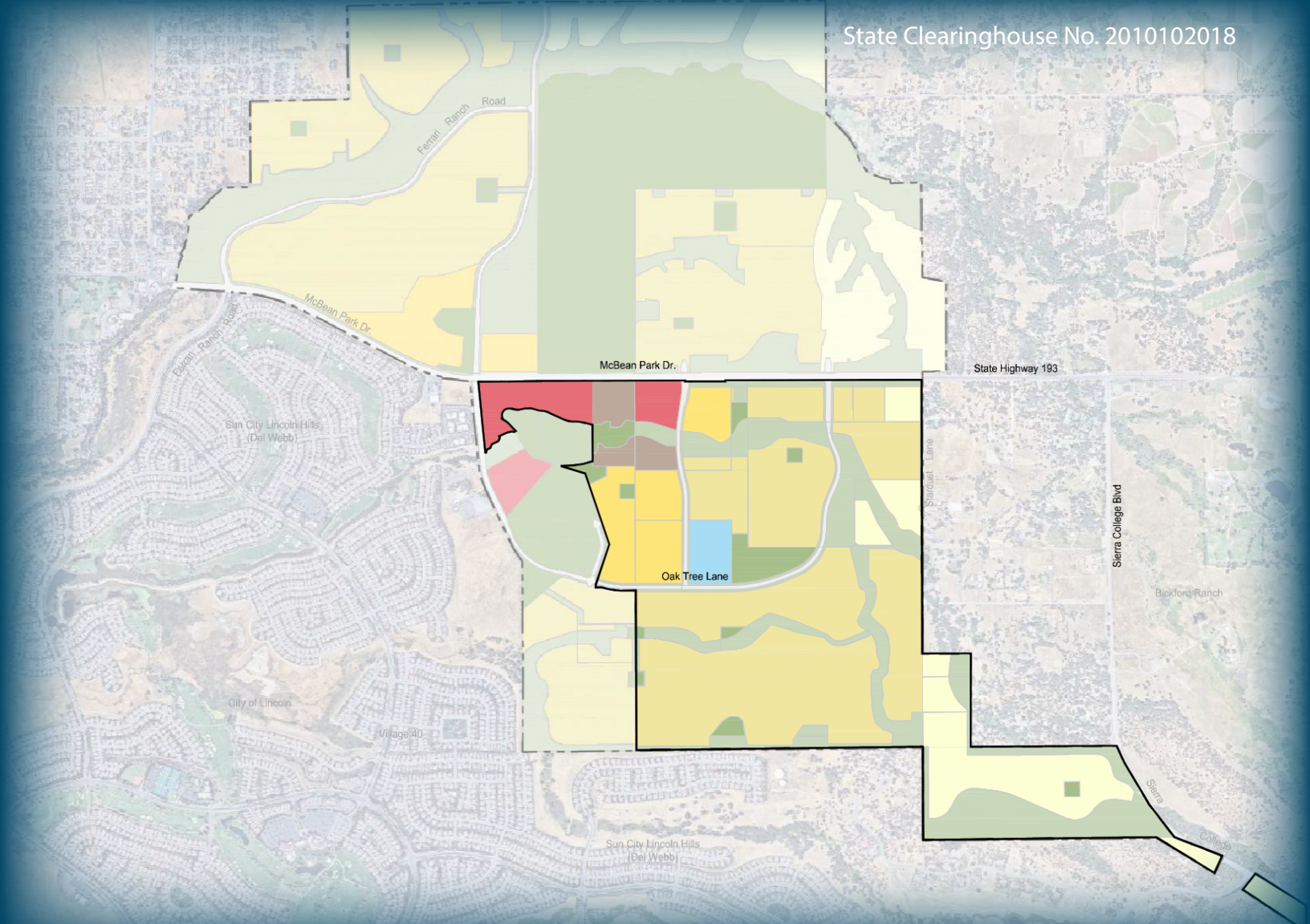


Draft Supplement to the  
Environmental Impact Report for the

# Village 1 Specific Plan: South of McBean Park Drive Revisions

State Clearinghouse No. 2010102018



August 2022

Prepared for:

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

Prepared by:

**Adrienne L. Graham and Associates**

Draft Supplement  
to the Environmental Impact Report  
for the  
Village 1 Specific Plan EIR:  
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## **1. INTRODUCTION**

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## **PURPOSE OF THE SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT**

The City of Lincoln is the lead agency for this Supplement to the Village 1 Specific Plan Environmental Impact Report (SCH #2010102018, available at <https://www.lincolncalifornia.gov/village1SPA/>). This Supplement addresses proposed changes to the adopted Specific Plan involving the realignment of Oak Tree Lane and several land use changes.

## **BACKGROUND**

The Village 1 Specific Plan (Specific Plan) provides direction for development of 1,832 acres of land within the City of Lincoln<sup>1</sup>. The Specific Plan identifies land use designations and zoning for the plan area, the circulation system, utilities systems, parks and open space, and other planning considerations. In addition, the Specific Plan includes a wide range of goals and policies, design guidelines and development standards that will guide development.

The City certified an Environmental Impact Report for the Village 1 Specific Plan EIR, and approved the Specific Plan on November 27, 2012. Revisions to the Specific Plan and an addendum to address changes to the Oak Tree Lane connection to Sierra College Boulevard and provision of an additional elementary school site were adopted on July 9, 2013. In 2015, 1,712 acres of the Village 1 Specific Plan were annexed to the City. Approximately 120 acres of the adopted Specific Plan were not included in that annexation due to opposition of the property owners. In March 2020, the Specific Plan was revised, and rezoning was adopted for a portion of the plan area known as Turkey Creek Estates, which occupies 248 acres on the eastern side of the plan area, north of SR 193. The amendments reduced the amount of land designated Village Country Estates (VCE) within the northern portion of the Turkey Creek Estates project, and increased the amount of Village Low Density Residential (VLDR) acreage. This resulted in a reduction of 128 VCE units and a corresponding increase of 128 VLDR units. Parks acreage was also reduced slightly, and there was an increase in the amount of open space. The total amount of developable acreage with the Specific Plan was unchanged.

The applicant is now proposing additional changes to the Village 1 Specific Plan, including the realignment of Oak Tree Lane and adjustments to land use designations and zoning, and relocation of a school site. A full description of the Proposed Project is provided in Chapter 2, Project Description.

## **ENVIRONMENTAL REVIEW OF THE PROPOSED PROJECT**

The California Environmental Quality Act (CEQA) Guidelines Section 15163 state that a lead agency or responsible agency may prepare a Supplement to an EIR if any of the conditions described in Section 15162 for a Subsequent EIR are present, and if only minor additions or changes to the previous EIR are necessary to make the previous EIR adequately apply to the project in the changed situation. The following are conditions contained in the CEQA Guidelines Section 15162 that would apply to the preparation of a Subsequent EIR:

1. Substantial changes are proposed in the project which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is

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<sup>1</sup> Approximately 120 acres are located outside of the City limits, but within the City's Sphere of Influence.

undertaken, which would require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, as complete or the negative declaration was adopted, shows any of the following:
  - a) The project would have new or more significant effects not discussed in the previous EIR or negative declaration;
  - b) Significant effects previously examined would be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the proposed proponents decline to adopt the mitigation measures or alternative; or
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adapt the mitigation measure or alternative.

As stated above, and discussed in more detail in Chapter 2, Project Description, the proposed revisions would realign Oak Tree Lane and make changes to the land use designations and zoning. For the most part, as explained in detail in Chapter 5, these changes would not result in new significant impacts or substantially increase the severity of the significant impacts identified in the Village 1 Specific Plan EIR. While the redistribution of traffic due to the realignment of Oak Tree Lane would result in increased traffic and related traffic noise on segments of Oak Tree Lane, Sierra College Boulevard and State Route 193, the proposed revisions to the Specific Plan will result in a net reduction of traffic. Increased traffic noise was determined to be a significant and unavoidable impact in the Village 1 EIR, and the proposed revisions would increase the severity of this impact. Because this is the only impact that would be made more severe under the proposed revisions, the City concluded that a Supplement to the Village 1 EIR is warranted.

#### HOW TO USE THIS REPORT

This Draft Supplemental to the EIR (SEIR) includes five primary parts: Introduction, Summary, Project Description, Traffic Noise, and Other Environmental Effects.

#### Chapter 1, Introduction.

**Chapter 2, Project Description**, describes the adopted Specific Plan, and the proposed revisions that are the subject of the Draft SEIR.

**Chapter 3, Summary**, presents an overview of the results and conclusions of the environmental evaluation.

**Chapter 4, Traffic Noise**, analyzes the effects on noise levels on roadway segments that would experience an increase in traffic due to the realignment of Oak Tree Lane.

**Chapter 5, Other Environmental Effects**, discusses those impacts identified in the Village 1 Specific Plan EIR that would change as a result of the proposed realignment and land use changes, but that would not result in new significant impacts and/or substantially increase the severity of significant and

unavoidable impacts. Issues addressed include aesthetics and visual Quality, impacts associated with ground disturbance (e.g., biological resources), land use, traffic and traffic-related impacts (e.g., air quality and greenhouse gas emissions) and public services and utilities.

**Appendix A, General Plan Consistency**, discusses the consistency of the proposed revisions with City General Plan policies, including parks and the City's Level of Service policy for traffic, and includes the traffic analysis prepared for the proposed revisions. CEQA does not require an analysis of consistency with General Plan policies other than those address effects on the environment. However, the City will review General Plan consistency when the proposed revisions are considered. This information is provided in the appendix.

## **CEQA PROCESS**

This Draft SEIR will be publicly circulated for a 45-day public review and comment period beginning on August 18, and ending on October 3. Written comments on this Draft SEIR should be submitted via drop-off, regular mail or email by 5:00PM on October 3, to Rommel (Mel) Pabalinas, Planning Manager, at the address listed under the "Lead Agency Contact" subheading, below. Email comments will be accepted, and comment letters may be submitted as attachments to e:mail.

This Draft SEIR and all documents referenced herein are available for public review at the City of Lincoln, Community Development Services Department, 600 Sixth Street, Lincoln, California, 95648. The Draft SEIR is also available for download from the City's website.

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

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

One or more public hearings will be held as part of the City Council's ultimate consideration of the adequacy of the Village 1 EIR in combination with the SEIR to address the proposed revisions to the Village 1 Specific Plan.

## **LEAD AGENCY**

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

### **Lead Agency Contact**

Rommel (Mel) Pabalinas, Planning Manager  
City of Lincoln Community Development Department  
600 Sixth Street  
Lincoln, CA 95648  
Phone: (916) 434-2470  
Village1@lincolnca.gov

## **2. PROJECT DESCRIPTION**

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## 2. PROJECT DESCRIPTION

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### INTRODUCTION

The Village 1 Specific Plan (Specific Plan) provides direction for development of 1,832 acres of land within the City of Lincoln and the City's Sphere of Influence. The Specific Plan identifies land use designations and zoning for the Village 1 plan area, the circulation system, utilities systems, parks and open space, and other planning considerations. In addition, the Specific Plan also includes a wide range of goals and policies, design guidelines and development standards that will guide development.

The City certified an Environmental Impact Report for the Village 1 Specific Plan (Village 1 EIR, SCH #2010102018) and approved the Specific Plan on November 27, 2012. Revisions to the Specific Plan and an addendum to address changes to the Oak Tree Lane alignment and provision of an additional elementary school site were adopted in July 2013. In 2015, 1,712 acres of the Village 1 Specific Plan were annexed to the City. Approximately 120 acres of the adopted Specific Plan were not included in that annexation due to opposition of the property owners. As discussed in Chapter 1, revisions to the Specific Plan pertaining to the Turkey Creek project, which is located north of SR 193, were adopted in March 2020. These revisions did not affect the total number of residential units, commercial square footage or developable acreage.

The applicant is now proposing additional changes to the Village 1 Specific Plan, including the realignment of Oak Tree Lane and adjustments to land use designations and zoning. A full description of the proposed revisions is provided later in this chapter.

### PROJECT LOCATION

The plan area is located in the City of Lincoln, approximately one mile from downtown Lincoln (see Figure 2-1). The plan area is generally bounded by the Twelve Bridges Specific Plan on the south and southwest, older developed areas of the City on the west, Virginiatown Road on the north, and undeveloped land in unincorporated Placer County on the east. McBean Park Drive/State Route 193<sup>1</sup> bisects the plan area in an east-west direction. The proposed revisions would occur south of McBean Park Drive/SR 193.

### EXISTING PROJECT SITE CONDITIONS

The plan area consists primarily of undeveloped grasslands and woodlands with an extensive tree canopy across a large portion of the plan area. The topography of the plan area is generally level, with rolling hills located south of SR 193. Auburn Ravine and Ingram Slough traverse the plan area. A number of drainage ways, ponds, and an irrigation canal owned by the Nevada Irrigation District (NID) are also present on the plan area. Existing land uses on the plan area include a small number of single-family residences, ranches, the 18-hole Turkey Creek Golf course (which is open to the public), a Placer County corporation yard, a riding stable, and the former Beale Air Force Base Titan 1-A missile facility on land owned by Placer County. A 20.4-acre lake is located within the Ingram Slough corridor. Residential subdivisions are under development adjacent to the golf course, and between Oak Tree Lane and Ferrari Ranch Road, north of McBean Park Drive. The latter development will provide only age-restricted units.

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<sup>1</sup> McBean Park Drive is located in the City of Lincoln, and becomes State Route 193 when it enters the County, just east of Stardust Lane.



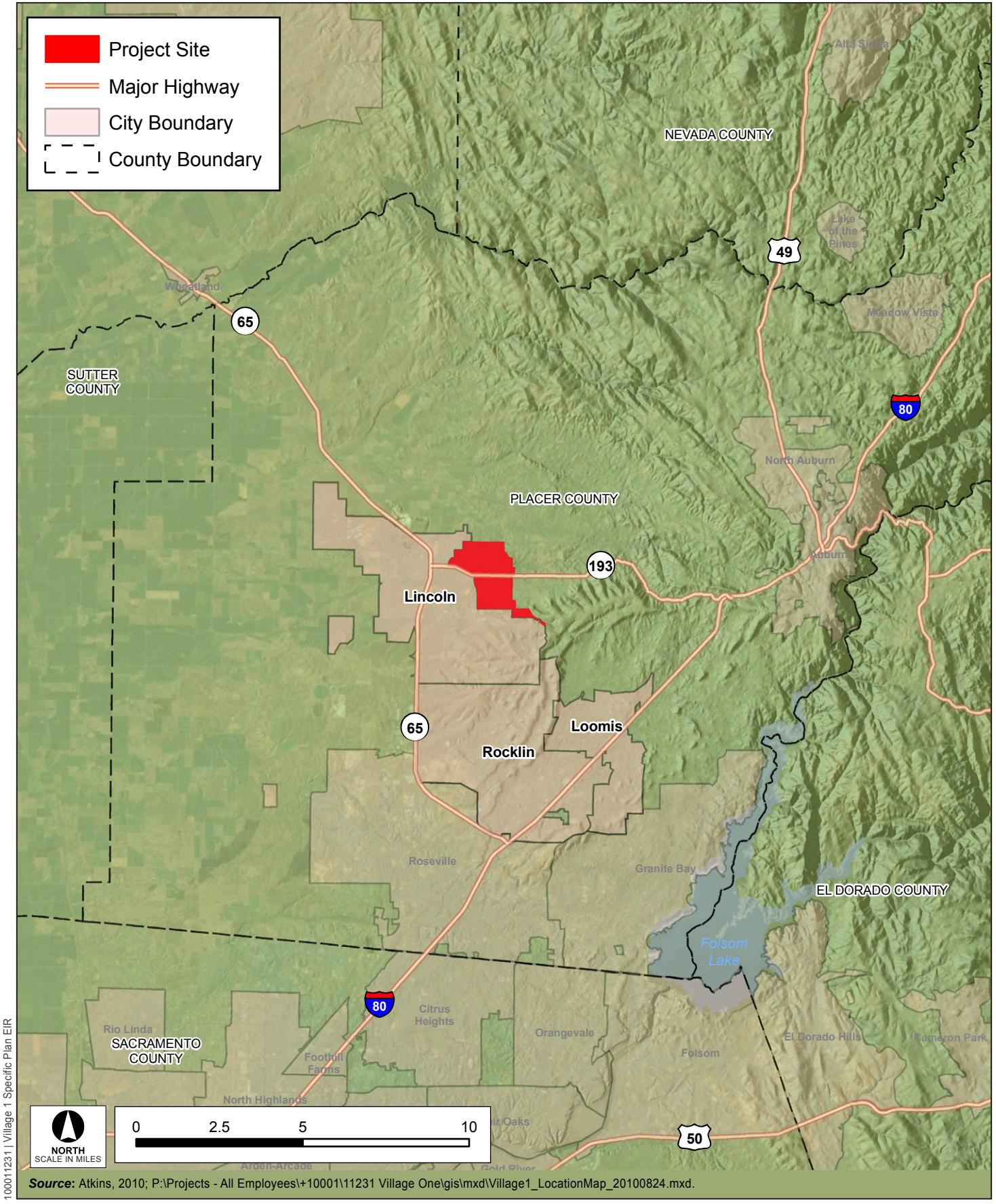


Figure 2-1  
Regional Location

100011231 | Village 1 Specific Plan EIR

TABLE 2-1 COMPARISON OF ADOPTED AND PROPOSED LAND USES						
Land Use Designation	Density	2013 EIR Assumptions <sup>1</sup>			Proposed/Revised	
		Dwelling Units (du)	Square Footage	Acres	Dwelling Units (du)	Acres
<b>Residential</b>						
Village Country Estates (VCE)	1.0-2.9	761	--	346.0	425	192.3
Village Low Density Residential (VLDR)	3.0-5.9	2,883	--	524.3	3,113	681.4
Village Medium Density Residential (VMDR)	6.0-12.9	910	--	91.0	744	88.0
VMDR/School					117 <sup>2</sup>	See Below
Village High Density Residential (VHDR)	13.0-25.0	576	--	28.8	421	17.9
Village Mixed Use (VMU)	13.0 – 25.0	509	167,000	39.3	790	39.0
<b>Total Residential</b>		<b>5,639</b>		<b>1,029.4</b>	<b>5,610</b>	<b>1,018.6</b>
<b>Other Uses</b>						
Parks and Recreation		--		98.6	--	98.7
Turkey Creek Golf Course		--		222.6	--	222.6
Open Space/Trails		--		354.3	--	382.4
Public Facilities		--		12.1	--	12.1
Roadways		--		66.0	--	60.4
Landscaped Corridor		--		49.1	--	37.3
<b>Total</b>	--	<b>5,639</b>	<b>167,000</b>	<b>1,832.1</b>	<b>5,610</b>	<b>1,832.1</b>
Notes:						
No change proposed to non-residential square footage.						
Reduction in unit count reflects proposed land use changes and approved tentative maps with fewer units than assumed in the Village 1 Specific Plan.						
1. This table provides the land use assumptions used in the EIR prepared for the original Specific Plan adopted in 2013 in order to accurately compare the proposed revisions to the impacts identified in the 2013 EIR. As discussed in Chapter 1, the Specific Plan was amended in March 2020 for a portion of the plan area known as Turkey Creek Estates. The amendments reduced the amount of land designated Village Country Estates (VCE) and the VCE unit count, and increased the amount of Village Low Density Residential (VLDR) acreage and unit count by a corresponding amount. The total						

**TABLE 2-1  
COMPARISON OF ADOPTED AND PROPOSED LAND USES**

amount developable acreage with the Specific Plan was unchanged. The Proposed/Revised acreage and unit counts shown in this table incorporate the Turkey Creek amendments.

2. VLDR count include 117 units that would either developed on the 12.1 acre school site (if the school district decides to build elsewhere outside of the plan area), or that would be transferred elsewhere in the plan area as provided for on page 3-21 of the proposed revised Specific Plan.

Source: City of Lincoln, Village 1 Specific Plan July 2013, Frayji Design Group, July 2022.

### **ADOPTED VILLAGE 1 SPECIFIC PLAN**

As adopted, the Specific Plan provides for up to 5,639 dwelling units, 167,000 square feet of mixed-use (commercial) space, 321 acres of parks, including the Turkey Creek Golf course, and 403 acres of open space and landscape corridors, along with public facilities and roadways (see Table 2-1). The residential land uses range from Village Country Estates (VCE) with a density of 1 to 2.9 dwelling units (du) per acre to Village High Density Residential (VHDR), with 13 to 25 du per acre.

Under the adopted Specific Plan, the majority of dwelling units, 2,883, would be Village Low Density Residential (VLDR, 3 to 5.9 du per acre). As shown in Figure 2-2, the VCE designation is generally located along the northern and eastern edges of the plan area, providing a buffer between the higher density residential uses and less dense rural lands in the county. The VHDR and Village Mixed Use (VMU) are concentrated in the west-central portion of the plan area, closer to existing residential development in the City and adjacent to McBean Park Drive and Oak Tree Lane.

### **Project Objectives**

The project objectives identified in the Village 1 EIR would be unchanged by the proposed revisions. They include the following guidelines from the City's General Plan for future development of this plan area.

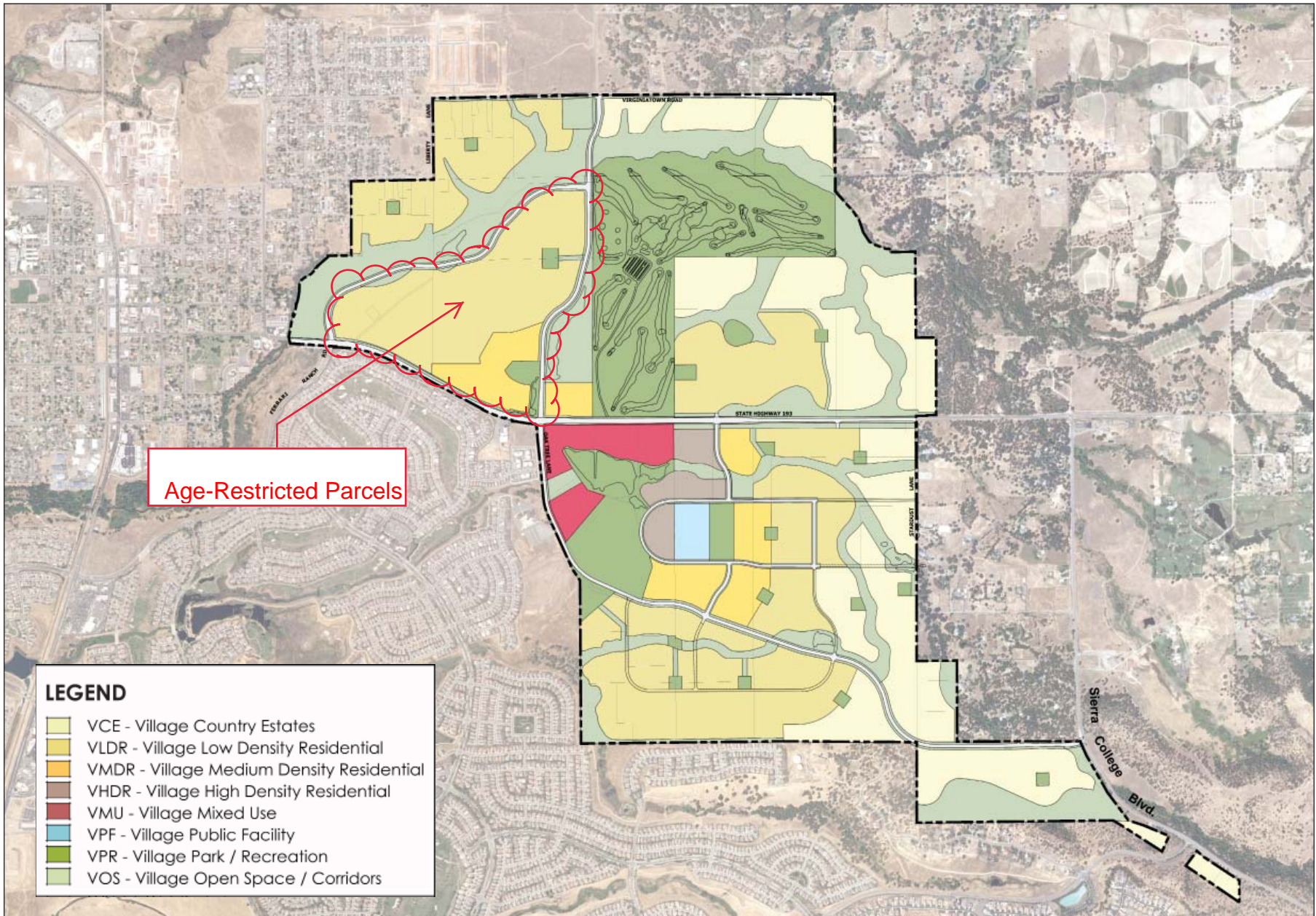
- Retention of the scenic corridor that exists along Highway 193. The frontage design along this roadway should maintain the existing natural characteristics with a separated pedestrian/bike trail. Development should be set back and not dominate the corridor.
- Retain the mature tree canopy to the extent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

In addition, the following objectives were identified in the Specific Plan:

- Be consistent with and implement the established goals and policies of the City of Lincoln General Plan, Municipal Code, and other relevant City policy documents, as applicable.
- Establish a balanced mix of land uses and local-serving amenities that meet the General Plan's objectives of promoting a sustainable community focused around a mixed use village core, as well as encouraging distinctive, attractive pedestrian-friendly communities with quality design.





**Figure 2-2: Adopted Land Use Plan**



- Address the City's current and projected housing needs for all segments of the community by providing a range of single- and multi-family housing opportunities.
- Develop mixed use areas to serve local needs for higher density residential, commercial and office uses, build in development flexibility to respond to evolving market conditions, and generate new job opportunities and revenue growth in the City.
- Concentrate development within residential neighborhoods to promote greater efficiency of land use and encourage alternative modes of transportation between uses.
- Provide a variety of public recreation amenities, open space, parks and trails that offer recreational and aesthetic benefits to the residents of Lincoln and the greater vicinity, and enhance the City's quality of life.
- Establish open space preservation areas that protect functioning habitats for sensitive, threatened and endangered species, preserve Auburn Ravine and minimize impacts to its riparian habitats, while accommodating development growth opportunities within the City and its Sphere of Influence.
- Establish a functional circulation system consisting of vehicular and non-vehicular circulation patterns that augment one another and encourage pedestrian, bicycle and NEV circulation through the community.
- Develop standards and provisions that provide for innovative housing opportunities, mixed use development and recreational/open spaces, as well as preservation of significant natural open space features.
- Promote a pedestrian-friendly community by providing a network of pleasant, safe and convenient pedestrian trails/paseos and bikeways.
- Encourage the use of native plant materials/species in community landscaping, especially in areas where such landscaping is located in proximity to areas of preserved native habitat.
- Identify and help mitigate potential safety hazards, such as wildfire and flooding dangers, through implementation of design safety features and strategies.
- Incorporate sustainable practices that promote efficient energy, water and material use, enhance walkability, and ensure occupant health and safety into development of Village 1, where feasible.
- Undertake development of Village 1 in a manner that is economically feasible and balanced to address the shared economic concerns of the landowners and the City.

### **PROPOSED CHANGES TO THE VILLAGE 1 SPECIFIC PLAN**

The applicant proposes to revise several aspects of the adopted Specific Plan, including realignment of Oak Tree Lane, revisions to land use designations in the southeast quadrant of the plan area, relocation of the school site and changes to the development standards. The portion of the plan area that would be subject to these revisions is highlighted on Figure 2-3. All changes would occur south of McBean Park Drive/SR 193. The proposed land use plan is shown in Figure 2-4. The proposed changes are summarized in Table 2-1. The Specific Plan with the proposed revisions is available for review on the City's website at: <https://www.lincolncalifornia.gov/village1SPA/>.

#### **Realignment of Oak Tree Lane**

Under the proposed revision to the Specific Plan, Oak Tree Lane would no longer be connected to Sierra College Boulevard south of the plan area as planned in the adopted Specific Plan. Instead, Oak Tree Lane is proposed to create a loop with a second connection to McBean Park Drive/ SR 193. As shown in Figure 2-4, Oak Tree Lane would become a "U" with both ends terminating at McBean Park Drive/SR 193. The western terminus would not change. The eastern terminus would connect to

- Address the City's current and projected housing needs for all segments of the community by providing a range of single- and multi-family housing opportunities.
- Develop mixed use areas to serve local needs for higher density residential, commercial and office uses, build in development flexibility to respond to evolving market conditions, and generate new job opportunities and revenue growth in the City.
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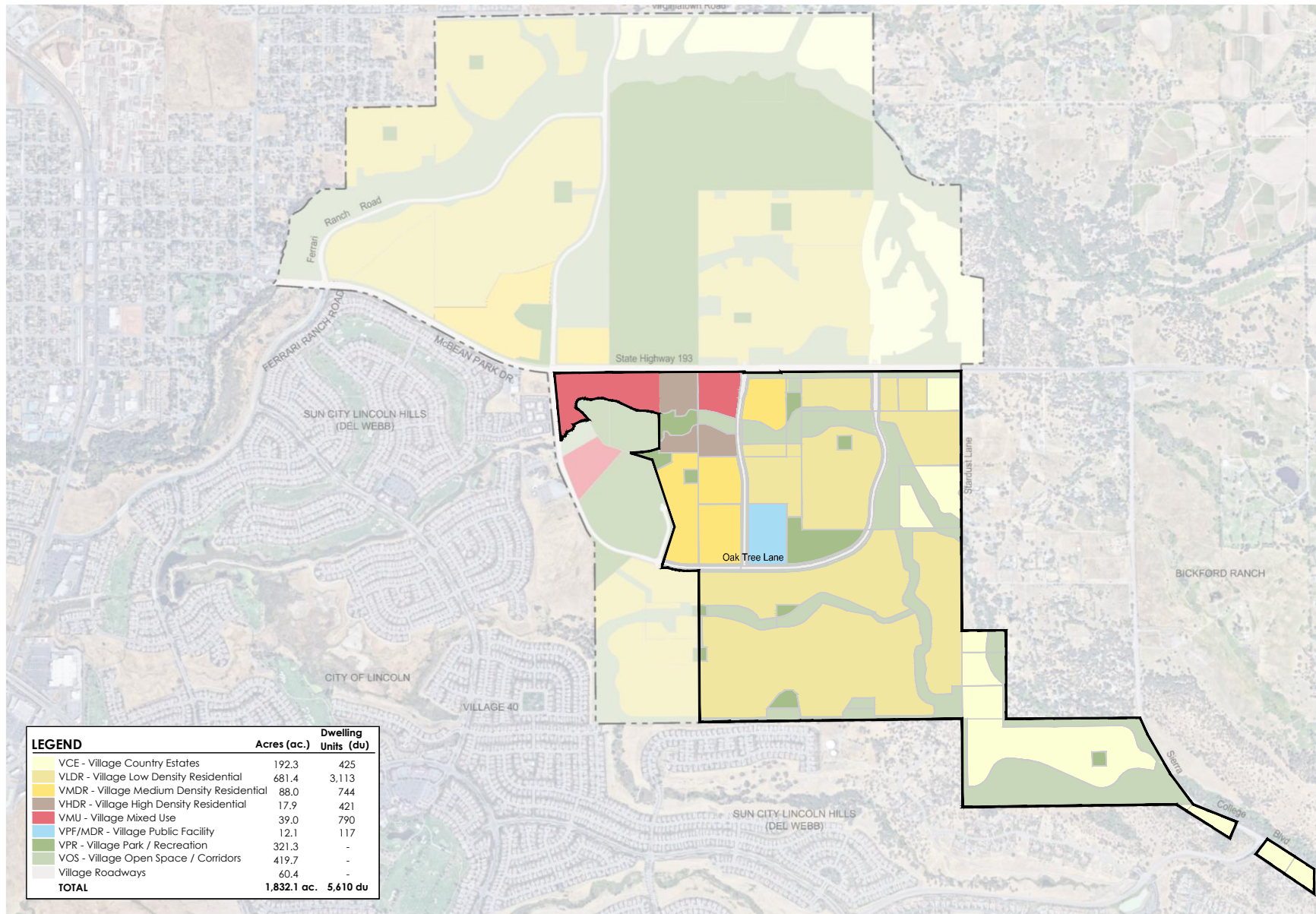


Figure 2-3: Proposed Revision Area



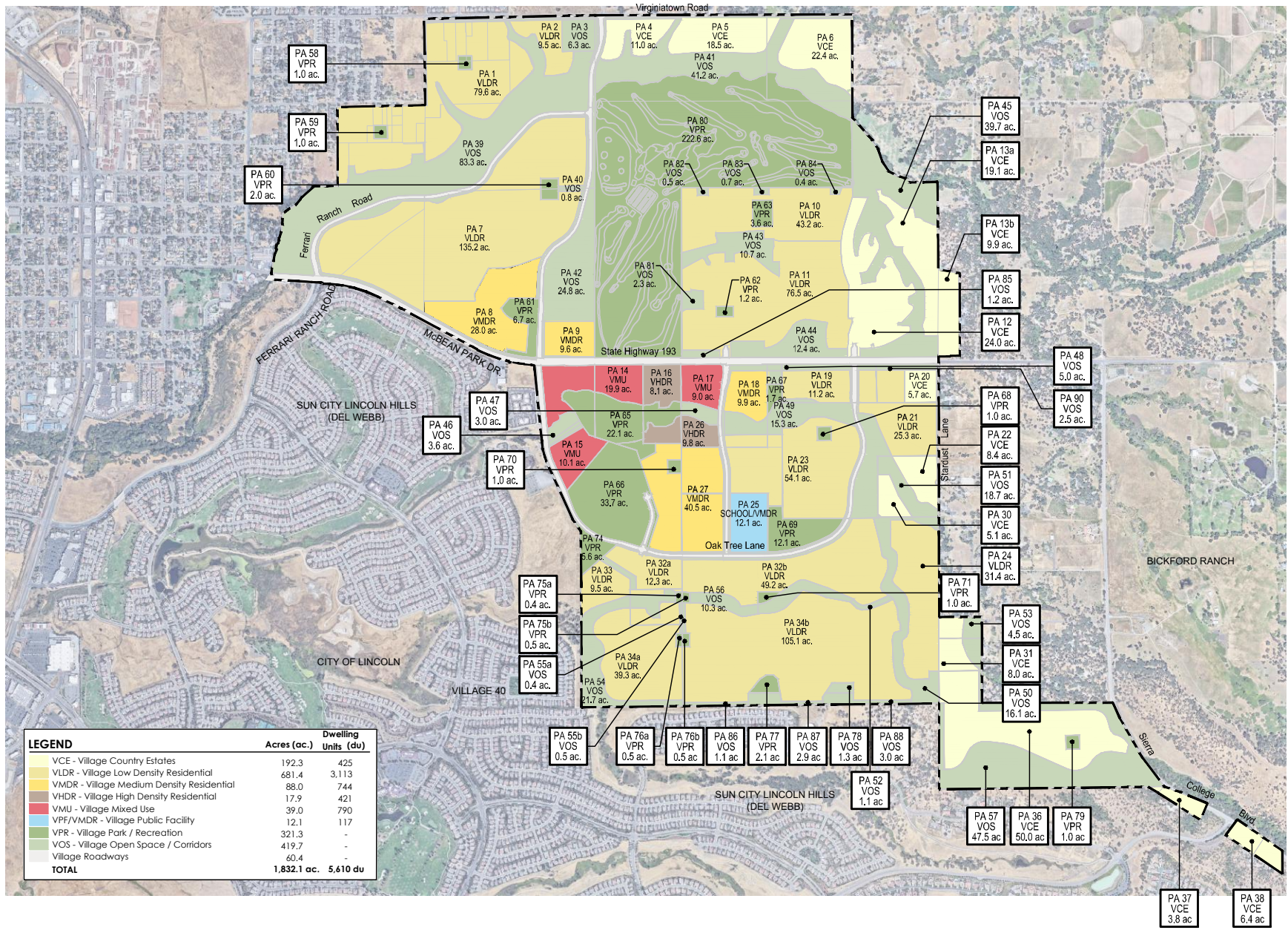


Figure 2-4: Proposed Land Use Plan

SR 193 approximately 1,300 feet from Stardust Lane, which forms the plan area's eastern boundary south of McBean Park Drive.

As required by the Specific Plan (see Exhibits 4.3a-c of the Specific Plan), the Oak Tree Lane extension would include sidewalks and bike/neighborhood electric vehicles (NEV) lanes on both sides of the road.

In order to accommodate the realignment of Oak Tree Lane and the land use changes discussed below, the internal circulation system is proposed to be modified. For example, under the adopted Specific Plan, a 2-lane, north-south collector would extend south of McBean Park Drive/SR 193 to the Oak Tree Lane extension, with a loop to the west around the park, school site and a VHDR parcel (see Figure 2-2). Under the proposed revisions, the north-south collector would extend in a relatively straight line from McBean Park Drive/SR 193 to Oak Tree Lane, but the loop collector would be eliminated, as shown in Figure 2-4. This collector would still serve the school site, which, as discussed below, is also proposed to be relocated within the plan area.

### Land Use Changes

The applicant is proposing changes to the land use designations in the eastern portion of the plan area, in part to maintain a unit count similar to the adopted Specific Plan. Under the adopted Specific Plan, the eastern-most portion of the plan area is designated Village Country Estate (VCE) or Open Space (see Figure 2-2). The VCE and Open Space designations were intended to provide a buffer between the rural residential lands to the east (in Placer County) and the denser designations in the Specific Plan area. The proposed land use changes are summarized in Table 2-1.

As shown by comparing Figures 2-2 and Figure 2-4, several of the areas designated VCE under the adopted Specific Plan are proposed to be re-designated VLDR. As a result, portions of the eastern and southeastern border of the plan area would place low density residential development adjacent to rural areas. Two areas south of SR 193 would remain designated VCE. The combined effect of re-designation of VCE parcels on the eastern edge would result in a total reduction of 153.7 acres designated VCE and 336 VCE units. The amount of Village Low Density Residential (VLDR) would increase by 157.1 acres and 230 VLDR units.

The area north of the central, east-west segment of Oak Tree Lane would also be reconfigured. VHDR and VMU would continue to be located at the core of the plan area, in proximity to the school site and parks. One area that is currently designated VHDR would be redesignated VMU, and an adjacent parcel would be redesignated from VMU to VHDR. As a result, there would be slight changes in the acreages and unit counts for these two land uses---the VHDR would be reduced from 28.8 to 17.9 acres, and the unit count would decrease by 155 VHDR du. There would also be a reduction in VMU acreage from 39.3 to 39.0 acres, but the number of units would increase by 281 units due an assumed increase in the density that would be developed on these sites. The total number of multifamily units (composed of VHDR and VMU units) would increase from 1,085 to 1,211. The VMDR areas would continue to be located south of McBean Park Drive/SR 193 in the western half of the plan area. No changes to the amount of commercial square footage or acreage are proposed. However, the Village Mixed Use parcels have been reconfigured, so that one of the VMU parcels would be located east of a VHDR parcel, as shown by comparing Figures 2-2 and 2-4.

Land use changes are also proposed in the vicinity of the eastern segment of Oak Tree Lane to ensure that the resulting zones and parcels are logical and developable (i.e., so that remnant parcels are not created).

Since the adoption of the Specific Plan, one tentative map has been approved that restricts the sale of residential units to people over 55 years of age. This map provides for 862 age-restricted unit and

occupies the majority of the northwestern portion of the plan area (all of the VLDR and most of the VMDR north of SR 193 and west of the golf course, as shown in Figure 2-2. These age-restricted units are consistent with the adopted designations of VLDR and VMDR. However, they differ from traditional residential development in certain ways. For example, the traffic generation rates for age-restricted housing differ from those of traditional housing, in part because there are fewer people who work in age-restricted housing. In addition, it is assumed that age-restricted housing would not generate additional students. Therefore, the school site that was planned north of McBean Park Drive along the extension of Oak Tree Lane has been relocated to the northeast corner of the intersection of McBean Park Drive/Highway 193 and Oak Tree Lane on property currently zoned VMDR.

Finally, there have been some changes to the configuration of parks and open space, reflecting both realignment of Oak Tree Lane, and the results of additional studies that have been done since the Specific Plan was adopted. For example, an area south of SR 193 near the eastern border of the plan area had been considered to have the potential to contain wetlands, and was therefore designated VOS. A recent wetland delineation found that there were no wetlands in this area, so it has been redesignated for residential and park development. Overall, these adjustments have increased the amount of VOS acreage. Auburn Ravine and oak woodland/natural areas would encompass a total of 308.9 acres under the proposed revisions, compared to 273.1 acres under the adopted plan. Total VOS acreage, which includes Auburn Ravine, oak woodlands, buffers, paseos and landscape corridors, would increase from 403.4 acres to 419.7 acres. Total park acreage (including community, neighborhood and mini parks, would increase from 98.6 acres to 98.7 acres. The combined parks and open space acreage (741.0 acres), including the existing 222.6-acre Turkey Creek Golf Course, would represent approximately 40.5% of the entire plan area.

### **School Site**

The adopted Specific Plan provides for a 12.1-acre school site (PA 25) and adjacent park south of McBean Park Drive adjacent to high-density residential parcels. Under the proposed revisions, the school site and park would be relocated farther south, adjacent to the portion of Oak Tree Lane that would run east-west (see Figure 2-4). The school parcel would also have an underlying zone of VMDR. Ultimately, the Western Placer Unified School District (WPUSD) would decide whether to construct a school on this site. If the WPUSD elects not to develop a school at this location, then the proposed revisions to the Specific Plan allow up to 177 VMDR units to be developed on the 12.1 acre parcel. Development of residential units on PA 25 would not change the total number of units allowed within the plan area (5,610 units). It should be noted that residential zoning does allow for schools, so WPUSD could opt to acquire another residentially zoned parcel within the plan area for a school site.

### **Other Changes**

A number of other minor changes are proposed, shown below. These changes would not alter the environmental effects of the Specific Plan, because they would not alter the number or dwelling units, commercial square footage, acreage to be disturbed or number of travel lanes.

- Revisions to several roadway cross sections, primarily due to the changes to the land use designations and circulation plan. Generally, the changes affect the widths of landscape corridors, rights-of-way, requiring walls rather than allowing fences, public utility easements, medians and landscape easements. No changes to the number of travel lanes, sidewalks or bike paths are proposed. On north-south collectors, neighborhood electrical vehicles (NEV) *may* be permitted under the revisions, whereas the adopted Specific Plan does permit NEV travel on these roadways.
- The option to use reclaimed water has been eliminated.
- Backbone infrastructure plans (e.g., water, wastewater) have been revised to reflect the changes in the land use and circulation plans.

- The parkland credits have been revised to reflect changes to the land use plans and housing mix.
- The phasing plan (Exhibit 7-1 of the Specific Plan) has been revised to reflect changes to the land use and circulation plans.

Appendix B, Sub Planning Area Statistical Summary and Map, of the Specific Plan has been revised to clarify that the densities and number of units assigned to each parcel are assumed, not required. The number of units on each sub parcel must be within the density range shown in Appendix B, but the actual number of units can differ from the assumed density and number of units as long as the total number of units for each sub parcel is within the identified density range, that any transfers of units are consistent with the density transfer requirements, and that total number of units for each residential zone (e.g., VCE, VLDR etc.) is not exceeded, and the total number of residential units for the plan area does not exceed 5,610 units.

### **Revisions to the General Development Plan**

The Village 1 General Development Plan (GDP) contains development regulations and standards intended to implement the vision and policies of the Village 1 Specific Plan. Several major revisions are proposed to the GDP. Exhibits are proposed to be updated to reflect the proposed changes to the Village 1 Specific Plan regarding land use designations, street sections and so on. In addition, the GDP is proposed to be revised to require increased setbacks for VLDR lots adjacent to County lands (proposed revised GDP, page 2-16). The rear yard setback would require 20 feet between the lot line and living space or a balcony or deck (compared to 10 feet for VLDR lots that are not adjacent to land in the County). The minimum lot size for the parcels adjacent to County lands is proposed to increase from 5,000 square feet to 7,150 square feet. There will also be minor changes to the land uses allowed within the Village Mixed Use area to better ensure developability of this area.

### **Summary**

The proposed realignment of Oak Tree Lane and the additional proposed changes to land use designations would affect primarily residential uses. The total number of units would be reduced from 5,639 to 5,610. The VCE land use designation would go from being approximately 13.5% of all residential units to 7.6%. The proportion units designated VLDR would increase from approximately 51.1% to 55.5% of all units. The VMDR units would be reduced from 910 to 763 units, from 16.1% to 13.3% of all residential units. The number of high density units (the VMU and VHDR units combined) would also increase, from 1,085 du to 1,211 du, or from approximately 19.2% of all residential units to 21.6%. In addition, age-restricted units now make up approximately 15.4% of all residential units in the plan area.

## **REQUIRED APPROVALS**

### **City of Lincoln**

In order to approve the proposed revisions to the Specific Plan, the City of Lincoln would need to find that the certified EIR as supplemented by this SEIR adequately address the Specific Plan as revised. In addition, the following approvals would be required:

- City of Lincoln General Plan Amendment,
- Revisions to the Village 1 Specific Plan,
- Revisions to the General Development Plan, and
- Fiscal Analysis for the land use revisions.

Additional approvals that would be required to develop specific projects would include:



- Tentative Maps,
- Specific Development Plans/Development Permits,
- Development Agreement,
- Annexation/Pre-zoning (for the portion of the plan area that have yet to be annexed), and
- Grading permits.

**Ministerial Approvals**

Implementation of the Specific Plan may require the following additional approvals from the City of Lincoln or other regional agencies: building permits, encroachment permits, improvement plan approvals, design review approvals, and other actions related to the proposed development of the residential and nonresidential portions of the project.

**Responsible and Trustee Agencies**

This Supplemental EIR in combination with the certified EIR would be used by Responsible Agencies and Trustee Agencies that may have some approval authority over the project. The project applicant would obtain all permits, as required by law. The following agencies, which may be considered Responsible Agencies, have discretionary authority over approval of certain project elements, or alternatively, may serve in a ministerial capacity:

- Placer County Local Agency Formation Commission (LAFCO), for approval for annexation of the 120-acres currently in the County to the City of Lincoln;
- Caltrans for alterations to SR 193 until such time as it is relinquished to the City;
- California Department of Fish and Wildlife for a 1603 Streambed Alteration Agreement;
- Regional Water Quality Control Board, for permits related to the control of nonpoint source runoff, pursuant to the National Pollutant Discharge Elimination System requirements (i.e., Section 401 Water Quality Certification) and issues related to the missile site;
- Nevada Irrigation District (NID) for any modifications to their existing canals and provision of raw water;
- Western Placer Unified School District (WPUSD);
- Placer County Facility Services;
- Placer County Water Agency (PCWA); and  
Placer County Air Pollution Control District (PCAPCD).

**Other Agencies**

The following are federal agencies that have jurisdiction, by law, over resources that could be affected by Specific Plan development:

- United States Army Corp of Engineers for Section 404 Individual Permits and for issues related to the missile site;
- United States Fish and Wildlife Service; and  
National Marine Fisheries Service for effects on Auburn Ravine.

### **3. SUMMARY OF ENVIRONMENTAL EFFECTS**

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### 3. SUMMARY OF ENVIRONMENTAL EFFECTS

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#### INTRODUCTION

This summary chapter provides an overview of the Village 1 Specific Plan (Specific Plan), which is described in detail in Chapter 2, Project Description, and the conclusions of the environmental analysis, provided in detail in Chapters 4 and 5.

#### LOCATION

The Village 1 Specific Plan area (plan area) is located in the City of Lincoln, approximately one mile from downtown Lincoln (see Figure 2-1 in Chapter 2, Project Description). The plan area is generally bounded by the Twelve Bridges Specific Plan on the south and southwest, the City of Lincoln on the west, Virginiatown Road on the north, and undeveloped land in unincorporated Placer County on the east. McBean Park Drive/State Route 193<sup>1</sup> bisects the plan area in an east-west direction. The proposed revisions would occur south of McBean Park Drive/State Route 193.

#### PROJECT DESCRIPTION

The adopted Specific Plan provides for up to 5,639 dwelling units, 167,000 square feet of mixed-use (commercial) space, 321 acres of parks, including the Turkey Creek Golf course, and 403 acres of open space and landscape corridors, along with public facilities and roadways (see Table 2-1 in Chapter 2, Project Description). Three aspects of the proposed revisions could affect the environmental analysis of the Specific Plan:

- Altered alignment of the Oak Tree Lane through the plan area;
- Changes in residential unit count due to adopted tentative maps and proposed changes to the land use map; and
- Changes in densities along the eastern boundary of the plan area.

In addition, restricting a substantial portion of units to people over 55 years of age can alter certain impacts, particularly those related to traffic. Although this change has been made through adopted tentative maps, it is reflected in this analysis because it will alter some environmental effects.

Other proposed changes to the Specific Plan, such as relocating a school site, revisions to roadway cross-sections, and changes to phasing and infrastructure plans, would not affect the environmental analysis because they would not change the acreage to be disturbed and/or the level of development that would occur.

#### ENVIRONMENTAL IMPACTS AND MITIGATION

This Draft Supplemental Environmental Impact Report (DSEIR) focuses on the differences between the project described in the Village 1 Specific Plan EIR as amended and the proposed revisions. An EIR for the adopted Specific Plan was certified in 2012. The Specific Plan was subsequently revised in 2013 and an Addendum to the Village 1 EIR was adopted at that time.

The proposed revisions would alter the impacts of the Specific Plan by reducing the number of residential units that would be built, by realigning Oak Tree Lane and by reconfiguring the land use map. The restriction of approximately 15% of residential units to residents over 55 would also affect the severity of impacts, because age-restricted households typically have fewer residents than

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<sup>1</sup> McBean Park Drive is located in the City of Lincoln, and becomes State Route 193 when it enters the County, just east of Stardust Lane.



traditional units.

For the most part, the impacts would not change substantially, as discussed Chapter 5, Other Environmental Effects. The reduction in the number or units and the age-restricted units would reduce the population-related effects of the Specific Plan, such as demand for public services and utilities, daily traffic levels, air pollutant emissions and greenhouse gas emissions.

The realignment of Oak Tree Lane would redirect traffic within the plan area, increasing traffic volumes on portions of SR 193 and Sierra College Boulevard. As a result, traffic noise levels would increase on these roadway segments. As discussed in Chapter 4, other noise impacts would not be worsened by the proposed revisions.

### **Changes in Mitigation Measures**

The realignment of Oak Tree Lane would require the addition of the following mitigation measure to address increased traffic noise on the segment of SR 193 west of Sierra College Boulevard:

- 4.10-1(b) The City shall work with Caltrans and/or South Placer Regional Transportation Authority (SPRTA) when SR 193 is widened to four lanes from west of Sierra College Boulevard to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.
- 4.10-4 The City shall coordinate with Caltrans and/or South Placer Regional Transportation Authority (SPRTA) when Sierra College Boulevard is widened to four lanes south of SR 193 to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.

This impact would remain significant and unavoidable, because the City of Lincoln cannot ensure that a noise-suppressing surface would be used.

### **Significant and Unavoidable Impacts**

The Village 1 EIR identified the following significant and unavoidable project and cumulative impacts associated with implementation of the full Specific Plan.

#### **Aesthetics and Visual Resources**

- 4.1-2 The proposed project would alter the visual character of the project site.
- 4.1-4 The proposed project would contribute to cumulative changes in visual character in western Placer County.
- 4.1-5 The proposed project would contribute to cumulative increases in lighting in western Placer County.

#### **Agricultural Resources**

- 4.2-1 The proposed project would result in the conversion of farmland, including Farmland of Statewide Importance.
- 4.2-2 The proposed project would result in the development of lands currently under Williamson Act contracts.
- 4.2-3 The proposed project would contribute to the cumulative conversion of agricultural land, including Important Farmland and Williamson Act contract land.

**Air Quality**

- 4.3-1 Construction of the proposed project would generate emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, ROG, NO<sub>x</sub>, and CO. (Short-term)
- 4.3-2 Operation of the proposed project would generate criteria pollutant emissions (ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>).
- 4.3-5 The proposed project would contribute to cumulative increases in criteria air pollutant emissions.

**Biological Resources**

- 4.4-14 The proposed project could result in loss of protected oak trees and oak woodlands.
- 4.4-15 The proposed project would contribute to the cumulative loss of habitat for special-status plant and wildlife species.
- 4.4-16 The proposed project would contribute to the cumulative loss of habitat for nesting raptors and migratory birds.
- 4.4-18 The proposed project would contribute to the cumulative loss of trees.

**Cultural Resources**

- 4.5-1 The proposed project could damage or destroy known historic-period resources.
- 4.5-2 The proposed project could damage or destroy identified archaeological resources.
- 4.5-3 The proposed project could cause a substantial adverse change in the significance of previously undiscovered prehistoric or historic-period archaeological resources.
- 4.5-6 The proposed project could contribute to the cumulative loss and/or degradation of historical or archaeological resources or human remains.

**Greenhouse Gas Emissions and Climate Change**

- 4.6-1 The proposed project would generate greenhouse gas emissions, either directly or indirectly, that would contribute to global climate change.

**Noise**

- 4.10-1 The proposed project would increase traffic noise levels at existing noise-sensitive land uses in the project vicinity.

**Public Utilities**

- 4.13-2 The proposed project would contribute to cumulative increases in demand on treated water supplies and distribution.
- 4.13-5 The proposed project would contribute to cumulative increases in wastewater generation requiring conveyance to and treatment at the WWTRF.

**Transportation and Circulation**

- 4.14-3 The proposed project would increase traffic on roadways outside the City of Lincoln's jurisdiction.
- 4.14-8 The proposed project would contribute to cumulative increases in traffic at intersections outside the City of Lincoln.
- 4.14-8 The proposed project would contribute to cumulative increases in traffic at intersections outside the City of Lincoln.

4.14-9 The proposed project would contribute to cumulative increases in traffic on local roadways outside the City of Lincoln.

4.14-10 The proposed project would contribute to cumulative increases in traffic levels on freeways.

As discussed in Chapter 5, Other Environmental Effects, the proposed revisions, which include an increase in Village Open Space acreage, would reduce impacts resulting from ground disturbance and development because the acreage subject to development would be reduced, including impacts on visual quality, construction emissions, agricultural land, biological resources, and cultural resources. In addition, the proposed revisions would result in fewer residential units being constructed, so population-related impacts would be reduced, including operational air emissions, greenhouse gas emissions, and demand for water supply and wastewater treatment. Therefore, with the exception of traffic noise, the above impacts would be the same as the adopted Specific plan, or reduced under the proposed revisions, but would remain significant and unavoidable.

The significant and unavoidable transportation impacts listed above are based on levels of service (LOS), which are no longer subject to CEQA review. As discussed under General Plan Consistency in Appendix A, the proposed revisions would redistribute trips within the plan area due to the realignment of Oak Tree Lane. This realignment would improve traffic congestion in some locations, and worsen it in others. While these changes are no longer considered CEQA impacts, they are discussed with respect to the proposed revisions' consistency with City's General Plan policies addressing traffic.

**Significant and Unavoidable Impacts: More Severe**

As discussed in Chapter 4, Traffic Noise, the proposed revisions would worsen the severity of one significant and unavoidable impact:

4.10-1 The proposed project would increase traffic noise levels at existing noise-sensitive land uses in the project vicinity.

**POTENTIAL AREAS OF CONCERN OR CONTROVERSY**

There are no known areas of concern or controversy.

**UNRESOLVED ISSUES**

No unresolved issues have been identified.

**ALTERNATIVES**

The Village 1 Draft EIR analyzed four alternatives to the proposed project, including No Project/No Development, No Project/No Action, in which the plan area would have been developed under the zoning that existed at the time, Reduced Footprint, with a plan area of 1,300 acres and 4,792 dwelling units, and Reduced Density, with only 3,975 residential units. These alternatives would remain appropriate for the proposed revisions, because overall the magnitude of the Specific Plan impacts would not change substantially. The one impact that would be more severe under the proposed revisions, the increase in traffic noise on one roadway segment, would be addressed by all of the alternatives that would substantially reduce the amount of residential development (No Project/No Development, No Project/No Action and Reduced Density). Therefore, no additional analysis of alternatives is presented in this Draft SEIR.

**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table 3-1 provides a summary of the environmental impacts that would change with respect to significance and/or mitigation as the result of the proposed revisions.

<b>TABLE 3-1 VILLAGE 1 DRAFT EIR SUMMARY OF IMPACTS AND MITIGATION MEASURES: REVISED</b>			
<b>Impact</b>	<b>Level of Significance Prior to Mitigation</b>	<b>Mitigation Measure(s)</b>	<b>Level of Significance After Mitigation</b>
<b>4.10 Noise</b>			
4.10-1 The proposed project would increase traffic noise levels at existing noise-sensitive land uses in the project vicinity.	S	4.10-1(a) The City shall work with Placer County and the Town of Loomis when Sierra College Boulevard is widened to four lanes from Taylor Road to Twelve Bridges Drive to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.	SU
		4.10-1(b) The City shall coordinate with Caltrans and/or South Placer Regional Transportation Authority (SPRTA) when SR 193 is widened to four lanes from west of Sierra College Boulevard to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.	
		4.10-1(c) An acoustical analysis shall be prepared during design of the Oak Tree Lane extension which shall identify mitigation measures to ensure outdoor activity areas of nearby residences do not exceed 60 dB Ldn and indoor areas do not exceed 45 dB Ldn. The construction of Oak Tree Lane shall include one of more of the following measures as necessary to ensure that outdoor activity areas of nearby residents do not exceed 60 dB Ldn and indoor areas do not exceed 45 dB Ldn: increasing the distance of the road from the residences, berms, walls or a combination of such features and/or use of rubberized asphalt or similar materials.	
4.10-2 The proposed project would contribute to cumulative increases in traffic noise levels.	LS	4.10-4 The City shall coordinate with Caltrans and/or South Placer Regional Transportation Authority (SPRTA) when Sierra College Boulevard is widened to four lanes south of SR 193 to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.	SU
Notes: This table shows changes to the Table 3-1, Summary of Impacts and Mitigation Measures, in the Village 1 EIR, as revised by the 2013 Addendum and this DSEIR.			

LS = Less than Significant

S = Significant

SU = Significant and Unavoidable N/A Not applicable

## **4. TRAFFIC NOISE**

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### INTRODUCTION

This section discusses the effects of the proposed revisions to the Village 1 Specific Plan on traffic noise levels within the plan area.

Section 4.10 of the Village 1 Draft EIR examined the existing noise and vibration environment in the plan area and vicinity, and the potential of the Specific Plan to increase noise levels during construction and operation. The analysis included noise and vibration impacts due to and upon development of residential, mixed-use, parks, open space, and public facilities relative to applicable noise and vibration criteria and to the existing ambient noise and vibration environment.

The proposed revisions to the Specific Plan would not affect most of the noise impacts that were analyzed in the Village 1 Draft EIR. For example, the extent to which residences and other sensitive receptors would be exposed to construction noise would be the same as analyzed in Impact 4.10-2 of the Village 1 Draft EIR, except that there would be no construction on the southeastern-most parcels, because they would be removed from the Specific Plan. Similarly, there would be no change in the type of commercial or recreational uses that would occur, so noise associated with those activities (e.g., loading docks, sports fields) would remain the same as analyzed in Impact 4.10-3. Impact 4.10-5 addresses the potential for future residents to be exposed to traffic noise. The proposed revisions to the Specific Plan could alter the future noise levels on interior roads by changing traffic volumes, but Mitigation Measure 4.10-5, which requires the use of building orientation, barriers and/or specific construction techniques, would ensure that noise levels at those residences would meet City noise standards. Because these impacts would be similar to and/or less severe than the impacts identified in the Village 1 EIR, they are not addressed further in this section.

The purpose of this section is therefore to analyze the increases in traffic noise levels that could occur near existing residences outside of the plan area, and that could be substantial enough to result in a new or substantially more severe significant noise impact, as identified in Impacts 4.10-1 and 4.10-4 of the Village 1 EIR. As discussed in Appendix A.1, the proposed revisions would redistribute Specific Plan trips, with a larger proportion of those trips using SR 193 between Oak Tree Lane and Sierra College Boulevard, and Sierra College Boulevard between SR 193 and Maidu Lane. In some cases, such as Sierra College Boulevard south of Twelve Bridges Drive, traffic volumes would be reduced slightly (Appendix A.1, page 2). This section focuses on changes in traffic noise levels on the segments of SR 193 between Oak Tree Lane and Sierra College Boulevard, and Sierra College Boulevard between SR 193 and Maidu Lane, where traffic noise levels would increase due to the proposed revisions.

### ENVIRONMENTAL SETTING

#### Background on Noise

The following summary is taken from pages 4.10-1 through 4.10-6 of the Village 1 Draft EIR.

Noise is typically described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough, they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. As a result, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical



range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level, sound duration, time of day of occurrence, and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and is typically approximated by the A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels. Table 4-1 contains definitions of acoustical terminology used in this section. Table 4-2 shows examples of noise levels for several common noise sources and environments.

<b>TABLE 4-1 ACOUSTICAL TERMINOLOGY</b>	
<b>Term</b>	<b>Definition</b>
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and noise occurring during nighttime hours (10 p.m. - 7 a.m.) weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
L <sub>dn</sub>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L <sub>eq</sub>	Equivalent or energy-averaged sound level.
L <sub>max</sub>	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
SEL	A rating, in decibels, of a discrete (single) event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 130 dB above the threshold of hearing.
Source: Village 1 Specific Plan Draft EIR, Table 4.10-1.	

Decibels	Description
120	Jet aircraft take-off at 100 feet / Threshold of Pain
110	Riveting machine at operators' position
100	Shotgun at 200 feet
90	Bulldozer at 50 feet
80	Diesel locomotive at 300 feet
70	Commercial jet aircraft interior during flight
60	Normal conversation speech at 5 - 10 feet
50	Open office background level
40	Background level within a residence
30	Soft whisper at 2 feet
20	Interior of recording studio

Source: Village 1 Specific Plan Draft EIR, Table 4.10-2.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the composite noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.

The Day-night Average Level ( $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

#### **Existing Noise in the Project Vicinity**

The Draft EIR noise analysis quantified existing noise levels in the plan area vicinity based on noise surveys that were conducted on and near the plan area, supplemented with noise modeling data where appropriate.

The existing ambient noise environment in the immediate project vicinity has not changed substantially since adoption of the Village 1 Specific Plan (see pages 4.10-3 through 4.10-6 of the Village 1 Draft EIR). The primary noise sources continue to be from traffic on McBean Park Drive/SR 193, Sierra College Boulevard, and to a lesser extent by Virginiatown Road and golf course landscape maintenance equipment. At locations removed from these noise sources, the ambient noise conditions are fairly quiet with natural noises such as birds and wind in the trees clearly audible. The plan area is over 3,500 feet east of the UPRR railroad tracks in the City of Lincoln. As a result, the audibility of railroad noise generated during train passages in Lincoln depends on atmospheric conditions. Given the distance, however, even when trains are audible, they are not a significant noise source affecting the plan area. The same is true for aircraft operations associated with the Lincoln Airport, which is located over 3.5 miles to the west of the plan area.

TABLE 4-3 EXISTING TRAFFIC NOISE LEVELS AND DISTANCES TO ROADWAY CONTOURS						
Roadway	Segment Description		L <sub>dn</sub> @ 100 ft.	Distance to L <sub>dn</sub> Contours		
	From	To		70 dB	65 dB	60 dB
Sierra College Blvd	Twelve Bridges Dr	McBean Park Dr/ SR 193	65	49	105	226
McBean Park Drive/SR 193	Sierra College Blvd	Ferrari Ranch Rd	68	70	150	323
Notes:						
1. Distances to traffic noise contours are measured in feet from the centerlines of the roadways.						
Source: Village 1 Specific Plan Draft EIR, Table 4.10-5.						

Table 4-3 shows the traffic noise levels for the two study segments as reported in Table 4.10-5 of the Village 1 Draft EIR. The noise levels are reported in terms of the Day/Night Average Level descriptor (L<sub>dn</sub>) at a standardized distance of 100 feet from the centerlines of the existing project-area roadways for existing conditions, as well as distances to existing traffic noise contours. There are many factors that could cause actual traffic noise levels to differ from those provided in Table 4-3, including shielding by existing noise barriers, buildings, or topography, variations in vehicle speeds, truck percentages, and day/night distribution of traffic. It is not feasible to account for every such variation, nor is it necessary for the subsequent evaluation of project noise impacts. By holding such variables constant, and only varying the traffic volumes to reflect the additional traffic generated by the project, the project-related increase in noise levels can be isolated.

The extent to which existing noise-sensitive land uses are affected by existing traffic noise depends on the individual distances and exposures of each use to the roadway. Along the busier roadways, existing traffic noise levels at a distance of 100 feet from the roadway centerlines currently exceed 60 dB L<sub>dn</sub>, whereas on others they do not. Exterior areas of existing residences located within the 60 dB L<sub>dn</sub> noise contours shown in Table 4-3 likely exceed 60 dB L<sub>dn</sub>. For example, there are a number of existing residences on SR 193 west of Sierra College Boulevard, and on Sierra College Boulevard south of SR 193. For the most part, these are rural residences on large lots. A number of these homes are less than 200 feet from the roadway centerline, and would therefore experience noise levels above 60 dB L<sub>dn</sub>.

## REGULATORY SETTING

### Federal

There are no federal regulations relevant to noise that would apply to the Specific Plan.

### State

The California Code of Regulations has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The State of California also establishes noise limits for vehicles licensed to operate on public roads, with those limits contained in the Motor Vehicle Code. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been

designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dBA. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

### **Local**

#### **City of Lincoln General Plan**

Policy HS-8.2 of the General Plan directs the City to 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. Under Policy HS-8.1, mitigation is required to satisfy the noise levels specified in General Plan Table 8-1 (reproduced as Table 4-4 in this Draft SEIR).

<b>TABLE 4-4 LAND USE COMPATIBILITY GUIDELINES FOR DEVELOPMENT (L<sub>dn</sub>) CITY OF LINCOLN GENERAL PLAN NOISE ELEMENT</b>				
<b>Locations</b>	<b>Normally Acceptable</b>	<b>Conditionally Acceptable</b>	<b>Normally Unacceptable</b>	<b>Unacceptable</b>
Residential - Low Density Single Family, Duplex, Mobile Homes	< 60	61 - 70	71 – 75	>75
Residential – Multiple Family, Group Homes	<60	61 – 70	71 – 75	>75
Motels / Hotels	< 60	61 - 70	71 – 80	>80
Schools, Libraries, Churches, Hospitals, Extended Care Facilities	< 60	61 – 70	71 - 80	> 80
Auditoriums, Concert Halls, Amphitheaters	< 65	N/A	66 – 70	> 70
Sports Arenas, Outdoor Spectator Sports	<70	N/A	71 – 75	>75
Playgrounds, Neighborhood Parks	<70	N/A	N/A	>70
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<70	N/A	71-80	>80
Office Buildings, Business Commercial and Professional	< 65	66 - 75	75 - 81	N/A
Industrial, Manufacturing, Utilities, Agriculture	<70	71 - 80	>81	N/A
Notes:				
1. 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.				
2. 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.				
3. 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.				
4. Unacceptable: New construction or development should not be undertaken.				
Source: Page 8-10 of City of Lincoln General Plan, Noise Element.				

#### **City of Lincoln Municipal Code**

The City of Lincoln Municipal Code Chapter 9.04 addresses noise control in the City. This chapter addresses noise from sound-emitting devices such as a sound system, loudspeaker or radio. The Municipal Code does not provide guidance for other activities that would apply to the proposed project, such as construction equipment, commercial ventilation systems or other stationary sources.

## IMPACTS AND MITIGATION MEASURES

### Methods of Analysis

This analysis of noise impacts focuses on anticipated noise levels at existing noise-sensitive land uses that would result from the proposed revisions to the Specific Plan. Bollard Acoustical Consultants, Inc., the firm that prepared the Village 1 Draft EIR noise analysis, calculated the change in noise levels based on traffic volumes provided by DKS Associates, the traffic consultant, for the same periods as analyzed in the Draft EIR—existing conditions, 2030 and 2050<sup>1</sup>. As discussed above, the increases in traffic outside of the plan area would occur on SR 193 west of Sierra College Boulevard and on Sierra College Boulevard south of SR 193, and both segments have existing residential properties adjacent to them<sup>2</sup>. Therefore, the noise analysis focusses on these segments.

### Standards of Significance

For the purposes of this Draft SEIR, noise impacts are considered significant if the proposed revisions would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed revisions. As discussed in the Introduction, the proposed revisions would not result in changes to the analyses of other noise impacts, so they are not addressed in this section

Table 4-5 was developed by the Federal Interagency Committee on Noise (FICON) as a means of developing thresholds for identifying project-related noise level increases. The rationale for the graduated scales is that test subject's reactions to increases in noise levels varied depending on the starting level of noise. Specifically, with lower ambient noise environments, such as those below 60 dB L<sub>dn</sub>, a larger increase in noise levels was required to achieve a negative reaction than was necessary in environments where noise levels were already elevated.

Ambient Noise Level Without Project, L <sub>dn</sub>	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Village 1 Specific Plan Draft EIR, Table 4.10-7.

Based on this information, the following thresholds would apply to the operational characteristics of the proposed revisions:

- If ambient noise levels are below 60 dBA, a significant impact would occur if the proposed revisions would increase the noise level by 5 dBA or more at existing sensitive receptors;
- If ambient noise levels are between 60 and 65 dBA, a significant impact would occur if the proposed revisions would increase the noise level by 3 dBA or more at existing sensitive receptors; or
- If ambient noise levels are greater than 65 dBA, a significant impact would occur if the

1 Paul Bollard, President, Bollard Acoustical Consultants, Inc., memorandum to Adrienne Graham, November 25, 2020.

2 When this memorandum was prepared, it used traffic volumes from an earlier version of the proposed revisions, which resulted in slightly higher traffic volumes than the proposed revisions described in Chapter 2, Project Description, and analyzed in the traffic study (Appendix A.1). The updated volumes are only slightly lower than the volumes used for the noise analysis. Therefore, the noise analysis is still valid, and conservative because it is based on slightly higher volumes.

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proposed revisions would increase the noise level by 1.5 dBA or more at existing sensitive receptors.

### **Project Impacts and Mitigation Measures**

#### **4-1 The proposed project would increase traffic noise levels at existing noise-sensitive land uses in the project vicinity.**

Changes in traffic noise levels under existing conditions were analyzed in Impact 4.10-2 of the Village 1 Draft EIR (pages 4.10-14 and 4.10-15). The increase in traffic noise was estimated for a number of roadway segments, as shown in Table 4.10-9 of the Draft EIR. Two segments on Sierra College Boulevard were determined to exceed the applicable thresholds—Taylor Road to King Road and English Colony to Twelve Bridges Drive. The following mitigation measure was identified to reduce this significant impact:

- 4.10-1 The City shall work with Placer County and the Town of Loomis when Sierra College Boulevard is widened to four lanes from Taylor Road to Twelve Bridges Drive to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.

While repaving of the affected segments using open-graded asphalt, rubberized asphalt or similar material could reduce traffic noise levels 4 dB, thereby reducing the impact on the affected segments to a less-than-significant level, the Draft EIR concluded that the City could not ensure that the measure would be implemented. The affected segments are located partially in Loomis and partially in Placer County. The City of Lincoln participates with Placer County to pay the South Placer Regional Transportation Authority (SPRTA) fee, which includes on its list of improvements widening of Sierra College Boulevard to four lanes. However, the City does not have control over the design of the road and the construction materials that are used. There is no similar agreement with the Town of Loomis. If and when such an agreement is reached, Village 1 development would pay its fair share toward widening of the segment of Sierra College Boulevard in Loomis. However, because no agreement is in place, and the City cannot compel the Town of Loomis or Placer County to use specific surfaces on their roads, the impact was determined to remain significant and unavoidable. The City adopted a Statement of Overriding Considerations documenting that the benefits of the Specific Plan outweighed this environmental effect.

The proposed revisions to the Specific Plan would increase traffic noise at existing residences on two additional roadway segments. As shown in Table 4-6, the traffic noise relative to existing conditions would increase an estimated 2.5 dB  $L_{dn}$  on Sierra College south of SR 193 and 2.2 dB  $L_{dn}$  on SR 193 west of Sierra College Boulevard when the proposed revisions are considered under existing conditions. Because existing noise levels on Sierra College Boulevard are 65 dB  $L_{dn}$ , the projected increase would not exceed the applicable threshold of 3.0 dB  $L_{dn}$ . However, because SR 193 has higher existing noise levels, the threshold is only 1.5 dB  $L_{dn}$ . Therefore, the projected increase of 2.2 dB  $L_{dn}$  would exceed the threshold on this segment, and increase the severity of this significant impact.

#### **Mitigation Measures**

The following measure should be added to Village 1 EIR Mitigation Measure 4.10-1 to reduce the traffic noise levels on SR 193 by using a noise-absorbing surface.

- 4.10-1(b) The City shall coordinate with Caltrans and/or South Placer Regional Transportation Authority (SPRTA) when SR 193 is widened to four lanes from west of Sierra College Boulevard to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.

As discussed above, potentially-significant traffic noise impacts were identified at existing residences located along Sierra College Boulevard between Taylor Road and King Road, and between English

Segment	Year	Without Project Level <sup>1</sup>	Applicable Threshold	Noise Increase (Ldn, dB)	Exceeds Threshold?
Sierra College Blvd s/o SR 193	Existing	65	3.0	2.5	N
	2030	68	1.5	1.6	Y
	2050	68	1.5	1.6	Y
SR 193 w/o Sierra College Blvd	Existing	68	1.5	2.2	Y
	2030	70	1.5	0.7	N
	2050	71	1.5	-0.5	N

Notes:  
 1 From Tables 4.10-9 and 4.10-11 in Village 1 Specific Plan DEIR.  
 Source: Bollard Acoustical Consultants, Inc. (BAC), 2022, Village 1 Specific Plan Draft EIR, 2012.

Colony Road and Twelve Bridges Road under the full Specific Plan. Mitigation Measure 4.10-1(a) would reduce the noise levels below the applicable thresholds by resurfacing the affected segments with noise-suppressing materials. The EIR found that repaving the affected segments using open-graded asphalt, rubberized asphalt or similar material could reduce traffic noise levels 4 dB, thereby reducing this impact to a level of insignificance. This would be the case for the affected segment of SR 193. However, SR 193 is under the jurisdiction of Caltrans, not the City of Lincoln, so the City does not have control over the design of the road and the construction materials that are used. Therefore, this impact would remain *significant and unavoidable*, and would be more severe than the impact identified in the Village 1 EIR.

#### **Cumulative Impacts and Mitigation Measures**

Future development projects within the Lincoln area, including the Village 1 Specific Plan, would affect the future (cumulative) ambient noise environment. While it is difficult to project exactly how the ambient noise conditions within the area would change, it is known that traffic noise levels would increase due to the additional traffic generated by the proposed project and other development in the city and the region. Table 4-6 shows the projected traffic noise increases associated with those levels over cumulative conditions (years 2030 and 2050) as the result of the proposed revisions.

#### **4-2 The proposed project would contribute to cumulative increases in traffic noise levels.**

Changes in traffic noise levels under cumulative conditions were analyzed in Impact 4.10-4 of the Village 1 Draft EIR (pages 4.10-20 and 4.10-21). Development in the vicinity of the plan area and greater region would result in cumulative increases in traffic volumes on the local roadway network. The Draft EIR found that while noise levels on some segments would increase with the addition of Specific Plan traffic, the increases would not exceed the applicable thresholds under the adopted Specific Plan. Therefore, the contribution of Specific Plan to the cumulative traffic noise was found to be less than significant.

Similarly, the proposed revisions would increase traffic noise on the study segments at levels on both of the study segments relative to future levels without the Specific Plan. The traffic noise increases on SR 193 west of Sierra College Boulevard would not exceed the 1.5 dB Ldn threshold under either 2030 or 2050. However, the increase of 1.6 dB Ldn on Sierra College Boulevard south of SR 193 would be slightly over the threshold. Therefore, the cumulative impact would be more severe than under the adopted Specific Plan, and it would be *significant*.

### Mitigation Measures

The following measure should be added to Village 1 EIR Mitigation Measure 4.10-1 to reduce the traffic noise levels on SR 193 by using a noise-absorbing surface.

- 4.10-4 The City shall coordinate with Caltrans and/or South Placer Regional Transportation Authority (SPRTA) when Sierra College Boulevard is widened to four lanes south of SR 193 to encourage the use of rubber asphalt or an equally effective noise-suppressing surface.

For the reasons discussed under Impact 4-1, above, the City does not have control over the affected roadway segments or the materials used during widenings. Therefore, this impact would remain *significant and unavoidable*, and would be more severe than the impact identified in the Village 1 EIR.



## **5. OTHER ENVIRONMENTAL EFFECTS**

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## 5. OTHER ENVIRONMENTAL EFFECTS

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### INTRODUCTION

This chapter address the environmental effects of the proposed revisions described in Chapter 2, Project Description, except for noise, which is addressed in Chapter 4 of this DSEIR. The primary components of the proposed revisions that could affect the environmental analysis of the Specific Plan:

- Altered alignment of the Oak Tree Lane through the plan area;
- Changes in residential unit count due to adopted tentative maps and proposed changes to the land use map;
- Changes in the amount of open space; and
- Changes in densities along the eastern boundary of the plan area.

In addition, restricting a substantial portion of units to people over 55 years of age can alter certain impacts, particularly those related to traffic. Although this change has been made through adopted tentative maps, it is reflected in this analysis because it will alter some environmental effects.

For the reasons discussed below, these changes would not result in new significant environmental impacts or, with the exception of traffic noise (discussed in Chapter 4), substantially increase the severity of environmental impacts identified in the Village 1 EIR. In several instances, impacts would be reduced. The discussion in this chapter focuses on impacts that were found to be significant, with or without mitigation, in the Village 1 EIR and/or for which the proposed revisions would result in a substantial change in the severity of an impact (either reducing or increasing the severity).

The effects of the proposed revisions on traffic noise levels on nearby roadways are discussed in Chapter 4, Traffic Noise.

### ENVIRONMENTAL ANALYSIS

#### **Aesthetics and Visual Quality**

The EIR found that changes in the visual character of the plan area would be a significant and unavoidable impact due to the conversion of open views of agricultural land and oak woodlands to an urban and suburban development (Impact 4.1-2). The proposed revisions would not substantially alter the visual impacts of the Specific Plan. Views from primary roadways, such as McBean Park Drive/SR 193 and Virginiatown Road would be similar to those described in the EIR. Future views from residences along portions of the eastern and southern borders would be of denser development than under the adopted Specific Plan due to the changes from VCE to VLDR designations. However, either designation would result in a change from a rural to a more developed character.

The impact on visual character would be generally unchanged by the proposed revisions. There would be a slight reduction in the severity of the impact, because more acreage would remain in Village Open Space, including approximately 35.8 additional acres of oak woodland. However, the impact would remain significant and unavoidable because a substantial change in visual character due to the Specific Plan would occur in the remainder of the plan area. Similarly, the amount of night lighting (Impact 4.1-3) would be reduced due to the increase in open space. Mitigation would still be required in those areas to be developed in order to ensure that light and glare impacts would be less than significant.

#### **Impacts Associated with Ground Disturbance**

The increase of approximately 35.8 acres dedicated to oak woodlands, which would remain undisturbed, would reduce the amount of developable land in the plan area by approximately 1.5%

compared to the adopted Specific Plan. This in turn would slightly reduce the impacts that result from grading and conversion to urban uses.

### **Agriculture**

The majority of the plan area is designated Farmland of Local Importance, which is not considered Important Farmland. There are 15 acres of Farmland of Statewide Importance within the plan acre, which is considered Important Farmland. The conversion of this land to urban uses is considered a significant impact (Impact 4.2-1). One parcel in the plan area is under a Williamson Act Contract, and the EIR found that the conversion of this area to urban uses would be a significant and unavoidable impact (Impact 4.2-2)<sup>1</sup>. Under the adopted Specific Plan, there would be no change in the conversion of farmland. Therefore, the proposed revisions would have the same significant and unavoidable impact on Important Farmland and Williamson Act contract land.

### **Biological Resources**

The plan area is composed primarily of oak woodland and non-native annual grasslands<sup>2</sup>. The plan area also supports a variety of wetland types.<sup>3</sup> Development of the Specific Plan would convert most of these habitats to urban uses, resulting in the loss of wetlands and wetland species (Impacts 4.1-1, 4.4-2, 4.4-4, 4.4-15 and 4.4-17 of the EIR), two special-status plant species habitat (Impact 4.4-3), and nesting habitat for several bird species and foraging habitat for Swainson's hawk, (Impacts 4.4-5 through 4.4-8, 4.4-10 and 4.4-16). Under the proposed revisions, the amount of annual grasslands that would be developed would be similar to the adopted Specific Plan, so these impacts would be unchanged. The conversion of oak woodlands to urban uses (Impact 4.4-14 and 4.4-18) would be reduced by 23.3 acres or approximately 13%, lessening the related impacts. However, over 150 acres of oak woodlands would still be subject to development. Because the proposed revisions would result in the loss of habitat within the plan area, the mitigation measures identified in Section 4.4, Biological Resources, of the EIR would still be required to reduce impacts on biological resources to a less-than-significant level.

### **Cultural Resources**

Surveys of portions of the plan area are known to contain archaeological resources, and those areas that haven't been surveyed have the potential to contain such resources. Such resources could be damaged or destroyed during construction (Impacts 4.5-1 through 4.5-5). The proposed increase in open space acreage would reduce the severity of these impacts, because open space is not subject to development. Nonetheless, because none of these impacts would be entirely eliminated by the proposed revisions, the mitigation measures identified in Section 4.5, Cultural Resources, of the EIR would still be applicable to those areas to be developed.

### **Hazardous Materials**

The reduced area to be developed would also result in less potential for exposure to soil or groundwater contamination due to past agricultural and other uses (Impacts 4.7-2 and 4.7-4), and/or lead based paint and asbestos in structures to be demolished (Impact 4.7-3). These impacts would not be entirely avoided, so mitigation identified in Section 4.7, Hazardous Materials, would still be required where development occurs.

A portion of the plan area is underlain by a contaminated groundwater plume originating from a former Titan missile base (Impact 4.7-2). This area is located along the western boundary of the plan area. No changes to the Specific Plan are proposed that would affect the area in proximity to the contaminated groundwater plume.

1 City of Lincoln, *Draft Environmental Impact for the Village 1 Specific Plan*, May 2012, Figure 4.2-1 and Impact 4.2-2, page 4.2-10. Note that Figure 4.2-1 shows two Williamson Act contract properties. However, the contract on the other property, located in Phase 1 of the plan area, expired after certification of the Specific Plan EIR.

2 City of Lincoln, *Draft Environmental Impact for the Village 1 Specific Plan*, May 2012, Figure 4.4-1.

3 City of Lincoln, *Draft Environmental Impact for the Village 1 Specific Plan*, May 2012, Figure 4.4-2.

### **Hydrology and Water Quality**

Because the amount of developed acreage would be reduced, the amount of impervious surface would be lessened under the proposed revisions. As a result, the proposed revisions would slightly reduce the increase in stormwater runoff and therefore potential increases to flood volumes requiring storage (Impacts 4.8-1, 4.8-2, 4.8-7 and 4.8-9), as well as the potential degradation of stormwater runoff due to erosion and/or urban contaminants (Impacts 4.8-4, 4.8-5 and 4.8-9). The reduction in runoff would be relatively slight since the reduction in developable acreage would be only 0.9% of the plan area. Therefore, the mitigation measures identified in Section 4.8, Hydrology and Water Quality, would still be required of Specific Plan development.

### **Land Use**

The proposed revisions would not alter the potential for land use conflicts within the plan area, because the same types and intensities of uses would be developed (Impact 4.9-1). There would not be, for example, a substantial change in the types of land uses developed, the allowable residential densities and/or commercial square footage.

There would be a change in the density of residential land uses along the eastern boundary of the plan area, where some parcels would be redesignated from VCE to VLDR. The VCE designation has a minimum lot size of one-half acre, so it is expected to develop with semi-rural homesites, with more flexibility regarding the placement of residences (i.e., they can be placed farther from adjacent uses). The VCE parcels would provide a transitional buffer between the more urbanized portions of the plan area and the rural residences and agricultural lands to the south and east (see Impact 4.9-2). The VLDR designation allows for smaller lot sizes, so new homes are likely to be located closer to the plan area boundary than in areas designated VCE. For the most part, lands adjacent to the plan area are used for rural residential and low-intensity agriculture, such as grazing. Nonetheless, residents could find some attributes associated with livestock to be a nuisance, such as odors and flies. The VCE designation and open space along the southern and eastern borders would continue to provide a buffer in some areas.

The GDP is proposed to be revised to require increased setbacks for VLDR lots adjacent to County lands (proposed revised GDP, page 2-16). The rear yard setback would require 20 feet between the lot line and living space or a balcony or deck (compared to 10 feet for VLDR lots that are not adjacent to land in the County). The VCE lots also require a 20-foot set back, so the distance between Village 1 homes and the County boundary would be a minimum of 20 feet whether the lots are designated VCE or VLDR. The Development Standards also limit the homes to two stories or 36 feet in height under both designations. In addition, the development edge buffer would be extended along the southern border, creating a buffer between the VLDR lots and County lands. (see Exhibit 3.2, Master Landscape Concept Plan, in the proposed revised GDP).

Mitigation Measure 4.9-1(b) requires home buyers of residences within the plan area that are adjacent to active agricultural operations to be provided information regarding the agricultural operations and potential nuisance activities, including a copy of the Placer County Right-to-Farm Ordinance. This measure would apply to the VCE and VLDR parcels proposed along the eastern boundary of the plan area, and would ensure that homeowners are aware of the agricultural activities that could occur in their vicinity. This mitigation measure in combination with the setback proposed in the revised GDP would ensure that the potential conflicts between plan area residences and adjacent rural areas would continue to be less than significant.

### **Traffic, Air Quality and Greenhouse Gas Emissions**

The reconfiguration of Oak Tree Lane would alter traffic operations in the immediate area. For example, Village 1 residents would not be able to access Sierra College Boulevard directly from Oak Tree Lane. The designation of age-restricted units would also affect traffic conditions, because these units generate fewer daily trips than unrestricted units. Changes in traffic levels can affect air emissions, greenhouse gas emissions and traffic noise levels. The impact on traffic noise is addressed

in Chapter 3. The impacts on traffic, air quality and greenhouse gases are discussed below.

### **Traffic**

Since the Specific Plan was adopted, the CEQA Guidelines have been revised to, among other changes, shift the analysis of traffic impacts from levels of service (LOS) to vehicle miles traveled (VMT). After July 1, 2020, EIRs must analyze a project's effect on VMT, and LOS can no longer be used as a standard of significance for CEQA purposes. The Village 1 EIR did not address vehicle miles traveled, because level of service was the standard of significance used to evaluate traffic impacts at that time. While changes in level of service are no longer evaluated under CEQA, the City does have General Plan policies that address LOS (see below, under General Plan Consistency, and Appendix A).

As discussed in Chapter 2, the proposed revisions to the Specific Plan would reduce the number of residential units by 29 units. In addition, approximately 15% of the residential units would be age-restricted, which have a substantially lower trip generation rate than unrestricted units (3.3 trips per unit, compared to 9 trips per unit for unrestricted single family and 6.5 trips per unit for unrestricted multifamily unit)<sup>4</sup>. As a result of these changes, the number of vehicle trips would be reduced by approximately 10.2% (see Appendix A). Because the amount of commercial square footage would not change, the reduced number of average daily trips indicates that the total vehicle miles traveled would also be lower under the proposed revisions than under the adopted Specific Plan.

The Village 1 EIR also analyzed the effects of the Specific Plan on transit demand (Impact 4.14-5) and pedestrian, bicycle and NEV vehicle use (Impact 4.14-6). No changes to the provision of transit, bicycle/NEV lanes or pedestrian facilities are proposed; therefore, these impacts would continue to be less than significant under the proposed revisions.

### **Air Quality and Greenhouse Gas Emissions**

The proposed revisions would reduce the amount of both air pollutants and greenhouse gas emissions (GHG) associated with the Specific Plan. The increase in open space, and the associated reduction in the amount of acreage that could be developed would reduce the amount of emissions generated during construction (Impact 4.3-1). This reduction would not be enough to reduce daily emissions levels below applicable standards, so the impact would remain short-term significant and unavoidable.

Motor vehicle use is one of the major sources of both air pollutants and greenhouse gas emissions. The reduction in vehicle trips would therefore reduce the amount of emissions generated by Specific Plan development (Impacts 4.3-2, 4.3-3, 4.3-5, 4.3-6 and 4.8-1). However, the reduction would not be substantial enough to meet the applicable standards, so the conclusions of the Village 1 EIR would not change.

### **Public Services and Utilities**

The proposed revisions would result in a lower Specific Plan population due to the reduction in the number of units, and the inclusion of age-restricted units, which are typically smaller households. This would reduce demand for all public services, including law enforcement (Impacts 4.12-1 and 4.12-2), fire protection (Impacts 4.12-3 and 4.12-4), schools (Impacts 4.12-5 and 4.12-6) and parks (4.12-7 and 4.12-8).

Under the proposed revisions, total park acreage (including community, neighborhood and mini parks) would increase from 98.6 acres to 98.7 acres, at the same time that the reduction in population would reduce demand for parks and recreation facilities. The Draft EIR found that the adopted Specific Plan would exceed the amount of parkland and open space required to meet City parkland standards (Impact 4.12-7, Tables 4.12-5 and 4.12-6). Using the formulas provided in the City Code, under the

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<sup>4</sup> DKS Associates, *Lincoln Village 1—Revised Transportation Analysis*, July 5, 2022.

proposed revisions, there would be a demand for 174 acres<sup>5</sup>. so the proposed revisions would meet parkland and open space requirements. Further, General Plan Policies OSC-7.6 and OSC-7.7 allow for the collection of in lieu fees where parkland dedication is insufficient, so the impact on parks would remain less than significant.

The EIR found that the impacts on other public services would be less than significant, which would continue to be the case under the proposed revision.

The reduction in residential units would also reduce demand for water supply, and generation of wastewater, energy and solid waste. Even with the reduced demand, there would be a need to secure entitlements to water supply and to develop additional infrastructure to convey and store water (Impacts 4.13-1 through 4.13-3).

Wastewater conveyance and treatment would be adequate to serve the Specific Plan (Impacts 4.13-4) under existing conditions. The EIR found that cumulative increases in wastewater generation would require expansion of the City's Wastewater Treatment and Reclamation Facility (WWTRF), and that this would be a significant and unavoidable impact (Impact 4.13-5). The proposed revisions would reduce the contribution to cumulative wastewater generation, but not enough to avoid this impact.

Additional electrical and natural gas supply and infrastructure would be needed to serve the Specific Plan (Impacts 4.13-6 and 4.13-7, respectively, and 4.13-9), which the EIR found to be less-than-significant impacts. The increase in energy demand was found to be less-than-significant with mitigation that would reduce energy use (Impacts 4.13-8 and 4.13-10). The proposed revisions would reduce energy demand, but not enough to avoid the need for mitigation.

The increased generation of solid waste would also be reduced under the proposed revisions (Impacts 4.13-11 and 4.13-13), which would continue to be less than significant. The generation of demolition waste and construction debris would be reduced as well, and would continue to be less than significant with mitigation (4.13-12).

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5 Frayji Design Group, Inc., proposed Final Village 1 Specific Plan, July 2022, Table 5.2.

## **6. REFERENCES**

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## 6. REFERENCES

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- Paul Bollard, President, Bollard Acoustical Consultants, Inc., memorandum to Adrienne Graham, July 19, 2022.
- City of Lincoln Code or Ordinances, 2021.
- City of Lincoln, Final Village 1 Specific Plan, July 2013.
- City of Lincoln General Plan, March 2008.
- City of Lincoln Development Services Department, *Draft Environmental Impact Report for the Village 1 Specific Plan*, May 2012.
- DKS Associates, Lincoln Village 1—Revised Transportation Analysis, July 5, 2022.
- Frayji Design Group, Inc., proposed *Final Village 1 General Development Plan*, July 2022.
- Frayji Design Group, Inc., proposed *Final Village 1 Specific Plan*, July 2022.
- State of California, California Environmental Quality Act (CEQA) Guidelines.
- State of California, Public Resources Code, Section 21000 et seq (California Environmental Quality Act).



## **7. REPORT PREPARATION**

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## 7. REPORT PREPARATION

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### Lead Agency

**City of Lincoln Development Services Department**

600 Sixth Street  
Lincoln, California 95648

Rommel (Mel) Pabalinas, Planning Manager  
Lindy Childers, Engineering Division Manager  
Sukpahl (SP) Mann, Senior Civil Engineer

### EIR Consultant

**Adrienne L. Graham, AICP**

4533 Oxbow Drive  
Sacramento, California 95864

### Technical Consultants

Noise and Vibration

**Bollard Acoustical Consultants, Inc. (BAC)**

3551 Bankhead Road  
Loomis, CA 95650

Transportation and Circulation

**DKS Associates**

8950 Cal Center Drive, Suite 340  
Sacramento, CA 95826

**APPENDIX A: GENERAL PLAN CONSISTENCY**

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## APPENDIX A: GENERAL PLAN CONSISTENCY

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### INTRODUCTION

The California Government Code (Section 65454) requires that Specific Plans be consistent with the applicable adopted General Plan. The Village 1 Draft EIR addresses General Plan consistency in Chapter 6. For the most part, the proposed revisions would not alter the consistency analysis, because the type of land uses would be the same, and the acreage and number of units would not increase. Two areas where the proposed revisions could affect the consistency analysis are Parks and Open Space and Traffic Levels of Service policies, discussed in more detail below.

CEQA Guidelines Section 15125(d) states that an EIR shall discuss any inconsistencies between a proposed project and applicable general plans, specific plans and regional plans. Appendix G of the CEQA Guidelines specifically asks whether a significant impact on the environment could result from a conflict between a proposed project and a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Village 1 EIR identifies potential inconsistencies with applicable local and regional plans that could affect the environment. The proposed revisions to the Village 1 Specific Plan would not alter those findings.

### PARKS AND OPEN SPACE

The City's General Plan (Policy LU-15-14) requires that 40% of each village be reserved for open space and parks. As discussed on page 6-17 of the Draft EIR, the adopted Specific Plan would fall short of this ratio by about 6 acres. However, future development is required to comply with the Village 1 Oak Woodland Mitigation and Management Plan (OWMMP) which requires that an additional 175 acres of oak woodland be created. The oak woodland mitigation could occur within or outside of the plan area. The Draft EIR concluded that as long as six acres of created oak woodland occurred within the plan area, the Village 1 Specific Plan would satisfy the requirement that 40% of the plan area be open space or parkland.

Under the proposed revisions, approximately 1,772 acres would be subject to the 40% requirement (1,832.1 acres minus 60.4 acres of roads), or approximately 709 acres. The proposed revisions provide for approximately 736 acres of qualifying open space and parkland, or 41.6% of the acreage subject to the requirement. Therefore, the proposed revisions would be consistent with Parks and Open Space policies.

### TRAFFIC LEVELS OF SERVICE

The City of Lincoln General Plan has the following General Plan policies that address traffic levels:

#### *New Development*

T-2.2 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.

#### *Level of Service for Local Streets and Intersections*

T-2.3 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.

*Level of Service for State Highways*

T-2.4 The City shall coordinate with Caltrans in order to strive to maintain a minimum LOS "D" for SR 65 and SR 193.

DKS Associates evaluated the potential effects on traffic operations in order to determine whether the proposed revisions would be consistent with the above policies, and compared the results to those of the EIR traffic analysis (see Attachment A). The traffic analysis also provides the basis of the air quality, GHG and noise evaluations that are provided above.

Note that the General Plan LOS policies apply only to City streets and the State Highways that run through Lincoln. Nonetheless, for the readers' information, those intersections and segments outside of Lincoln that were analyzed in the certified EIR were included in this traffic analysis.

The traffic analysis calculated levels of service for the same intersections evaluated in the EIR, and compared the LOS of the adopted Specific Plan to the proposed amendments under two scenarios—2030 and 2050. The proposed revisions would reduce trip generation by approximately 10.2% compared to the approved Specific Plan (see Table 1 in Attachment A). At the same time, the proposed revisions would redistribute Village 1 trips, with a larger proportion of those trips using SR 193 between Oak Tree Lane and Sierra College Boulevards, and Sierra College Boulevard between SR 193 and Maidu Lane. In some cases, such as Sierra College Boulevard south of Twelve Bridges Drive, traffic volumes would be reduced slightly (Attachment A, page 2).<sup>1</sup>

As shown in Tables 2 through 9 of Attachment A, in most cases, the projected levels of service would remain the same under the adopted Specific Plan and the proposed revisions. In some cases, traffic conditions would improve. For example, under No Project, Adopted Specific Plan and the proposed revisions, the intersections of Sierra College and Kings Road would operate at LOS D in the 2030 analysis year, which exceeds the applicable LOS standard. However, the proposed revisions would result in an average delay of 53.1 seconds, which is lower than the delay under the adopted Specific Plan (54.7 seconds). Under 2030 conditions, the proposed revisions would improve traffic conditions relative to the adopted Specific Plan at three intersections and three roadway segments that are predicted to exceed the applicable LOS standards. At one of these segments, the reduction in volumes would improve the LOS by a letter (from LOS D to C on Sierra College Boulevard south of Twelve Bridges Drive). Under 2050 conditions, the proposed revision would have a reduced effect at six intersections and seven segments that are predicted to exceed LOS standards (see Tables 2 through 9 in Attachment A). In 2050, two segments where LOS standards would be exceeded under the adopted Specific Plan would operate at acceptable levels under the proposed revisions (see Table 9 of Attachment A).

The proposed revisions would worsen conditions relative to the adopted Specific Plan at several intersections and segments that are projected to exceed the applicable LOS standards. However, as discussed in Attachment A, in most of these cases, improvements are available to offset the increased congestion. Specifically:

**2030: Intersections and Roadway Segments**

- 2030 Intersections, PM Peak Hour (Attachment A, Tables 2, 3 and 4)

<sup>1</sup> At the time that the traffic analysis was prepared (March 2020), it was anticipated that the proposed revisions would allow for a total of 5,637 residential units. The current proposal provides for only 5,478 units. The reduction in units would lower the trip generation slightly relative to the revised project assumed in the March 2020 traffic analysis. The inclusion of age-restricted units would have a greater effect on total trip generation, and the realignment of Oak Tree Lane is a primary cause of the changes in trip distribution. Because the current proposed revisions would generate fewer trips, the March 2020 analysis is considered conservative.

- Joiner Parkway/Ferrari Ranch Road: This intersection would degrade to LOS E with the proposed revisions, compared to LOS D under the adopted Specific Plan. The increase in volume would be very small, an increase in the volume/capacity ratio of .008, due to the addition of three cars (Attachment A, page 2).
- McBean Park Drive/Ferrari Ranch Road: The proposed revisions would increase volumes slightly at this intersection (by 0.064) compared to the adopted Specific Plan. This intersection would operate at LOS D under No Project, adopted Specific Plan and the proposed revisions.
- Sierra College Blvd/SR 193: This intersection would operate at LOS F under the proposed revisions, compared to LOS C under the adopted Specific Plan. As explained in Attachment A, the traffic analysis used the same intersection configuration assumed in the Village 1 EIR. However, since the EIR was adopted, the City's Public Facilities Element and the South Placer Regional Transportation Authority (SPRTA) regional fee program were updated to include four lanes on SR 193 between downtown Lincoln to just east of Sierra College Boulevard. In addition, Sierra College Boulevard would be widened to four lanes south of SR 193. Assuming these improvements, and the addition of a northbound left turn lane, the intersection would operate at LOS D under both 2030 and 2050 conditions, which would meet the Placer County standard of LOS E. for this intersection.
- 2030 Roadway Segments (Attachment A, Table 8)
  - Oak Tree Lane north of Ferrari Ranch Road would experience increased volumes under the proposed revisions, but would operate at the same LOS D as the adopted Specific Plan.
  - SR 193 west of Sierra College Boulevard would operate at LOS F under No Project, the adopted Specific Plan and the proposed revisions, with the latter increasing volumes relative to both No Project and the adopted Specific Plan. However, with the increase to four lanes on Sierra College Boulevard and SR 193, discussed above, this segment would operate at LOS C under each scenario.

## 2050: Intersections and Roadway Segments

- 2050 Intersections, PM Peak Hour (Tables 5, 6 and 7)
  - McBean Park Drive/Ferrari Ranch Road: The proposed revisions would increase volumes slightly at this intersection (by 0.029) compared to the adopted Specific Plan. This intersection would operate at LOS E under No Project, adopted Specific Plan and the proposed revisions.
  - Sierra College Blvd/SR 193: This intersection would operate at LOS F under the proposed revisions, compared to LOS C under the adopted Specific Plan. However, as explained above, planned improvements to SR 193 and Sierra College Boulevard would result in LOS D conditions.
- 2050 Roadway Segments (Table 9)
  - The proposed revisions would result in the same or lower volumes on all of the segments projected to operate at LOS D or worse under the adopted Specific Plan, with one exception (below). At all but one of these segments, traffic volumes would decrease under the proposed revisions relative to the adopted Specific Plan (at one the volumes would be unchanged).
  - SR 193 west of Sierra College Boulevard would operate at LOS F using the assumptions of the Draft EIR, and the realignment of Oak Tree Lane would increase volumes on this segment. However, as discussed above, planned improvements

would improve operations to LOS C under - the adopted Specific Plan and proposed revisions.

In summary, the proposed revisions would affect traffic conditions in much the same way as the adopted Specific Plan. For the most part, there would be little or no effect on LOS as the result of the proposed revisions. In some cases, the proposed revisions would improve conditions relative to the adopted Specific Plan; in a small number of cases traffic congestion would worsen. In either case, the effects would be slight. Therefore, the finding that the adopted Specific Plan is consistent with General Plan traffic policies would be valid for the proposed revisions as well.

**ATTACHMENT A: TRAFFIC ANALYSIS**

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## MEMORANDUM

DATE: July 5, 2022

TO: Rommel Pabalinas, Adrienne Graham

FROM: David Tokarski | DKS Associates

SUBJECT: Lincoln Village 1 – Revised Transportation Analysis

Project #19114-000

### INTRODUCTION

As requested by City staff, DKS Associates has performed an analysis of the proposed modification to the Village 1 Specific Plan in Lincoln’s SOI expansion area. DKS was provided a revised project map by Frayji Design Group. This revised project included revised land use “parcels” as well as a revised circulation system with removal of the southeastern connection of the future Oak Tree Lane extension to Sierra College Boulevard. DKS used the map to calculate dwelling units and park acreage per traffic analysis zone (TAZ) and updated the travel demand model land use and roadway network files accordingly. The model was re-run under 2030 and 2050 conditions and project impacts re-analyzed at local intersections and roadway segments.

### TRIP GENERATION

Table 1 shows a comparison of land use totals and trip generation totals for the approved specific plan (as adopted in the EIR) and the most recent alternative design with the southeast parcels removed from the specific plan and Oak Tree Lane no longer connecting through to Sierra College Boulevard. The table shows that overall specific plan trip generation decreases by approximately 15% based on the land use changes on the revised project map. It should be noted that these numbers represent total trip generation for the site and do not represent trip reductions due to internalization of trips or “pass by” trips, which would reduce trip generation similarly for both the approved and revised plans. For informational purposes, “pass by” trips represent the fact that for retail/ commercial land uses, a significant portion of the vehicles that enter the site would consist of vehicles that were already driving past the site, and thus would not represent trips added to the roadway network.

## TRIP DISTRIBUTION

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Trip distribution for the revised project would be similar to the approved project regionally, however because the revised project eliminates the connection of Oak Tree Lane between SR 193 and Sierra College Boulevard, a larger proportion of project trips would use SR 193 between Oak Tree Lane and Sierra College Boulevard and use Sierra College Boulevard between SR 193 and Maidu Lane. Project volumes along SR 193 westbound to downtown Lincoln and along Sierra College Boulevard south of Twelve Bridges Drive would be similar, but slightly lower with the revised project.

## PM PEAK HOUR INTERSECTION LOS

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The intersection of Joiner Parkway and Ferrari Ranch Road previously was identified at LOS D under 2030 without Village 1 and with Village 1 cases, and LOS E under 2050 without Village 1 and with Village 1 cases. Modification of the specific plan would degrade this intersection to LOS E under 2030 with Village 1 conditions. This intersection would remain at LOS E under all 2050 cases. It should be noted that the identified degradation is based on a very minor increase in V/C (from 0.896 to 0.904) and that this increase would not be identified if the V/C ratios were rounded to the nearest hundredth (both would be 0.90). The increase in V/C is based on an increase of 3 total vehicles entering the intersection during the PM peak hour.

Tables 2 through 7 show PM peak hour intersection LOS for 2030 and 2050 conditions, respectively. The tables summarize study roadway intersections under without Village 1, with Village 1 (as approved in the EIR) and with Village 1 (as revised to remove certain parcels and the Oak Tree Lane connection to Sierra College Boulevard) for each forecast horizon.

The intersection of SR 193 (Lincoln-Newcastle Highway) and Sierra College Boulevard previously was not identified as an impact under 2030 and 2050 with Village 1 conditions with LOS C projected for both scenarios. With the removal of a second access (Oak Tree Lane) between McBean Park Drive and Sierra College Boulevard, this intersection would degrade to LOS F under both revised project scenarios (2030 and 2050). This is based on assuming the same intersection geometrics as described and utilized in the EIR. However, since the EIR was adopted, the City of Lincoln has updated its Public Facilities Element (PFE) and Placer County has updated its South Placer Regional Transportation Authority (SPRTA) Joint Powers Authority (JPA) fee program with the assumption that SR 193 (Lincoln-Newcastle Highway) would be a four-lane facility between downtown Lincoln and just east of Sierra College Boulevard and Sierra College Boulevard would be a four-lane facility south of SR 193 (Lincoln-Newcastle Highway). Although geometrics at this intersection have not been finalized, with these assumptions, level of service (LOS) was recalculated for this intersection assuming two northbound left turn lanes on Sierra College Boulevard, which would fit within the four-lane right of way at the intersection. Provision of the additional northbound left turn lane would improve 2030 Plus Revised Project from LOS F (1.185 v/c) to LOS D (0.843 v/c) and would improve 2050 Plus Revised Project from LOS F (1.201 v/c) to LOS D (0.867 v/c). These improvements to LOS D would eliminate a new impact at this intersection.

## DAILY ROADWAY SEGMENT LOS

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Table 8 and Table 9 show roadway segment LOS for 2030 and 2050 conditions, respectively. The tables summarize study roadway segments under without Village 1, with Village 1 (as approved in the EIR) and with Village 1 (as revised to remove certain parcels and the Oak Tree Lane connection to Sierra College Boulevard) for each forecast horizon.

The roadway segment of SR 193 (Lincoln-Newcastle Highway) west of Sierra College Boulevard previously was identified at LOS F under all 2030 and 2050 without Village 1 and with Village 1 conditions and was assumed to be a two-lane facility. As a two-lane facility, this location would continue to operate at LOS F with the revised plan, but daily volumes and volume-to-capacity (V/C) ratios would greatly increase with removal of the Oak Tree Lane connection to Sierra College Boulevard. However, since the EIR was adopted, the City of Lincoln has updated its Public Facilities Element (PFE) and Placer County has updated its South Placer Regional Transportation Authority (SPRTA) Joint Powers Authority (JPA) fee program with the assumption that SR 193 (Lincoln-Newcastle Highway) would be a four lane facility between downtown Lincoln and just east of Sierra College Boulevard. With this assumption in place, this roadway would improve to LOS C under both 2030 Plus Revised Project and 2050 Plus Revised Project scenarios.

The roadway segment of Sierra College Boulevard south of Twelve Bridges Drive was previously projected to degrade from LOS C or better to LOS D with the addition of the proposed project under both 2030 and 2050 conditions. Under both 2030 and 2050 revised project conditions, this location would improve back to LOS C.

The roadway segment of Sierra College Boulevard north of King Road was previously projected to degrade from LOS D to LOS E under 2050 with Village 1 conditions. Under both 2050 revised project conditions, this location would improve back to LOS D.

All other intersection and roadway segment impacts previously identified in the Village 1 EIR would be expected to remain consistent with the revised project.

In conclusion, the removal of the Oak Tree Lane connection to Sierra College Boulevard would cause a change in traffic patterns under both 2030 and 2050 conditions, shifting more traffic onto SR 193 (Lincoln-Newcastle Highway) west of Sierra College Boulevard and onto Sierra College Boulevard south of SR 193. This shift would degrade the level of service at the intersection of these two roadways. A mitigation measure was identified for Alternative 2 in the Alternatives section (Chapter 7) of the Village 1 EIR for the intersection of SR 193 and Sierra College Boulevard. This mitigation (providing a second northbound left turn lane, as well as a “free” eastbound right turn lane would mitigate the new alternative back to an acceptable LOS, as it did for Alternative 2 in the EIR. This mitigation identified in the EIR is consistent with the roadway widenings assumed as part of the City of Lincoln PFE and the SPRTA JPA fee program.

Other locations in the vicinity would either degrade or improve with changing the specific plan, as described in the previous section.

**TABLE 1: REVISED LAND USE AND TRIP GENERATION**

Land Use	Daily Trip Ends Per Unit	Units		Daily Trip Ends	
		ADOPTED SPECIFIC PLAN	REVISED SPECIFIC PLAN	ADOPTED SPECIFIC PLAN	REVISED SPECIFIC PLAN
Single Family	9 per DU	4,554	3,537	40,986	31,833
Multi-Family	6.5 per DU	1,085	1,211	7,053	7,872
Age-Restricted	3.3 per DU		862		2,845
<b>Total Residential</b>		5,639	5,610	48,039	42,549
<b>Change</b>			-29		-5,490
Mixed Use Commercial	35 per KSF	100.2	100.2	3,507	3,507
Mixed Use Office	17.7 per KSF	66.8	66.8	1,182	1,182
Elementary School	1 per student	600	600	600	600
Park	2.2 per Acre	96.5	112	212	220
<b>Total Non-Residential</b>				5,501	5,509
<b>Change</b>					+8
<b>Total Daily Trip Ends</b>				53,540	48,058
<b>Change in Trip Generation</b>					-5,482
<b>As Percentage of Total Project Trips</b>					-10.2%

Note: Calculations do not include reductions based on "pass-by" trips or internal trips

TABLE 2: PM PEAK HOUR LEVEL OF SERVICE WITHIN LINCOLN SOI: 2030 WITH VILLAGE 1

INTERSECTION		JURIS-DICTION	LOS		2030 WITHOUT VILLAGE 1		2030 WITH VILLAGE 1			
							ADOPTED		REVISED	
			METHODOLOGY	POLICY	INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY
1	Lincoln Blvd & Wise Rd	Lincoln	2000 HCM Unsignalized Worst Movement Delay	C	A C	3.00 23.4	A C	3.7 24.9	A C	3.6 24.5
2	Lincoln Blvd & Gladding Rd	Lincoln	2000 HCM Unsignalized Worst Movement Delay	C	A C	1.6 18.0	A C	1.4 16.6	A C	1.5 16.3
3	Lincoln Blvd & 7th Street	Lincoln	Circular 212 Planning	D*	A	0.474	A	0.490	A	0.483
4	Lincoln Blvd & McBean Park Dr	Lincoln	Circular 212 Planning	D*	A	0.447	A	0.469	A	0.464
5	Lincoln Blvd & 1st St	Lincoln	Circular 212 Planning	D*	C	0.734	C	0.710	C	0.714
6	Lincoln Blvd & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	A	0.575	B	0.700	B	0.696
7	Lincoln Blvd & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.514	B	0.615	B	0.616
8	Joiner Pkwy & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	<b>D</b>	<b>0.898</b>	<b>D</b>	<b>0.896</b>	<b>E</b>	<b>0.904</b>
9	Joiner Pkwy & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.528	A	0.533	A	0.537
10	E. Joiner Pkwy & Del Webb (N)	Lincoln	Circular 212 Planning	C	B	0.607	B	0.626	B	0.647
11	E. Joiner Pkwy & Del Webb (S)	Lincoln	Circular 212 Planning	C	A	0.486	A	0.559	A	0.559
12	Ferrari Ranch Rd & Ingram Pkwy	Lincoln	Circular 212 Planning	C	A	0.338	B	0.680	B	0.665
13	Ferrari Ranch Rd & Sun City Blvd	Lincoln	Circular 212 Planning	C	A	0.320	A	0.582	A	0.571
14	McBean Park Dr & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	<b>D</b>	<b>0.815</b>	<b>D</b>	<b>0.815</b>	<b>D</b>	<b>0.879</b>
15	McBean Park Dr & East Ave	Lincoln	Circular 212 Planning	D*	D	0.900	C	0.705	B	0.686
16	McBean Park Dr & Oak Tree Ln	Lincoln	Circular 212 Planning	C	A	0.339	B	0.689	A	0.583
17	Twelve Bridges Dr & Sierra College Bl	Lincoln	Circular 212 Planning	C	A	0.560	B	0.687	B	0.654
18	Twelve Bridges Dr & E Joiner Pkwy	Lincoln	Circular 212 Planning	C	B	0.631	C	0.737	C	0.733
19	Twelve Bridges Dr & SR 65 N/B Ramps	Caltrans	2000 HCM Operations	E	B	20.0	B	14.3	B	15.2
20	Twelve Bridges Dr & SR 65 S/B Ramps	Caltrans	2000 HCM Operations	E	C	20.2	C	23.4	C	22.6

Note: Results shown in **bold** do not meet applicable LOS policy

TABLE 3: PM PEAK HOUR LEVEL OF SERVICE WITHIN LINCOLN SOI: 2030 WITH VILLAGE 1

INTERSECTION	JURIS-DICTION	LOS		2030 WITHOUT VILLAGE 1		2030 WITH VILLAGE 1				
		METHODOLOGY	POLICY	INT LOS	V/C OR AVG DELAY	ADOPTED		REVISED		
						INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY	
INTERSECTIONS ADDED WITH VILLAGE 1										
30	Ferrari Ranch Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a	A	0.474	A	0.474	
31	Sierra College Blvd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a	A	0.383	A	0.512	
32	Virginiatown Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a	A	0.533	A	0.525	
33	McBean Park Dr & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a	A	0.499	B	0.672	
34	Oak Tree Ln & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a	A	0.277	A	0.313	

Note: Results shown in **bold** do not meet applicable LOS policy

TABLE 4: PM PEAK HOUR LEVEL OF SERVICE OUTSIDE LINCOLN SOI: 2030 WITH VILLAGE 1

INTERSECTION	JURIS-DICTION	LOS		2030 WITHOUT VILLAGE 1		2030 WITH VILLAGE 1				
		METHODOLOGY	POLICY	INT LOS	V/C OR AVG DELAY	ADOPTED		REVISED		
						INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY	
EXISTING INTERSECTIONS OUTSIDE LINCOLN SOI										
21	SR 193 & Sierra College Blvd	Caltrans	Circular 212 Planning	E	D	0.808	C	0.766	F <sub>D*</sub>	<b>1.185</b> 0.843*
22	Sierra College Blvd & English Colony Way	Placer Co	2000 HCM Unsignalized Worst Movement Delay	C	<b>D</b> <b>F</b>	<b>26.2</b> <b>&gt;180</b>	<b>F</b> <b>F</b>	<b>152.8</b> <b>&gt;180</b>	<b>F</b> <b>F</b>	<b>100.6</b> <b>&gt;180</b>
23	Sierra College Blvd & King Rd	Loomis	2000 HCM Operations	C	<b>D</b>	<b>37.1</b>	<b>D</b>	<b>54.7</b>	<b>D</b>	<b>53.1</b>
24	Sierra Collage & Bankhead	Loomis	2000 HCM Unsignalized Worst Movement Delay	C	B <b>F</b>	14.9 <b>&gt;180</b>	C <b>F</b>	19.9 <b>&gt;180</b>	C <b>F</b>	19.0 <b>&gt;180</b>
25	Sierra College Blvd & Taylor Rd	Loomis	2000 HCM Operations	C	<b>D</b>	<b>40.6</b>	<b>D</b>	<b>43.3</b>	<b>D</b>	<b>42.0</b>
26	Sierra College & Brace	Loomis	2000 HCM Operations	C	C	25.5	C	24.7	C	24.8
27	Sierra College Blvd & Granite Dr	Rocklin	Circular 212 Planning	C	C	0.722	C	0.721	C	0.718
28	Sierra College Blvd & I-80 W/B Ramps	Caltrans	2000 HCM Operations	E	C	23.9	C	23.5	C	23.7
29	Sierra College Blvd & I-80 E/B Ramps	Caltrans	2000 HCM Operations	E	D	36.8	D	37.2	D	37.2

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts  
 \*Revised LOS result with 2 northbound left turn lanes and one shared northbound through/ right

TABLE 5: PM PEAK HOUR LEVEL OF SERVICE WITHIN LINCOLN SOI: 2050 WITH VILLAGE 1

INTERSECTION	JURIS-DICTION	LOS		2050 WITHOUT VILLAGE 1		2050 WITH VILLAGE 1				
		METHODOLOGY	POLICY	INT LOS	V/C OR AVG DELAY	ADOPTED		REVISED		
						INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY	
2	SR 65 & Ramos Rd	Lincoln	2000 HCM Operations	C	B	18.1	B	18.4	B	19.3
3	Lincoln Blvd & 7th Street	Lincoln	Circular 212 Planning	C	A	0.567	A	0.581	A	0.559
4	Lincoln Blvd & McBean Park Dr	Lincoln	Circular 212 Planning	D*	A	0.581	A	0.576	A	0.588
5	Lincoln Blvd & 1st St	Lincoln	Circular 212 Planning	D*	D	0.834	D	0.800	D	0.811
6	Lincoln Blvd & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	C	0.725	C	0.786	C	0.788
7	Lincoln Blvd & Sterling Pkwy	Lincoln	Circular 212 Planning	C	B	0.655	B	0.689	B	0.690
8	Joiner Pkwy & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	<b>E</b>	<b>0.918</b>	<b>E</b>	<b>0.929</b>	<b>E</b>	<b>0.928</b>
9	Joiner Pkwy & Sterling Pkwy	Lincoln	Circular 212 Planning	C	A	0.441	A	0.473	A	0.477
10	E. Joiner Pkwy & Del Webb (N)	Lincoln	Circular 212 Planning	C	A	0.554	B	0.631	B	0.644
11	E. Joiner Pkwy & Del Webb (S)	Lincoln	Circular 212 Planning	C	A	0.404	A	0.459	A	0.458
12	Ferrari Ranch Rd & Ingram Pkwy	Lincoln	Circular 212 Planning	C	A	0.548	C	0.756	C	0.751
13	Ferrari Ranch Rd & Sun City Blvd	Lincoln	Circular 212 Planning	C	A	0.485	B	0.609	B	0.607
14	McBean Park Dr & Ferrari Ranch Rd	Lincoln	Circular 212 Planning	C	<b>E</b>	<b>0.961</b>	<b>E</b>	<b>0.926</b>	<b>E</b>	<b>0.955</b>
15	McBean Park Dr & East Ave	Lincoln	Circular 212 Planning	D*	C	0.790	C	0.770	C	0.746
16	McBean Park Dr & Oak Tree Ln	Lincoln	Circular 212 Planning	C	A	0.528	B	0.698	B	0.618
17	Twelve Bridges Dr & Sierra College Bl	Lincoln	Circular 212 Planning	C	B	0.671	C	0.716	B	0.687
18	Twelve Bridges Dr & E Joiner Pkwy	Lincoln	Circular 212 Planning	C	B	0.691	C	0.728	C	0.717
19	Twelve Bridges Dr & SR 65 N/B Ramps	Caltrans	2000 HCM Operations	E	C	20.2	B	17.2	B	18.1
20	Twelve Bridges Dr & SR 65 S/B Ramps	Caltrans	2000 HCM Operations	E	D	46	D	49.2	D	49.5

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts



TABLE 6: PM PEAK HOUR LEVEL OF SERVICE WITHIN LINCOLN SOI: 2050 WITH VILLAGE 1

INTERSECTION	JURIS-DICTION	LOS		2050 WITHOUT VILLAGE 1		2050 WITH VILLAGE 1				
		METHODOLOGY	POLICY	INT LOS	V/C OR AVG DELAY	ADOPTED		REVISED		
						INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY	
FUTURE INTERSECTIONS WITHIN LINCOLN SOI										
<b>100</b>	Wise Rd & Old SR 65 Jug Handle	Lincoln	Circular 212 Planning	C	B	0.670	C	0.712	C	0.710
<b>1</b>	Lincoln Blvd & Wise Rd Jug Handle	Lincoln	Circular 212 Planning	C	A	0.512	A	0.586	A	0.569
INTERSECTIONS ADDED WITH VILLAGE 1										
<b>30</b>	Ferrari Ranch Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a		B	0.613	B	0.619
<b>31</b>	Sierra College Blvd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a		A	0.389	A	0.490
<b>32</b>	Virginiatown Rd & Oak Tree Ln	Lincoln	Circular 212 Planning	C	n/a		B	0.690	B	0.678
<b>33</b>	McBean Park Dr & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a		A	0.536	C	0.707
<b>34</b>	Oak Tree Ln & Village 1 Coll	Lincoln	Circular 212 Planning	C	n/a		A	0.338	A	0.316

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts

TABLE 7: PM PEAK HOUR LEVEL OF SERVICE OUTSIDE LINCOLN SOI: 2050 WITH VILLAGE 1

INTERSECTION	JURIS-DICTION	LOS		2050 WITHOUT VILLAGE 1		2050 WITH VILLAGE 1				
		METHODOLOGY	POLICY	INT LOS	V/C OR AVG DELAY	ADOPTED		REVISED		
						INT LOS	V/C OR AVG DELAY	INT LOS	V/C OR AVG DELAY	
EXISTING INTERSECTIONS OUTSIDE LINCOLN SOI										
21	SR 193 & Sierra College Blvd	Caltrans	Circular 212 Planning	E	D	0.99	C	0.78	F <sub>D*</sub>	<b>1.201</b> 0.856*
22	Sierra College Blvd & English Colony Way	Placer Co	2000 HCM Unsignalized Worst Movement Delay	C	<b>D</b> <b>F</b>	<b>116.1</b> <b>&gt;&gt;180</b>	<b>F</b> <b>F</b>	<b>&gt;180</b> <b>&gt;&gt;180</b>	<b>F</b> <b>F</b>	<b>&gt;180</b> <b>&gt;&gt;180</b>
23	Sierra College Blvd & King Rd	Loomis	2000 HCM Operations	C	<b>D</b>	<b>48.4</b>	<b>E</b>	<b>75.7</b>	<b>E</b>	<b>71.1</b>
24	Sierra Collage & Bankhead	Loomis	2000 HCM Unsignalized Worst Movement Delay	C	B <b>F</b>	11.8	C <b>F</b>	17.5	C <b>F</b>	16.2
25	Sierra College Blvd & Taylor Rd	Loomis	2000 HCM Operations	C	<b>D</b>	<b>43.0</b>	<b>D</b>	<b>44.7</b>	<b>D</b>	<b>43.6</b>
26	Sierra College & Brace	Loomis	2000 HCM Operations	C	C	25.5	C	24.7	C	24.8
27	Sierra College Blvd & Granite Dr	Rocklin	Circular 212 Planning	C	C	0.740	C	0.737	C	0.733
28	Sierra College Blvd & I-80 W/B Ramps	Caltrans	2000 HCM Operations	E	C	23.8	C	23.5	C	23.7
29	Sierra College Blvd & I-80 E/B Ramps	Caltrans	2000 HCM Operations	E	D	36.5	D	37.0	D	36.9

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts  
 \*Revised LOS result with 2 northbound left turn lanes and one shared northbound through/ right

**TABLE 8: DAILY LEVEL OF SERVICE AT ROADWAY SEGMENTS: 2030 WITH VILLAGE 1**

INTERSECTION	JURIS-DICTION	LOS POLICY	LANES	2030 WITHOUT VILLAGE 1			2030 WITH VILLAGE 1					
							ADOPTED			REVISED		
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS
<b>EXISTING ROADWAY SEGMENTS</b>												
SR 193 W/O Sierra College Blvd	Caltrans	E	2 4*	<b>20,900</b>	<b>1.16</b>	<b>F</b>	<b>18,200</b>	<b>1.01</b>	<b>F</b>	26,000	<b>1.44</b> 0.72	<b>F</b> C*
SR 193 E/O Sierra College Blvd	Caltrans	E	2	13,900	0.77	C	11,200	0.62	B	11,200	0.62	B
Sierra College Blvd. S/O SR 193	Placer Co	C	4	17,800	0.49	A	16,300	0.45	A	24,600	0.68	B
Sierra College Blvd S/O Twelve Bridges Dr	Placer Co	C	4	22,600	0.63	B	<b>31,600</b>	<b>0.88</b>	<b>D</b>	28,700	0.80	C
Sierra College Blvd N/O King Rd	Loomis	C	4	28,200	0.78	C	<b>31,900</b>	<b>0.89</b>	<b>D</b>	<b>31,000</b>	<b>0.86</b>	<b>D</b>
Sierra College Blvd N/O Taylor Rd	Loomis	C	4	16,900	0.47	A	19,200	0.53	A	18,600	0.52	A
Sierra College Blvd N/O I-80	Rocklin	D	6	35,200	0.65	B	36,000	0.67	B	35,700	0.66	B
Virginiatown Rd E/O Lincoln SOI	Placer Co	C	2	2,100	0.12	A	4,300	0.24	A	4,300	0.24	A
McCourtney Rd N/O Wise Rd	Placer Co	C	2	6,100	0.34	A	5,300	0.29	A	5,300	0.29	A
Fowler Rd N/O Virginiatown Rd	Placer Co	C	2	4,300	0.24	A	3,800	0.21	A	4,000	0.22	A
Wise Rd E/O Lincoln SOI	Placer Co	C	2	2,300	0.13	A	2,900	0.16	A	3,200	0.18	A
McBean Park Dr E/O Lincoln Blvd	Lincoln	C	2	2,900	0.16	A	3,600	0.20	A	3,500	0.19	A
McBean Park Dr E/O East Ave	Lincoln	C	4	21,600	0.60	B	17,200	0.48	A	16,000	0.44	A
Twelve Bridges Dr W/O Sierra College Blvd	Lincoln	C	2	8,600	0.48	A	9,600	0.53	A	9,400	0.52	A
East Ave N/O McBean Park Dr	Lincoln	C	2	<b>17,400</b>	<b>0.97</b>	<b>E</b>	14,100	0.78	C	13,300	0.74	C
Ferrari Ranch S/O McBean Park Dr	Lincoln	C	4	17,800	0.49	A	<b>32,800</b>	<b>0.91</b>	<b>E</b>	<b>32,400</b>	<b>0.90</b>	<b>E</b>
Ferrari Ranch E/O Lincoln Blvd	Lincoln	C	4	19,400	0.54	A	28,200	0.78	C	27,700	0.77	C
Virginiatown Rd E/O East Ave	Lincoln	C	2	11,300	0.63	B	4,500	0.25	A	3,900	0.22	A
Lincoln Blvd N/O McBean Park Dr	Lincoln*	C	2	8,700	0.48	A	7,000	0.39	A	7,000	0.39	A
Lincoln Blvd N/O 7th St	Lincoln*	C	2	8,400	0.47	A	7,700	0.43	A	7,100	0.39	A
Lincoln Blvd S/O Sterling Parkway	Lincoln*	C	4	<b>29,400</b>	<b>0.82</b>	<b>D</b>	<b>36,700</b>	<b>1.02</b>	<b>F</b>	<b>36,500</b>	<b>1.01</b>	<b>F</b>

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts

\* Assumed to be 2 lanes in previous analysis, recent City of Lincoln PFE designates as 4 lanes

**TABLE 8: DAILY LEVEL OF SERVICE AT ROADWAY SEGMENTS: 2030 WITH VILLAGE 1**

INTERSECTION	JURIS-DICTION	LOS POLICY	LANES	2030 WITHOUT VILLAGE 1			2030 WITH VILLAGE 1					
							ADOPTED			REVISED		
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS
<b>FUTURE ROADWAY SEGMENTS</b>												
Ferrari Ranch Rd N/O McBean Park	Lincoln	C	2	8,800	0.49	A	12,200	0.68	B	10,100	0.56	A
Oak Tree Ln N/O Ferrari Ranch Rd	Lincoln	C	2	8,800	0.49	A	<b>14,600</b>	<b>0.81</b>	<b>D</b>	<b>15,000</b>	<b>0.83</b>	<b>D</b>
Oak Tree Ln N/O McBean Park Dr	Lincoln	C	2	n/a			11,200	0.62	B	8,300	0.46	A
Oak Tree Ln S/O McBean Park Dr	Lincoln	C	2				10,900	0.61	B	9,600	0.53	A
Oak Tree Ln W/O Sierra College	Lincoln	C	2				13,300	0.74	C	n/a		

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts

**TABLE 9: DAILY LEVEL OF SERVICE AT ROADWAY SEGMENTS: 2050 WITH VILLAGE 1**

INTERSECTION	JURIS-DICTION	LOS POLICY	LANES	2050 WITHOUT VILLAGE 1			2050 WITH VILLAGE 1					
							ADOPTED			REVISED		
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS
<b>EXISTING ROADWAY SEGMENTS</b>												
SR 193 W/O Sierra College Blvd	Caltrans	E	2/4*	<b>26,200</b>	<b>1.46</b>	<b>F</b>	<b>19,300</b>	<b>1.07</b>	<b>F</b>	26,400	0.73	C
SR 193 E/O Sierra College Blvd	Caltrans	E	2	15,500	0.86	D	12,000	0.67	B	11,600	0.64	B
Sierra College Blvd. S/O SR 193	Placer Co	C	4	18,300	0.51	A	16,000	0.44	A	23,200	0.64	B
Sierra College Blvd S/O Twelve Bridges Dr	Placer Co	C	4	24,000	0.67	B	<b>31,700</b>	<b>0.88</b>	<b>D</b>	<b>28,900</b>	<b>0.80</b>	<b>D</b>
Sierra College Blvd N/O King Rd	Loomis	C	4	<b>30,000</b>	<b>0.83</b>	<b>D</b>	<b>32,900</b>	<b>0.91</b>	<b>E</b>	<b>32,100</b>	<b>0.89</b>	<b>D</b>
Sierra College Blvd N/O Taylor Rd	Loomis	C	4	16,800	0.47	A	18,300	0.51	A	18,000	0.50	A
Sierra College Blvd N/O I-80	Rocklin	D	6	34,600	0.64	B	35,300	0.65	B	35,000	0.65	B
Virginiatown Rd E/O Lincoln SOI	Placer Co	C	2	2,500	0.14	A	5,500	0.31	A	6,000	0.33	A
McCourtney Rd N/O Wise Rd	Placer Co	C	2	5,300	0.29	A	4,600	0.26	A	4,600	0.26	A
Fowler Rd N/O Virginiatown Rd	Placer Co	C	2	4,400	0.24	A	4,200	0.23	A	4,200	0.23	A
Wise Rd E/O Lincoln SOI	Placer Co	C	2	4,600	0.26	A	5,400	0.30	A	5,400	0.30	A
McBean Park Dr E/O Lincoln Blvd	Lincoln	C	2	2,400	0.13	A	2,400	0.13	A	2,400	0.13	A
McBean Park Dr E/O East Ave	Lincoln	C	4	17,200	0.48	A	19,000	0.53	A	18,500	0.51	A
Twelve Bridges Dr W/O Sierra College Blvd	Lincoln	C	2	10,300	0.57	A	12,000	0.67	B	12,400	0.69	B
East Ave N/O McBean Park Dr	Lincoln	C	2	<b>14,900</b>	<b>0.83</b>	<b>D</b>	<b>15,400</b>	<b>0.86</b>	<b>D</b>	<b>15,300</b>	<b>0.85</b>	<b>D</b>
Ferrari Ranch S/O McBean Park Dr	Lincoln	C	4	24,500	0.68	B	<b>38,000</b>	<b>1.06</b>	<b>F</b>	<b>37,000</b>	<b>1.03</b>	<b>F</b>
Ferrari Ranch E/O Lincoln Blvd	Lincoln	C	4	27,200	0.76	C	<b>34,800</b>	<b>0.97</b>	<b>E</b>	<b>33,800</b>	<b>0.94</b>	<b>E</b>
Virginiatown Rd E/O East Ave	Lincoln	C	2	6,900	0.38	A	5,500	0.31	A	6,100	0.34	A
Lincoln Blvd N/O McBean Park Dr	Lincoln*	C	2	11,800	0.66	B	11,100	0.62	B	10,800	0.60	B
Lincoln Blvd N/O 7th St	Lincoln*	C	2	14,600	0.81	D	14,200	0.79	C	13,600	0.76	C
Lincoln Blvd S/O Sterling Parkway	Lincoln*	C	4	35,200	0.98	E	<b>40,300</b>	<b>1.12</b>	<b>F</b>	<b>40,300</b>	<b>1.12</b>	<b>F</b>

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\* Assumed to be 2 lanes in previous analysis, recent City of Lincoln PFE designates as 4 lanes

**TABLE 9: DAILY LEVEL OF SERVICE AT ROADWAY SEGMENTS: 2050 WITH VILLAGE 1**

INTERSECTION	JURIS-DICTION	LOS POLICY	LANES	2050 WITHOUT VILLAGE 1			2050 WITH VILLAGE 1					
							ADOPTED			REVISED		
				ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS
FUTURE ROADWAY SEGMENTS												
Ferrari Ranch Rd N/O McBean Park	Lincoln	C	2	n/a			13,000	0.72	C	10,300	0.57	A
Oak Tree Ln N/O Ferrari Ranch Rd	Lincoln	C	2	8,800	0.49	A	<b>17,700</b>	<b>0.98</b>	<b>E</b>	<b>17,500</b>	<b>0.97</b>	<b>E</b>
Oak Tree Ln N/O McBean Park Dr	Lincoln	C	2	8,800	0.49	A	13,000	0.72	C	10,300	0.57	A
Oak Tree Ln S/O McBean Park Dr	Lincoln	C	2	n/a			12,500	0.69	B	10,500	0.58	B
Oak Tree Ln W/O Sierra College	Lincoln	C	2				12,900	0.72	C	n/a		

Note: Results shown in **bold** do not meet applicable LOS policy and **shaded** represent project impacts