Quality Certification

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

Waste Discharge Requirements

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

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

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

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

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

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

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

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682



April 16, 2015

Mr. Jim Bermudez
City of Lincoln
600 6th Street
Lincoln, California 95648

Subject: CEQA Comments: SUD - B Northeast Quadrant Specific Plan
SCH No. 2015042008 Notice of Preparation

Location: Placer County

Dear Mr. Bermudez:

Central Valley Flood Protection Board (Board) staff has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to the Auburn Ravine which is under Board jurisdiction. The Board enforces its Title 23, California Code of Regulations (23 CCR) for the construction, maintenance, and protection of adopted plans of flood control that protect public lands from floods. Adopted plans of flood control include federal-State facilities of the State Plan of Flood Control, regulated streams, and designated floodways. The geographic extent of Board jurisdiction includes the Central Valley, and all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and the Tulare and Buena Vista basins (23 CCR, Section 2).

Pursuant to 23 CCR a Board permit is required prior to working in the Board's jurisdiction for the following:

- Placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (23 CCR Section 6);
- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (23 CCR Section 6);
- Vegetation plantings require submission of detailed design drawings; identification of vegetation type; plant and tree names (both common and scientific); quantities of each type of plant and tree; spacing and irrigation method; a vegetative management plan for maintenance to prevent the interference with flood control operations, levee maintenance, inspection, and flood fight procedures (23 CCR Section 131).

Mr. Jim Bermudez
April 16, 2015
Page 2 of 2

Other local, federal and State agency permits may be required and are the responsibility of the applicant to obtain.

Board permit application forms and our complete 23 CCR regulations can be found on our website at <http://www.cvfpb.ca.gov/>. Maps of the Board's jurisdiction including all tributaries and distributaries of the Sacramento and San Joaquin Rivers, and Board designated floodways are also available on a Department of Water Resources website at <http://gis.bam.water.ca.gov/bam/>.

Additional Considerations Related to Potential Impacts of Vegetation and Hydraulics

Accumulation and establishment of woody vegetation that is not managed may have negative impacts on channel capacity and may increase the potential for levee over-topping or other failure. When vegetation develops and becomes habitat for wildlife, maintenance to initial baseline conditions typically becomes more difficult as the removal of vegetative growth may be subject to federal and State resource agency requirements for on-site mitigation. The proposed project should include mitigation measures to avoid decreasing floodway channel capacity.

Adverse hydraulic impacts of proposed encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The proposed project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. If possible off-site mitigation outside of the Board's jurisdiction should be used when mitigating for vegetation removed at the project location.

If you have any questions please contact James Herota at (916) 574-0651, or via email at james.herota@water.ca.gov.

Sincerely,



Len Marino, P.E.
Chief Engineer

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814



April 28, 2015

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

SENT VIA : jbermudez@ci.lincoln.ca.us

SUBJECT: SUD-B Northeast Quadrant Specific Plan (SP 15-002), Notice of Preparation of a Draft Environmental Impact Report

Dear Ms. Bermudez,

Thank you for submitting the **SUD-B Northeast Quadrant Specific Plan (Project)** and associated **Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)** to the Placer County Air Pollution Control District (District) for our initial review and comment. The proposed project consists of 186 acres immediately west of the City of Lincoln, currently within the jurisdiction of Placer County. The project site is part of a larger planning area, SUD-B, containing 1,844 acres, within the City of Lincoln. The proposal includes a mixed use village concept comprised of a maximum of 392 low density residential units, 971,000 square feet of commercial land use, 20 acres of open space, and 3 acres dedicated to park and recreational uses. In addition, collector roads account for 4.4 acres of land. Proposed entitlements include a General Plan Amendment, a Specific Plan, a General Development Plan, and a Development Agreement. Large and small lot tentative maps would be submitted for all residential and commercial development proposals. In addition, entitlements associated with the project include the annexation from Placer County into the City of Roseville (through LAFCO). Phasing would take place within a 2 to 10 year period depending on market conditions. The District provides the following comments for consideration.

Environmental Review

The District developed a California Environmental Quality Act (CEQA) Air Quality Handbook (Handbook) in 2012 to assist public agencies with the preparation of air quality analyses for land use projects within Placer County. This Handbook provides recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. The Handbook is available via the District's website at <http://www.placer.ca.gov/departments/air/landuseceqa>. Additional detail relating to the following recommended items can be found within the Handbook.

1. The Project is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. The SVAB is designated as nonattainment for federal and state ozone (O₃) standards, nonattainment for the federal particulate matter standard (PM_{2.5}) and state particulate matter standard (PM₁₀). Within the Air Quality section of the Initial Study, the District recommends the discussion include the area designations for the federal and state standards for the SVAB.
2. The California Emissions Estimator Model (CalEEMod) is recommended when estimating the Project related construction and operational emissions. CalEEMod quantifies criteria pollutant emissions, including greenhouse gases (GHGs) from construction and operation (including vehicle use), as well as GHG emissions from energy production, solid waste handling,

vegetation planting and/or removal, and water conveyance. In addition, CalEEMod calculates the benefits from implementing mitigation measures, including GHG mitigation measures, developed and approved by CAPCOA. Please contact the District for information on appropriate default settings applicable to the project area.

The modeling analysis should use the vehicle miles traveled (VMT) data from the Project's traffic study, based on a reasonable worse-case scenario, as well as emission factors from the most recent version of EMFAC. The analysis should document all emission factors, assumptions, and modeling inputs and outputs (i.e., expected traffic, mix of light-duty and heavy-duty vehicles, existing and future nearby land uses, etc.) and provide justification for changes to default values within the model.

The District requests copies of all modeling analysis files during the review of the DEIR for public review and comment.

3. The District recommends the following Project-level Thresholds of Significance when analyzing the Project's construction and operational activities to determine potential air quality impacts.

PCAPCD Recommended Project-Level Thresholds	
82 lbs/day	Nitrogen Oxide (NOx) Reactive Organic Gas (ROG) Particulate Matter (PM ₁₀)

4. Although the District has not formally adopted or approved a (GHG) threshold, the District continues to recommend lead agencies consider use of an adopted or approved threshold when analyzing a project's related GHG impacts and potential to interfere with the Global Warming Solutions Act (AB32)'s GHG reduction goals, including but not limited to the Sacramento Metropolitan Air Quality Management District's (SMAQMD) GHG thresholds adopted October 24, 2014. Additional information on the SMAQMD's GHG Threshold, including screening tables, recommended methodology, and mitigation measures can be found by visiting their webpage at <http://airquality.org/ceqa/ceqaupdate.shtml>. Additionally, the CAPCOA guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantification of emission reductions¹.
5. The District recommends the following Cumulative-level Thresholds for the purposes of identifying the level at which the Project should identify additional mitigation measures to reduce cumulative impacts. Additional information on the District's Cumulative Threshold can be found in [Chapter 2](#) of the District's CEQA Handbook (October, 2012)¹.

PCAPCD Recommended Cumulative-Level Thresholds	
10 lbs/day	Nitrogen Oxide (NOx) Reactive Organic Gas (ROG)

6. In the event that the air quality analysis demonstrates the potential for the Project to cause or generate significant adverse air quality related impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project

¹ <http://www.placer.ca.gov/~media/apc/documents/Planning/CEQAHandbook/Final/PCAPCDCEQAHandbook2.ashx>
 City of Lincoln, SUD-B Northeast Quadrant Specific Plan, Notice of Preparation

construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the following related appendices.

Appendix A. Recommended Mitigation Measures (Construction)

Appendix C. Recommended Mitigation Measures (Operational)

Appendix G. Mitigation Measures (Greenhouse Gases)

7. As previously stated, the Project is located within the SVAB and is designated nonattainment for the PM_{2.5} standard. PM has been linked to a range of serious respiratory and cardiovascular health problems². Wood burning devices are a source of PM emissions which contribute to the region's air pollution. The District recommends the City prohibit the construction or use of wood burning devices within the Project area.
8. The District recommends a CALINE 4 modeling analysis for carbon monoxide (CO) concentration be performed and discussed within the environmental document if any intersection or roundabout is determined by the traffic study to degrade to a level of service "E" or "F" as a result of this project, alone or cumulatively; or where the total project-level CO emissions exceed 550 lbs/day.
9. The DEIR should identify and analyze potential health risks by locating land uses where sensitive individuals are most likely to spend time (i.e., schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities) within 500 feet to any existing or proposed major road ways (urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day), as well as stationary sources, where there is the potential for exposure to toxic air contaminants (TAC) and other hazardous air pollutants (e.g., such as diesel particulate matter (DPM) from diesel exhaust). The DEIR should describe the level of analysis, such as a Health Risk Assessment (HRA) or other modeling analysis, necessary to determine if the Project will have the potential to cause adverse health impacts.

Additionally, the following strategies are recommended by the California Air Resources Board to minimize health related impacts on sensitive receptors proposed within close proximity to any identified major road way or stationary source (i.e., the Highway 65 bypass). Additional guidance is provided within Chapter 4 of the District's Handbook.

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
 - Avoid siting new sensitive land uses within 1,000 feet of a distribution center;
 - Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.
10. All projects are subject to District rules and regulations at the time of construction. For a complete list, please visit our website at <http://www.placer.ca.gov/departments/air/rules>.

² <http://www.epa.gov/ncer/science/pm/>

April 28, 2015

Page 4 of 4

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2333 or agreen@placer.ca.gov if you have any questions.

Sincerely,



Angel Green
Associate Planner
Planning & Monitoring Section

cc: Yu-Shuo Chang, Planning & Monitoring Section Supervisor
Tom Thompson, Planning Consultant

REQUEST FOR STAFF NOP COMMENTS

**PLACER COUNTY
AIRPORT LAND USE COMMISSION (ALUC)**

299 Nevada Street
Auburn, CA 95603

Date Received: 4.2.2015
Received From: City of Lincoln
Community Development

Phone: 530.823.4030
Fax: 530.823.4030

Airport Name: Lincoln Regional Airport
ALUC Case No.: 2014/2015 -- 5

Project Title: Notice of Preparation of an Environmental Impact Report for the Proposed Special Use District B (SUD-B) Northeast Quadrant Specific Plan

Project Description:

The proposed project would create residential, commercial, and open space/park recreation uses on approximately 186.2 acres organized via the SUD-B Northeast Quadrant Specific Plan. The project area is comprised of four parcels (APNs: 021-262-001, 021-262-034, 021-264-035 and 009-031-028) and is located immediately west of the City of Lincoln within the City's sphere of influence in unincorporated Placer County. Multiple project approvals are required, including: City approval of a General Plan Amendment, Specific Plan and General Development Plan, rezoning, large and small lot tentative subdivision maps, Development Agreement, Public Facilities Financing Plan, a Water Supply Assessment and certification of the Environmental Impact Report (EIR); annexation approval by the Local Agency Formation Commission; consistency determination with the Placer County Airport Land Use Compatibility Plan; and various State agency approvals.

Application for: Other - Notice of Preparation of an Environmental Impact Report

Background

On April 2, 2015 PCTPA received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Special Use District B (SUD-B) Northeast Quadrant Specific Plan. The NOP requests ALUC input on environmental issues that the EIR should evaluate.

ALUC Staff NOP Comments

The northern boundary of the project area (Nicolaus Road) is located immediately south of Lincoln Regional Airport. The Placer County Airport Land Use Compatibility Plan (ALUCP) shows that the Specific Plan area is located in the airport's influence area (see attached map), where about 80 percent of aircraft overflights are estimated to occur. Aircraft overflights would primarily occur over the central portion of the Specific Plan area.

Generally, environmental issues encompass aircraft noise and safety due to aircraft operations on the proposed SUD-B Northeast Quadrant Specific Plan land uses. Noise may be a factor in

PLACER COUNTY
AIRPORT LAND USE COMMISSION

that slight interference with outdoor activities associated with residential and park/recreation uses may occur. Conventional construction methods should eliminate most noise intrusion upon indoor activities associated with residential and commercial uses. Safety means reducing risks to people by limiting the number of people who might gather in areas most susceptible to aircraft accidents

Two Compatibility Zones lie over the project area:

- a. **Compatibility Zone C1** covers the extended approach/departure corridor and lands adjacent to *Compatibility Zone B2* lateral of the runway. *Compatibility Zone C1* is affected by moderate degrees of both noise and risk. Cumulative noise levels exceed *CNEL 55 dB* in portions of *Compatibility Zone C1* and noise from individual aircraft operations is disruptive to noise-sensitive land uses. Aircraft overfly this area at or below the traffic pattern altitude of 1,000 feet above the runway elevation. According to the data presented in the Caltrans Handbook, 40 percent to 50 percent of off-runway, airport-related, general aviation aircraft accidents occur within *Compatibility Zones B1* and *C1* for comparable airports. Aircraft on instrument approaches may overfly these areas at altitudes under 600 feet above the ground. Portions of *Compatibility Zone C1* lie beneath the FAR Part 77 transitional surface airspace — restrictions may therefore be required on tall objects. Height limits are no less than 100 feet. In *Compatibility Zone C1* an overflight notification (deed notice) shall be recorded for residential land uses.
- b. **Compatibility Zone C2** encompasses east and west traffic patterns for the primary runway, as well as the pattern for the potential future parallel runway. *Compatibility Zone C2* includes locations along the pattern entry routes and beneath wide patterns flown by large aircraft. Aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches. Annoyance associated with aircraft overflights is the major concern within *Compatibility Zone C2*. Although *Compatibility Zone C2* lies outside the *CNEL 55 dB* contour, noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and particularly risk-sensitive uses such as schools and hospitals. In *Compatibility Zone C2* an overflight notification (deed notice) shall be recorded for residential land uses.

Further, the Basic Compatibility Criteria table for Lincoln Regional Airport (Table LIN-6A, pages 6-5 through 6-12) summarizes maximum density/use intensity, prohibited land uses, open land requirements as well as other development requirements that should be used in refining the proposed SUD-B Northeast Quadrant Specific Plan land use plan.

ALUC Staff SUD-B Northeast Quadrant Specific Plan Comments

Figure 3: Land Use Plan is divided by two Airport Compatibility Zones – C1 and C2. On Figure 3 Land Use Map, C1 is to the west (left) and C2 is to the east (right) of hashed compatibility zone line. Comments for City consideration:

- Low Density Residential: Single family residential areas need to meet the Airport Land Use Compatibility Plan (ALUCP) average land use density requirements to be compatible; in particular, the residential within C1 zone.
- Park/Recreation: Park/Recreation uses are compatible.
- Open Space/Corridors: Open space uses that consist of natural land areas are compatible. However, any wetland, flood plain, water areas are considered conditional. These areas must provide mitigation consistent with FAA regulations (FAA Advisory Circular 150/5200-33B,

PLACER COUNTY
AIRPORT LAND USE COMMISSION

Hazardous Wildlife Attractants On or Near Airports). Of particular concern are uses that attract birds. Birds pose strike hazards to aircraft in flight.

- Commercial: The majority of the commercial areas fall within the C1 zone. Commercial uses are conditional. These areas need to meet the ALUCP intensity requirements.
- Specific Plan Roads – Roads are compatible in C1 and C2 zones.

ALUC Staff Consistency Determination Comments

As noted in the NOP project approvals section, the ALUCP identifies entitlements that require mandatory ALUC review pursuant to State law. These entitlements include the proposed General Plan Amendment, Specific Plan, and rezoning. The ALUCP requires that an ALUC consistency determination be completed on the proposed project before City approval. The ALUC filing fee for the mandatory project review is \$1,250, and must be submitted with the request for proposed SUD-B Northeast Quadrant Specific Plan consistency determination. Please note, if after initial ALUC review it is determined that technical assistance would be needed to complete the review, then a "Supplemental Deposit" of \$2,500 would need to be deposited to proceed.

Also, on May 14, 2014, the ALUC determined that the City of Lincoln's proposed General Plan (via Amendment) is consistent with the adopted ALUCP. As a result, the City will be responsible for review and consistency of actions required at subsequent stages of the planning process, excluding the aforementioned mandatory ALUC review required of this project.

Lastly, the ALUC and the ALUCP have no authority over existing land uses or approved development regardless of whether the uses are compatible with airport activities. This limitation over existing land uses applies only to the extent that the use remains constant.

Applicable ALUC Plan:

Placer County Airport Land Use Compatibility Plan – February 26, 2014. Refer to the individual compatibility plan contained therein for Lincoln Regional Airport.

Applicable ALUC Policy: Noise Safety Airspace Protection Overflight
 Compatible

Compatible subject to future consistency review and conditions (refer to ALUC NOP comments)

Incompatible because of –

- Safety
- Noise
- Height
- Density/Intensity

Reviewed by:

David Melko, Sr. Planner -- TEL: 530.823.4090

Date:

April 29, 2015

Copies: City of Lincoln, Jim Bermudez
Caltrans Division of Aeronautics, Robert Fiore

ⁱ See PCTPA's web site (www.pctpa.net) for more on the PCALUCP.

Legend

Boundary Lines

- Placer County Limits
- Lincoln City Limits
- Lincoln Sphere of Influence
- Existing Airport Property Line
- Future Airport Property Line
- Future Aviation Easement
- Existing Runway 15L-33L (6,000 ft.)
- Future Runway 15L-33R (7,000 ft.)
- Future Runway 15L-33R (3,350 ft.)

Compatibility Zones (Adopted 2014)

- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

See Special Conditions Policy 6.2.3.

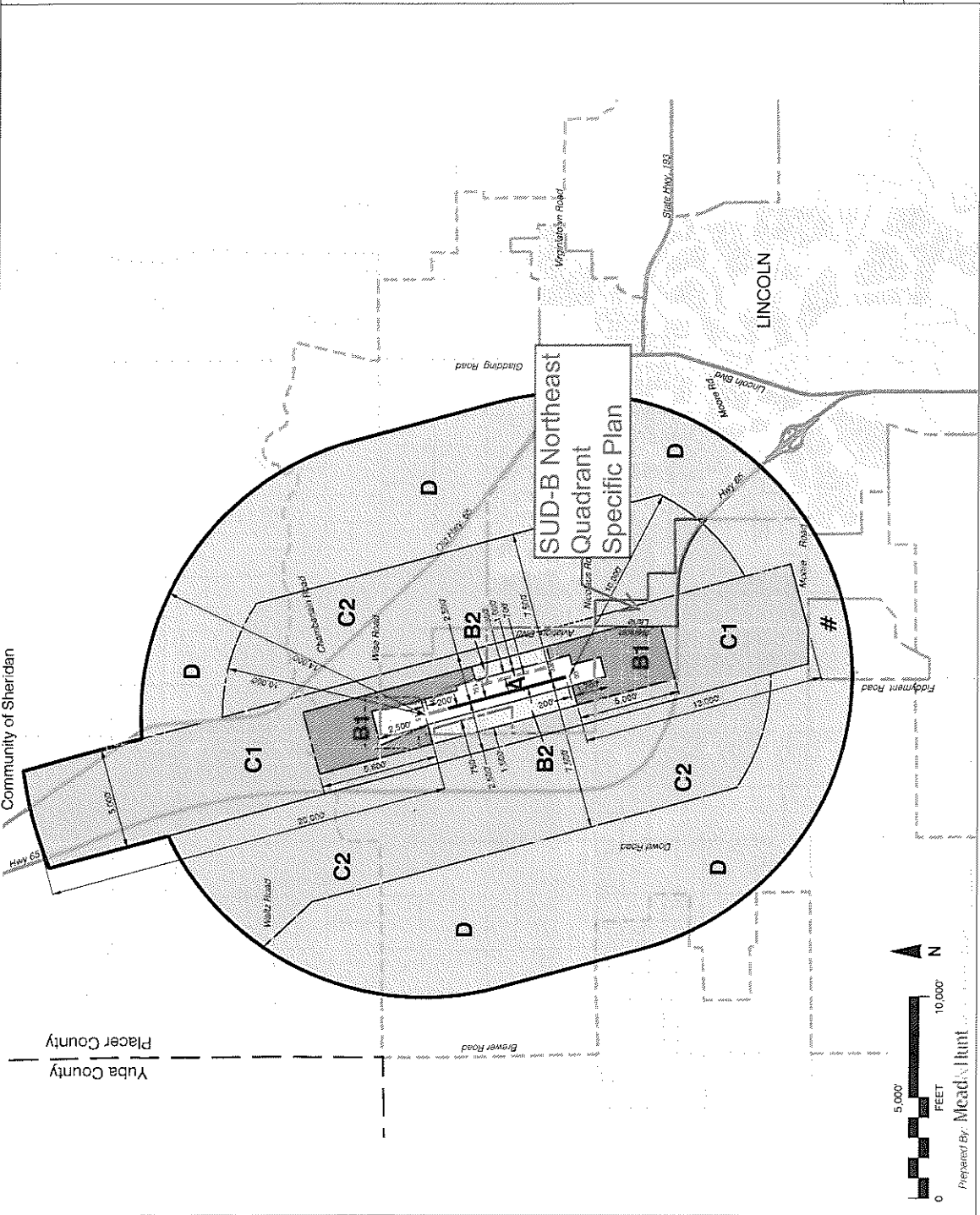
Notes:

- This ALLUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
- Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Lincoln Regional Airport
Land Use Compatibility Plan**
(Adopted February 26, 2014)

Map LIN-6A

Compatibility Policy Map
Lincoln Regional Airport





**COUNTY OF PLACER
FACILITY SERVICES DEPARTMENT**

Phone 530-886-4900 Fax 530-889-6809

www.placer.ca.gov

KEN GREHM, INTERIM DIRECTOR
VALERIE BAYNE, ADMIN. SVS. MANAGER
MARK RIDEOUT, DEPUTY DIRECTOR
BILL ZIMMERMAN, DEPUTY DIRECTOR
SCOTT BATTLES, DEPUTY DIRECTOR

April 29, 2015

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

**RE: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR
SPECIAL USE DISTRICT B, NE QUADRANT, SPECIFIC PLAN**

Dear Mr. Bermudez:

Thank you for the opportunity to review and comment on the above mentioned Notice of Preparation (NOP). Placer County Environmental Utilities provides wastewater services to portions of the County, as well as staff and management to the Western Placer Waste Management Authority (WPWMA), a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. Our comments on the NOP are regarding both wastewater and solid waste elements of the Specific Plan.

Placer County is currently collaborating with the City of Lincoln on the Midwestern Placer Regional Sewer Project, which will consolidate wastewater treatment for areas of Placer County and the City of Lincoln. Placer County has approved development projects which are planned to convey wastewater to the City of Lincoln's Wastewater Treatment and Reclamation Facility (WWTRF) for treatment. The Utilities and Infrastructure discussion of the Draft EIR should include detail about anticipated flows generated by the proposed project, as well as whether the existing WWTRF has the capacity to accommodate this, and previously approved projects.

The WPWMA provides recycling and waste disposal opportunities to communities in western Placer County. Please refer to the attached document to ensure the consultant prepares a complete and accurate analysis on Solid Waste Utilities. Specifically, the Utilities section of the Draft EIR should discuss the amount of solid waste anticipated to be generated during construction, as well as after project completion at build out with all homes, schools, and commercial buildings occupied.

The Utilities section of the Draft EIR should also discuss the anticipated impacts to the Materials Recovery Facility, where waste will be delivered and processed to recover recyclables prior to disposal, as well as to the landfill itself.

The project is located near agricultural uses and the Sunset Industrial Area, is adjacent to the City of Lincoln's Wastewater Treatment and Reclamation Facility (WWTRF), and is approximately two miles north of the Western Regional Sanitary Landfill. The Draft EIR should

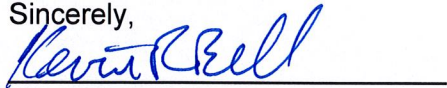
11476 C Avenue Auburn CA 95603
Entrance at 2855 2nd Street

Administration – Building Maintenance – Capital Improvements – Museums – Parks
Property Management – Environmental Engineering - Utilities

determine if the project is compatible with surrounding land uses, development, and zoning, as well as disclose the proximity of potential odor sources from the uses and facilities mentioned above. Any project with the potential to expose a substantial number of people to an existing source of objectionable odors would be considered to have a significant impact under CEQA Guidelines Appendix G. Because of the proximity to industrial and agricultural activities, the Air Quality Section should determine if the project would expose sensitive receptors to odors and/or other air pollutants.

Should you have any questions, please feel free to contact me at 530-886-4915.

Sincerely,



Kevin Bell, P.E.

Environmental Engineering Program Manager

Attachments: EIR Guidance Document

**EIR Guidance Document
Placer County Department of Facility Services
Environmental Engineering Division (Solid Waste)**

The purpose of this document is to provide guidance to those preparing environmental review documents, specifically Public Utilities / Solid Waste sections, for land development projects in western Placer County. This document summarizes the solid waste management, processes, and infrastructure in western Placer County.

Collection

Solid waste in the unincorporated areas of western Placer County, the cities of Colfax, Rocklin and Auburn, and the town of Loomis is collected by Recology Auburn Placer. The cities of Roseville and Lincoln provide their own collection services. Recycling programs vary by jurisdiction.

Management

The Western Placer Waste Management Authority (WPWMA) is a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. WPWMA provides recycling and waste disposal opportunities to those communities as well as the cities of Auburn and Colfax and the Town of Loomis.

A majority of the solid waste collected in western Placer County is first processed at the WPWMA Material Recovery Facility (MRF). The MRF recovers, processes, and markets recyclable materials from the waste stream. The facility also processes source separated wood waste and green waste and accepts separated recyclables, including electronics and other universal wastes (e.g. batteries and fluorescent lamps), at the recycling drop-off and/or buy-back center.

Residual waste from the MRF is transported to the Western Regional Sanitary Landfill (WRSL). The landfill is specified as a Class II/Class III non-hazardous site. Hazardous waste from households and Conditionally Exempt Small Quantity Generators is accepted at the Permanent Household Hazardous Waste Collection Facility (PHHWCF), located next to the MRF.

WPWMA owns and oversees the operations of the landfill, MRF, compost facility, and PHHWCF which are located at the corner of Athens Avenue and Fiddymont Road. A private firm, under contract to WPWMA, manages the day-to-day operation of the facilities.

Permit Limits and Site Constraints (updated April 2015)

The WRSL is permitted to accept 1,900 tons per day and 624 vehicles per day; it currently receives an average of 638 tons per weekday and 86 vehicles per day (2013 average). The landfill has a permitted design capacity of 36,350,000 cubic yards and a remaining capacity of 25,386,466 cubic yards (July 2014). Under current land use and development conditions, the landfill has a permitted lifespan extending to 2058.

The MRF has a permitted processing capacity of 1,750 tons per day and 1,014 vehicles per day; for the period of January 1 through December 31, 2014, the average weekday tonnage received at the MRF was 1,116 tons and the average weekday vehicle count at the MRF was 588. The MRF expanded in 2007, increasing its processing capacity of municipal solid waste and construction and demolition debris to 2,200 tons per day. The compost portion facility of the facility has a permitted processing capacity of 75,000 cubic yards or approximately 37,500 tons and a design capacity of approximately 164,000 cubic yards or 82,000 tons.

The MRF typically diverts approximately 30 percent from the MRF processing lines; however this does not include the additional recyclables received and diverted via the facility's buy-back center, drop-off center, compost facility, and landfill diversion (inert waste and construction/demolition waste). The facility-wide diversion rate achieved in 2014 was over 42 percent.

EIR Analysis

Environmental reviews for development projects should estimate the short-term impacts from construction and demolition (C&D) debris generated during construction and the long-term impacts from solid waste generated from the project after completion. The analysis should determine if the increase in waste will impact the lifespan of the WRSL, the processing capabilities of the MRF, the permitted capacity of either facility, or require construction of a new or expanded disposal facility.

If the waste generated by the project could create a significant impact according to the standards listed above, mitigation measures should be identified. The environmental consultant should determine which measures are appropriate for the project. Potential mitigation measures include, but are not limited to, mandatory C&D diversion, green waste collection service, recycling space allocation in commercial developments, community recycling centers, new solid waste facility, or contribution of fair share of cost to expand or to add facilities.

Other Recycling and Disposal Facilities

Transfer stations are located in Meadow Vista and Foresthill and are operated, under contract with the County, by Recology Auburn Placer. Recology Auburn Placer also owns and operates the Auburn Transfer Station. The transfer stations accept household garbage, yard clippings, tires, batteries, household appliances, and electronic waste. Solid waste received at the transfer stations is delivered to the MRF for processing.

For more information, please see www.placer.ca.gov/recycle or www.wpwma.com.



WESTERN PLACER
WASTE MANAGEMENT AUTHORITY

JACK DURAN, PLACER COUNTY, CHAIR
GEORGE MAGNUSON, ROCKLIN
PAUL JOINER, LINCOLN
ROBERT WEYGANDT, PLACER COUNTY
SUSAN ROHAN, ROSEVILLE
KEN GREHM, EXECUTIVE DIRECTOR

April 24, 2015

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

RE: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR SPECIAL USE DISTRICT B, NE QUADRANT SPECIFIC PLAN

Dear Mr. Bermudez:

We appreciate the opportunity to review the above mentioned NOP. The Western Placer Waste Management Authority (WPWMA) previously provided comments on the NOP for the combined Village 5 and Special Use District Specific Plan on June 14, 2014.

The WPWMA is a regional agency comprised of Placer County and the Cities of Lincoln, Rocklin and Roseville. The WPWMA owns and operates the Western Regional Sanitary Landfill (WRSL) and materials recovery facility (MRF) and provides recycling and waste disposal opportunities to its member agencies as well as the Town of Loomis and the cities of Auburn and Colfax.

The WPWMA's facilities are located approximately 1.5 miles south of the proposed project area. With increasing residential and commercial encroachment on the WPWMA's facilities, the WPWMA recommends that the proximity of the proposed project to the WPWMA's facilities be disclosed to future residential and commercial occupants.

The Probable Environmental Effects noted in the NOP do not mention odor-related impacts to future residents from nearby agricultural operations and the City of Lincoln's Wastewater Treatment Plant, as the previous NOP did. The WPWMA recommended, in its comments on the previous NOP, that the Draft EIR include all potential regional odor sources in addition to the WWTP and surrounding agricultural operations.

The Public Services and Utilities section of the NOP does not mention solid waste services, and the Probable Environmental Effects sections of the NOP does not address impacts related to solid waste, it mentions only that the EIR will evaluate the provision of solid waste facilities to serve the project. The WPWMA recommends that the Draft EIR include a thorough analysis of the project's solid waste-related impacts.

Thank you for the opportunity to review the NOP; we hope you will take our concerns into consideration when composing the Draft EIR. Please contact me at (916) 543-3984 or eoddo@placer.ca.gov if you would like to discuss these issues.

Sincerely,

Eric Oddo, P.E.
Environmental Engineering Program Manager

RECYCLING AND DISPOSAL MADE EASY

11476 C AVENUE AUBURN, CA 95603
(916) 543-3960 / (916) 543-3990 FAX
WWW.WPWMA.COM

Untitled

To: Jim Bermudez
annexation

4/15/2015

Questions and concerns about SUD-B

1. Where are the children from this development going to school and what provisions are being made to provide space and resources for them?
2. The traffic flow in front of Creekside Oaks school at drop-off and pick-up is already challenging and dangerous due to the lack of a sidewalk across from the school and no crosswalk. What is being done to evaluate traffic flow to the schools impacted by the increased enrollment?
3. Are lot sizes in the proposed housing development in line with those in the adjacent community?
4. Have provisions been made to continue the masterplan for bike lanes in the new development?

Thank you,

Tom & Sandi Cannon

2551 1st St

Lincoln CA 95648

916 409-5332

sjcannon63@yahoo.com

Jim Bermudez
FRAYJI DESIGN GROUP, PROJECT

My wife and I bought into the Brookview homes in 1999, when they were first built. We were told that the field behind us was wetlands and would never be built on. My granddaughter grew up watching the geese and ducks fly in and out, the hawks and owls and falcons. You could see dear cycote and mountian lion. In a very wet year this field floods and look like a large river. The sound wall for the bypass ends about 400yards short of the revine, leaving the brookview homes open to the sound of the freeway. I called about this , but bla bla bla sound study bla bla bla. If new homes were built , this sound wall would have to be extended to the revine. also a levie would have to be built to protect those homes. The farm on the other side of the revine on moore road is mostly unsellable because it floods every wet year. No one has lived in it for years. I dont know how the city gets away with oking everything they want. There was an oak tree on joiner parkway on the corner of third. It had about a six foot diameter, I use to say well they will never be able to cut that down. well there are town houses there now. We are in a drought , how could you even think of building new homes right now. If they do go ahead with it any way. I prepose a cinder block wall the full lenght of the field for the brookview homes. Sincerely Paul J Irving P.S. The cinder block wall for the first street homes should be a must, before any building starts.



P.S. I am starting a petition for the cinder Block wall to be built before any construction starts, to protect the homes on first street.

FW Sud-B Northeast quadrant plan

From: Carol Facque [mailto:c.facque@att.net]

Sent: Tuesday, April 21, 2015 7:57 AM

To: Jim Bermudez

Subject: Sud-B Northeast quadrant plan

To whom it may concern:

I am sure you have heard this before, but I would like to give you my "two cents".

This

proposed project is both politically greedy and socially irresponsible. In this time of

extreme drought to insert 200 plus new houses with their corresponding residents is beyond comprehension. There should be a ban on ALL residential building until this drought is over. The name of every elected official who approves this project WILL BE

REMEMBERED!!!

Carol Facque

108 Douglas Court

Lincoln CA. 95648

FW Notice of Preparation for SUD-B

I am a homeowner at the end of 3rd Street and recieved the Notice of Preparation for SUD-B in the mail. I had a few questions relating to the proposed development I was hoping you could answer.

1. What is the expected impact to existing home values in SUD-B?
2. There looks to be approximately 375 new home built. What are expectations for square foot size of the new homes?
3. While I know this is the initial step, what is the earliest construction could start? What are next steps before construction begins?
4. The real estate along Nelson Rd. looks to be devoted to commercial. What are the expectations for commercial tenants?
5. Is there any possibility to change the plans to include more park space? Of the 375 new homes there is only 3 acres devoted to a developed park.
6. Will existing schools, Creekside Oaks, Glenn Edwards be updated with more classroom space?

Your response is greatly appreciated.

Brett Lauppe
3rd Street Homeowner

FW NOP FOR SUD-B

-----Original Message-----

From: T S [mailto:tcspurg@yahoo.com]
Sent: Thursday, April 02, 2015 12:31 PM
To: Jim Bermudez
Subject: NOP FOR SUD-B

Jim,

I received the letter outlining the plans for SUD-B. I live at 2700 3rd street which is the last house on the street. As the plans show there will not be construction on the north side of my house but there will be to the west. At this time I have two main concerns. First, how close will the new homes to the west be to my house? Will we be sharing a fenceline or will there be a buffer zone with two separate yard fencelines? Secondly, will 3rd street become a thoroughfare? As you know 3rd street is blocked off by a barrier and a cyclone / barbed wire fenceline. If 3rd street is to be opened up and continued will speed bumps be put in place? There are many children who live on my section of 3rd street who enjoy playing due to the very light traffic that comes down the street. Please respond when you can either by e-mail or by phone. (916) 580-5167 Thank you in advance for addressing my concerns.

Thomas Spurgeon

**Planning Commission Meeting
April 15, 2015**

1. Chairwoman Rodriguez **called the meeting to order** at 6:00PM.

2. **Roll Call:**

Commissioners present:	Mark Hutchinson Dan Karleskint Bill Lyons Brian Plummer Michael Roberts Kristian Watford (<i>delayed</i>) Keela Rodriquez
Staff members present:	Jim Bermudez, Development Services Division Manager Robert Poetsch, Associate Planner Gwen Scanlon, Secretary.

3. **Pledge of Allegiance** – led by Commissioner Bill Lyons.

4. **Citizens Addressing the Commission on Matters not on the Agenda**
 - a) Allen Cuenca, a Lincoln resident and former Planning Commissioner, stated the City did not receive any public comment when a General Plan Amendment and Airport Land Use Compatibility Plan were passed by the Planning Commission and City Council back in 2014. This action reduced the buffer/safety zone and will impact existing residents in this area and the City should consider changing the one mile radius restriction before approving any additional development.

5. **Consent Agenda** – Chairwoman Rodriguez stated the applicant may want to comment on the Shell Gas Station Design Review so the consent items would be handled, those items approved were:
 - A. **March 18, 2015 Meeting Minutes** were approved by the following vote:
AYES: COMMISSIONER: Plummer, Karleskint, Hutchinson, Lyons, Roberts, Rodriguez
NOES: COMMISSIONER:
ABSENT: COMMISSIONER: Watford

 - B. **Resolution 2015-06** approving the recommendations of the design review board for the re-imaging of the existing Shell Gasoline Station located at 210 Lincoln Boulevard **approved by the following vote:**
AYES: COMMISSIONER: Hutchinson, Karleskint, Lyons, Plummer, Roberts, Rodriguez

NOES: COMMISSIONER:
ABSENT: COMMISSIONER: Watford

Chairwoman Rodriguez stated Item 6B would be heard prior to Item 6A in the public hearing.

6. **Public Hearing-**
 - B. **Request for a Conditional Use Permit for the On-Site Sale and Consumption of Alcohol at Citizen Vine, located in the Lincoln Village at Twelve Bridges, at 825 Twelve Bridges Drive, Suite 65.**

Robert Poetsch, Associate Planner, presented this staff report and responded to questions. He stated Ordinance No. 446B requires all uses with on-site licenses for the sale or consumption of alcoholic beverages to obtain a Conditional Use Permit (CUP). If the CUP is approved, the applicant, Paul Jansen, will use the CUP to satisfy local clearance for Alcoholic Beverage Control purposes. Citizen

Vine has submitted an application for a wine bar including the on-site sale and consumption of beer and wine in an existing pad suite. There are eight alcohol related licenses within a one-mile radius of the project site, six of which are in the Center (Urbano's Mexican, Siino's Pizza, Orchid Thai, India Oven, Waffle Farm, and Zakuro restaurants on-site sales and consumption), and two additional off-sale alcohol related licenses at Chevron and across Twelve Bridges Drive at Walgreen's. Citizen Vine is located 0.9 miles from the nearest church, 0.5 miles from the nearest public park, 1.0 miles from the nearest school, and 0.7 miles from the nearest residential neighborhood. Staff recommends approval with the conditions in Exhibit A. Chairwoman Rodriguez opened the public hearing at 6:10PM with the following comment:

- a) Paul Jensen, applicant for the Citizen Vine, thanked staff and stated his dealings with the City had been very positive. Commissioner Karleskint asked if there would be food prep on site and Mr. Jensen replied that they would have small plates and that he did not have a full kitchen.

Motioned by Commissioner Lyons and seconded by Commissioner Karleskint to approve Resolution 2015-07 approving a Conditional Use Permit for the On-Site Sale and Consumption of Alcohol at Citizen Vine located at 825 Twelve Bridges Drive, Suite 65.

AYES: COMMISSIONER: Lyons, Karleskint, Hutchinson, Plummer, Roberts, Rodriguez
NOES: COMMISSIONER:
ABSENT: COMMISSIONER: Watford

Commissioner Watford arrived at 6:15PM.

**A. Notice of Preparation Public Hearing for Special Use District B (SUD-B) –
Northeast Quadrant Specific Plan on APN 021-262-034, 021-262-035 and 009-031-028.**

Brian Grattidge, Dudek, the City of Lincoln's Environmental Consultant for this project presented a powerpoint with an overview of the Environmental Impact Report (EIR), made a part of these minutes by mention thereof. Jim Bermudez, Development Services Division Manager, stated there would be no action on this item but rather to take public comment and asked those in attendance to leave their contact information so that the City could contact them. Chairwoman Rodriguez opened the public hearing at 6:30PM with the following comments:

- a) Sandra Cannon, a Lincoln resident, thanked the Commission for the opportunity to speak and stated her concern is with the impact of this development on Creekside Oaks School which already has terrible parking and this project will only make it worse. Ms. Cannon stated she would also like to see lot sizes that are compatible with existing residential and would like a master plan for bike trails to be included.
- b) Katie Bondelie, a Lincoln resident, agreed with Ms. Cannon and stated there are people speeding from 45-50 mph on First Street and if the street is opened up into this subdivision then the traffic would only get worse. Ms. Bondelie also is concerned about the drought and more houses would only make the situation worse.
- c) Don Chandler, a Lincoln resident, stated he is also concerned with the traffic and the hours of operation of construction as the work on the Bypass included weekends and nights and he doesn't think it is necessary to work at night. He also was concerned with the drought.
- d) Linda Folden, a Lincoln resident, stated she recently moved to Lincoln from the Bay Area for the small town feel and she is concerned she will lose the view behind her home of ducks, peacocks and turkeys.
- e) Allen Cuenca, a Lincoln resident, made a point of order that the following sentence on the first page of the staff report contains the word could "Instead of adopting a single

specific plan for the entire 1,844 SUD-B planning area, the City determined that the SUD_B Northeast Quadrant portion **could** proceed with the entitlement process separately from the remainder of the SUD-B planning area.” Mr. Cuenca continued that the City approved a project at the Old Wastewater Treatment Plant (WWTP) off of Nicolaus Road which never happened and now that Lewis Land Development had purchased that property he hopes this project is coordinated with the Lewis project so they are cohesive.

- f) Kathy Fedy, a Lincoln resident, stated she moved to Lincoln with her mother Linda Folden who spoke earlier. Ms. Fedy was concerned with maintain the small town feel and view of ducks and turkeys. She was also concerned with higher water prices and lack of schools for her daughter who is bussed to Twelve Bridges Middle School.
- g) Robert Hammett, a Placer County resident who lives on Nelson Lane, stated his concern with the decibel levels as he had requested a soundwall with the recent work on Nelson Lane and didn't get that so wanted to make sure the project was done properly and didn't increase the decibel levels more than they already are.
- h) Alice Gonzalez, a Lincoln resident, stated she was concerned with the increased traffic from opening First and Third Streets into this new development as there were already problems with double parking near the school. She continued she was concerned whether the new homes would face First Street or the Bypass and doesn't see how homes could be constructed in the narrow strip on the southern end of the project.
- i) Don Chandler, a Lincoln resident, spoke again and asked for an explanation on the asterisks contained in the powerpoint. Brian Grattidge stated the asterisk indicated studies that were being prepared by the property owners for review by Dudek.
- j) Tony Frayji, Frayji Design Group and the applicant's engineer, stated the property owners in the area had complained about the agricultural work and the dust created by it for many years. Mr. Frayji continued the City of Lincoln General Plan defines the village concept for this area whereas the property at the Old WWTP is not part of the General Plan. Mr. Frayji stated the City Council allowed this area to move forward and they have been working with Dudek and have begun the studies to comply with the State of California requirements as well as the General Plan. Mr. Frayji continued the City of Lincoln is in a good position as far as water and that this area will not have a school but the project will pay fees to pay for sidewalk. Mr. Frayji closed by stating their goal is connectivity with trails connecting to Auburn Ravine and that the lots are 150 feet with houses backing to First Street.

Chairwoman Rodriguez closed the public hearing at 7:00PM with no further comments.

Jim Bermudez, Development Services Division Manager encouraged all present to sign in with their contact information so the City could engage with them one on one to work out any issues and also said he would reach out to the Western Placer Unified School District to get their input.

Commissioner Watford stated the input received was great and that approximately 85% seemed satisfied and can't always satisfy 100%. Commissioner Plummer thanked everyone for their involvement and asked if public safety services were studied and whether existing facilities were close enough to this project. Jim Bermudez stated public safety services would be included in the EIR and costs to cover these services would also be included in the Public Facility Element Fees the City collects. Commissioner Karleskint stated he was happy to see the development moving forward and encouraged everyone to attend the City's water workshops. Commissioner Lyons stated the process of developing this project would take years and many more hearings and encouraged everyone to attend future hearings to voice their concerns. Commissioner Hutchinson thanked everyone for their comments as they are essential to the EIR process and that the Specific Plan for this project could address the small town character concerns to maintain the character of Lincoln. Commissioner Roberts stated this is one of the bigger projects that had come to the Planning Commission in a long

time and recognized Mr. Cuenca's concern with the airport buffer zone. Commissioner Roberts stated that there may be changes in the project such as which way the houses face as the EIR process is done and there will be other public hearings and encouraged discussion between the Village 5 developers and adjoining neighbors. Jim Bermudez added that a Specific Plan, the vision or character of the project, and General Development Plan, the lot sizes and other requirements, are required by the City and solicited input from the public on these. Chairwoman Rodriguez encouraged everyone in attendance to review the General Plan and encouraged their input.

8. **New Business** – – none
9. **Commissioner Comments** – none
10. **Adjourned** at 7:20PM.

Submitted by:

Gwen Scanlon, Secretary

Meeting Date: April 15, 2015

VISITORS TO THE PLANNING COMMISSION MEETING
PLEASE SIGN IN...

- 1 Tom & Sandi Cannon 2551 1st St sjcannon63@yahoo.com
Lincoln 916-469-5332
- 2 PAUL JANSEN 4020 monterverde dr
LINCOLN CA 95648
- 3 Devon Marlowe 1540 Eureka Rd #100 Roseville 95661
- 4 Linda Forben + Kathi Fealy 260 Saint Lucia Way 408 569 1655
- 5 STEPHANIE FRINK 2607 FIRST ST 916-316-8416
- 6 Alice Gonzalez 2607 First St 916 434 8895
- 7 ALLEN CUENCA
- 8 ~~Marianne Chonka 2527 1~~
- 9 Katie Bondelive 2559 1st St.
- 10 Curtis Hauptman McHale Sign Co - Redding, CA
- 11 Tony FRANSI Fransi Design Group.
- 12 Cathy Noyes 2608 First St
- 13 Sean O'Neil 1462 D Street Marysville
- 14
- 15
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