

SUD-B Northeast Quadrant Specific Plan



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SUD-B Northeast Quadrant Specific Plan

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I . EXECUTIVE SUMMARY



1.1 Project Overview

1.1.1 Introduction

The Special Use District B Northeast Quadrant (SUD-B NEQ) Specific Plan is located west of downtown Lincoln and southeast from the Lincoln Regional Airport (See Exhibit 1.1). The Specific Plan area is bounded by Nicolaus Road on the north, Nelson Lane on the west, and the Highway 65 Bypass on the south (See Exhibit 1.2). The 198+/- acre SPA consists of four parcels,

Assessor Parcel Numbers: 021-262-040, 021-262-034, 021-262-035 and 009-031-028. This Specific Plan is a part of approved City of Lincoln 50-year General Plan and is guided by the General Plan.

1.1.2 Location

The Specific Plan area is positioned east of the Nelson Lane corridor and north of the Highway 65 Bypass as a primary gateway and hub for commerce. Open space areas include Markham Ravine and Auburn Ravine, located at the northwest and southeast extremities of this Specific Plan. Reflecting the intent of the City of Lincoln's 2050 General Plan, commercial uses will be placed adjacent to Nelson Lane and the residential uses to the east of the commercial development. This positions the residential land use near the open spaces and adjacent to the existing/proposed residential neighborhoods.

1.1.3 Land Uses

The Specific Plan proposes a mix of land uses including the following:

- Residential uses, consisting of low density residential (LDR) homes (including multifamily)
- Commercial use, including, but not limited to, regional commercial, retail, business professional, service industry, and restaurants
- Parks and recreation
- Open space

This Specific Plan provides a mix of commercial and residential land uses in an integrated neighborhood designed to:

- Transition to existing residential communities;
- Be compatible with the Lincoln Regional Airport;

- Create employment opportunities.

Commercial venues and employment opportunities are placed in close proximity to homes and transportation corridors, creating a symbiotic paradigm with walk-to-work opportunities and multimodal integration. This Specific Plan also promotes principles such as Low Impact Development (LID), energy conservation, and water conservation.

This Specific Plan allows for a mixture of LDR single family homes, commercial enterprise, multifamily, parks, open space, and public streets. Residential densities will generally mirror the adjacent existing residential neighborhoods on the east side of the Specific Plan.

The Specific Plan is intended to function with the existing conditions, but designed at a conceptual level to accommodate future growth of surrounding developments.

SUD-B NEQ Specific Plan area lies within multiple Lincoln Regional Airport Land Use Compatibility Zones, primarily C-1 and C-2. The compatibility zones within this Specific Plan are included in Exhibit 2.8. Proposed land uses within any of the Lincoln Regional Airport Influence Zones shall be evaluated in accordance with the Placer County Airport Land Use Compatibility Plan (ALUCP). The ALUCP provides detailed guidelines and policies for development including identifying land use activity restrictions which limit building heights, site densities, and large assembly facilities, for both indoor and outdoor.

The SUD-B NEQ Specific Plan is designed to respond to the anticipated long-term demand for housing and services within the City of Lincoln’s Sphere of Influence over the next 10-20 years. In addition, this Specific Plan is consistent with the City’s 2050 General Plan adopted in 2008.

1.1.4 Infrastructure

This Specific Plan ensures that adequate backbone infrastructure, public facilities, and essential services needed to support the proposed development will be available and in place to serve project residents. This Specific Plan’s backbone infrastructure also provides connectivity to Nelson Lane and Highway 65 for the existing residential subdivision to the east. A general discussion of financing mechanisms and maintenance responsibilities for backbone infrastructure, public facilities, and services is included in Section 7.3 of this Specific Plan, and is detailed in SUD-B NEQ Corporative Agreement/Finance and Infrastructure Plan.

1.1.5 Implementation

The policy goal for SUD-B is to arrange and create a vibrant community and regional serving commercial areas and locations for residential uses that are well incorporated with future highway development and protection of the Lincoln Municipal Airport. Refer to Appendix A of this Specific Plan for policy language and goals for SUD-B.

Development phases may occur sequentially or concurrently with one another depending on market demand for residential and commercial space, financing, and other development considerations. Exhibit 7.1 shows the potential phasing for the SUD-B NEQ.

This Specific Plan establishes a planning framework for SUD-B Northeast Quadrant that responds to the vision of the City’s General Plan, and serves as a tool to guide future development in an orderly and well-planned manner. The vision for SUD-B NEQ is discussed in Section 1.4, Community Vision, in this chapter.

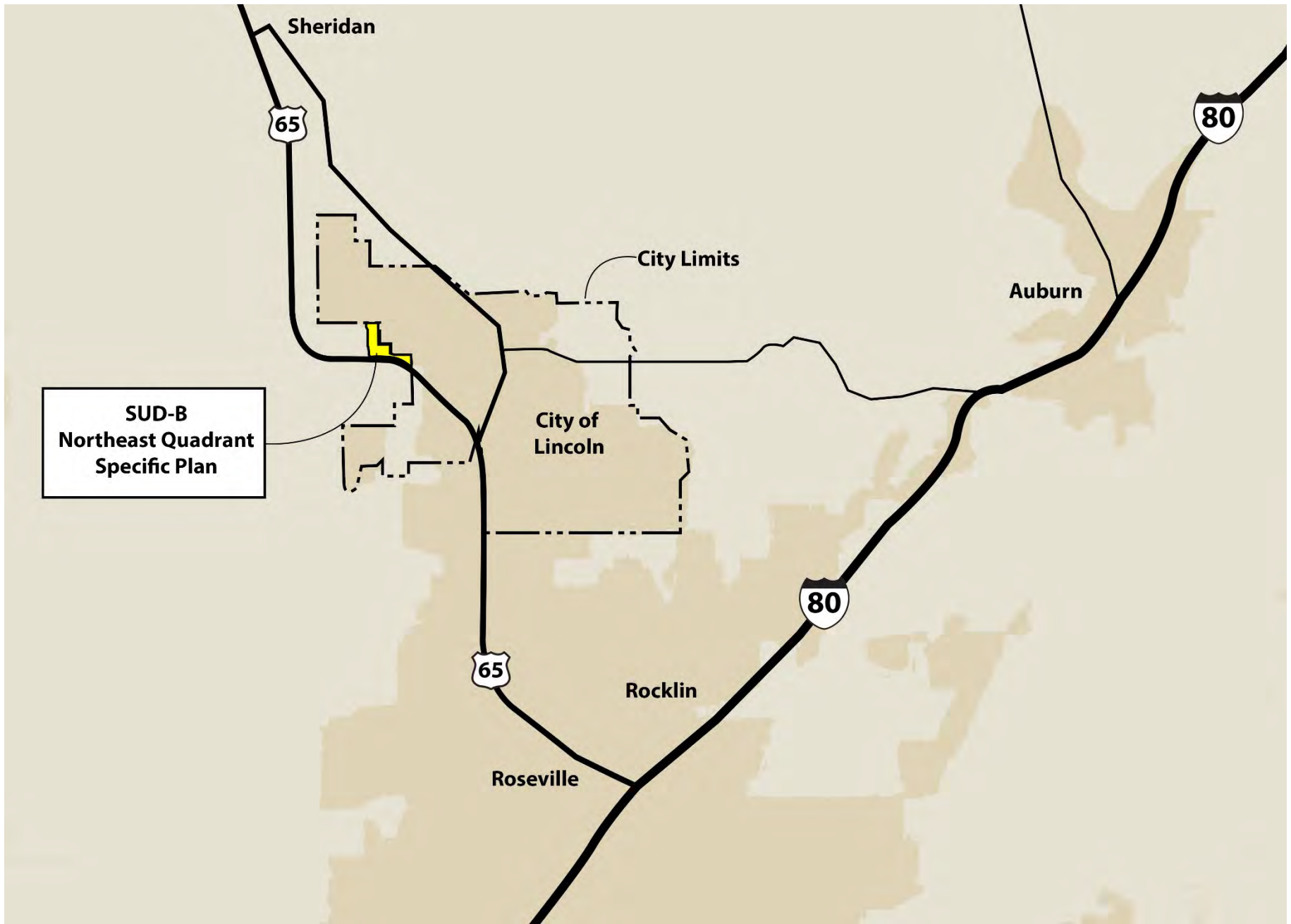


Exhibit 1.1: Regional Location Map

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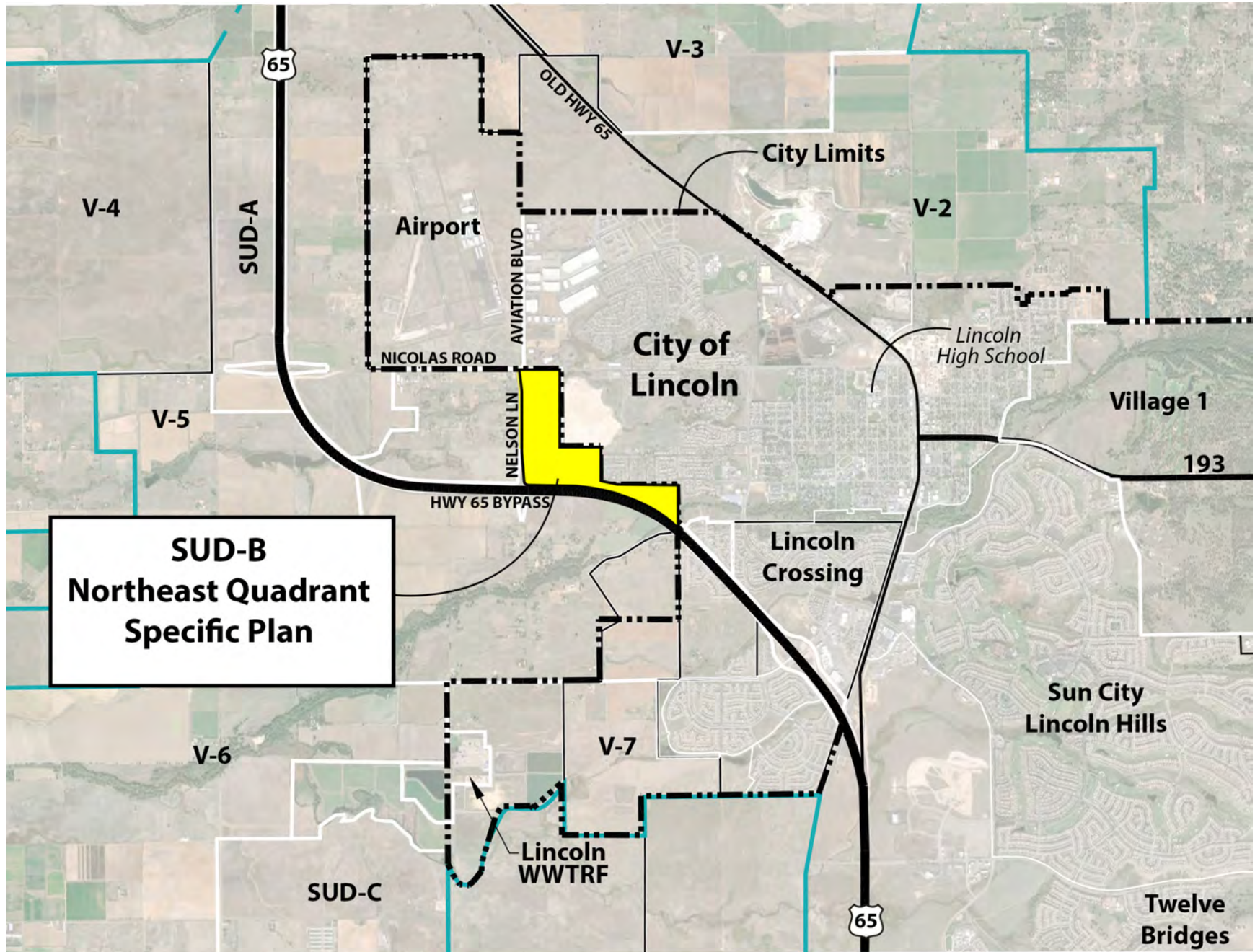


Exhibit 1.2: Vicinity Map
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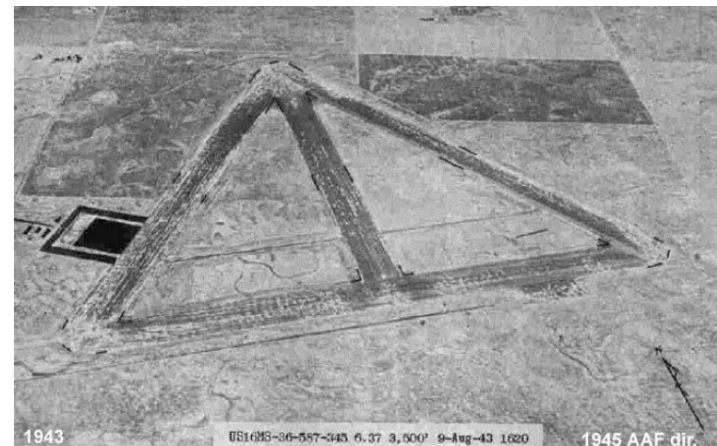
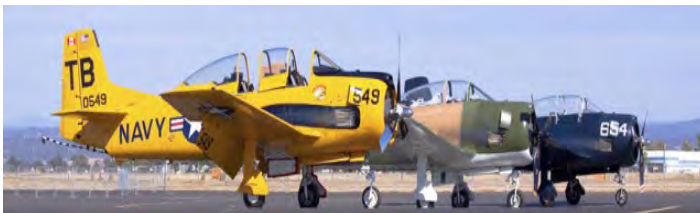
1.2 City of Lincoln

1.2.1 Lincoln History

The City of Lincoln was born in 1859 as a temporary terminus of California's first railroad. The City was named from the then president of the railroad, Charles Lincoln Wilson. In 1890, Lincoln was incorporated with town government. Around this time, Gladding, McBean & Co. was formed and served as the cornerstone of the community's economy for more than a century. During World War II, the airport was constructed for the Air Force.

1.2.2 Lincoln Regional Airport

The Lincoln Regional Airport was built in 1942 by the U.S. Army Air Corps to serve as an auxiliary training field for B-25 bombers during World War II. At the time, the airfield was known as Lincoln Auxiliary Field - Mather Flying School. In 1942, the airport consisted of four runways with three in a triangular formation and a fourth running through the center.



By the early 1970s, all but the center runway (now designated Runway 15-33) were closed and abandoned.

In the early 1980s, the City of Lincoln acquired additional property resulting in the airport increasing from 635-acres to 775-acres. Other airport expansions include:

- Runway's 15-33: extended 6001-feet long by 100-foot wide
- Taxiway system: one parallel and 5 perpendicular
- Holding apron: 107,000-square yards with 96 tie down positions
- Hangars: 216
- Helipad with 3 separate parking positions
- Aeronautical Commercial buildings--5 total
- Aircraft facilities: fueling and wash rack
- State Route 65 and Nelson Lane improvements

Lincoln Regional Airport is a growth airport and is poised for expansion. It will accommodate aviation, light-industrial, and commercial development. The Nelson Lane connectivity to Highway 65 created the opportunity for land development surrounding the airport as implemented in the General Plan. The airport's continued growth will be assisted with additional infrastructure and commercial development in the vicinity of the airport, along with population growth in the region and associated economic activity.

The growth of the Lincoln Airport provides a positive economical impact for the region, creating employment opportunities and generating aviation related tax revenues. The airport's uses include: general aviation, corporate/executive travel, aviation services, entertainment industry, tourism, recreation, training and education, and civic partnership events. The Lincoln Regional Airport is owned and operated by the City of Lincoln and located just northwest of the intersection of Nicolaus Road and Aviation Boulevard.

1.3 Planning Background and Process

The City of Lincoln adopted a General Plan in 2008 that defined Special Use District B (SUD-B) and included a criterion that a specific plan would be required for the entire SUD-B prior to any major development within SUD-B.

In 2002, the City Council adopted Resolution No. 2002-97 expressing a preference for an alignment for the Highway 65 Bypass through the Scheiber family ranch property, and stating a commitment to work with the property owners to annex the property severed by the Bypass alignment (APN: 021-262-034 and 021-262-035).

Resolution No. 2002-97 was approved by City Council, which expressed the City's willingness to consider an application for a General Plan Amendment, Specific Plan, and Annexation for the northeast quadrant of SUD-B (APN: 021-262-040 and 021-262-034) allowing this SUD-B NEQ Specific Plan to move forward alone; in compliance with Resolution No. 2002-97.

John Arrillaga Survivor's Trust and Richard T. Peery Separate Property Trust (Peery-Arrillaga) purchased the Scheiber property with the understanding that the City would continue to assist in the entitlement process and permit it to move forward without having to be intertwined with the entire SUD-B Specific Plan. Both Peery and Arrillaga willingly agreed to deed over a portion of the land on APN: 021-262-034 for the required right-of-way

and temporary construction easements needed to facilitate the Nelson Lane project.

Gill Property Development, LLC (GPD) owns parcel APN 021-262-040 that comprises the northern portion of the Northeast Quadrant Specific Plan area. GPD has also cooperated with the process to provide the City of Lincoln with the required right-of-way and temporary construction easements needed to facilitate the Nelson Lane project, and to eliminate the impact of the residences to the west of Nelson Lane.

Peery-Arrillaga also own a neighboring parcel (APN: 021-262-035) which has a General Plan designation of Low Density Residential. This parcel was also part of the original Scheiber property and had the same commitments to the property owners according to Resolution No. 2002-97. This parcel lies outside of the SUD-B Specific Plan boundary, and was designated as LDR as shown in the 2008 General Plan. However, the owners wish to include this parcel with this application in order to annex with the balance of the property.

This Specific Plan area further includes parcel 009-031-028, a small one-acre parcel that is already located within the Lincoln city limits with LDR zone designation. This parcel has been included with the application to ease coordination, although no annexation is needed.

Exhibit 1.3, Property Ownership Map, delineates this Specific Plan, SUD-B and Annexation boundaries for these parcels.

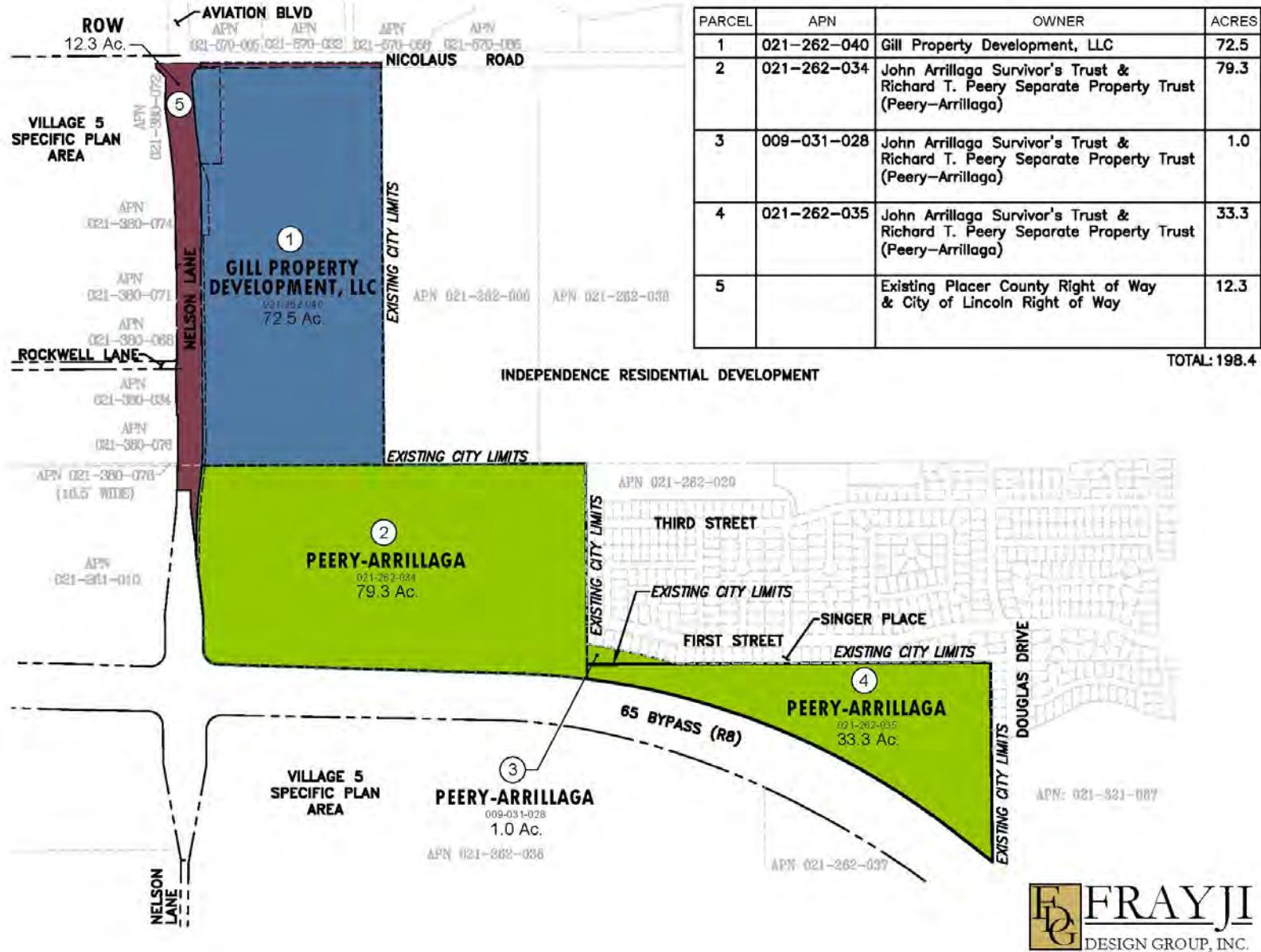


Exhibit 1.3: Property Ownership Map
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I.4 SUD-B NEQ Community Vision

Located between the Lincoln Regional Airport and Highway 65 on the western edge of the City of Lincoln, the SUD-B NEQ Specific Plan area is ideally suited for commercial and residential development. The vision for this Specific Plan involves creating a high quality community while enhancing the natural surrounding environment. Key aspects of the vision include the following:

- Compliance and consistency with the City's General Plan goals and policies;
 - Conformance to the Placer County Airport Land Use Compatibility Plan requirements;
 - Integration with transitional land uses, commercial-residential interface, and Highway 65 Bypass;
 - Open space and recreational opportunities for the enjoyment and well-being of local residents;
 - Providing landscape buffers between opposing lanes and sidewalks along collector streets and primary commercial streets as well as between commercial and residential boundaries; (see Section 3.5.7).
- Provision of flexible commercial zones to meet the needs of Lincoln for large box commercial, retail, services, business professional, and related uses;
 - Respect for and connection to the unique natural environment;
 - Alternative modes of transportation, including biking, walking and NEV routes to reduce automobile reliance and create walkable neighborhoods with interconnectivity between residential uses, commercial and the surrounding open space.
 - Traditional neighborhood design that fosters a sense of place and enhances quality of life;
 - Compatibility with General Plan expansion concepts, including future enhanced Nelson Lane interchange to the Highway 65 Bypass;
 - Linkages with surrounding communities.

1.5 Guiding Principles

To help realize the community vision and guide the formulation of this Specific Plan, the following six principles have been established:

Guiding Principle 1: *Embrace Natural Open Space*

One of the Specific Plan area's primary assets is its natural resources, which include Markham Ravine and Auburn Ravine with their established riparian environments. This Specific Plan emphasizes preservation of natural habitat areas and integration of those open spaces with the larger community, where feasible.

Guiding Principle 2: *Integrate Land Uses Responsibly*

This Specific Plan creates an arrangement of land uses that provide compatibility with the existing neighborhood and surroundings, the airport compatibility requirements, and future development. This Specific Plan will provide residential uses along its eastern edge which will be contiguous with existing and future homes. As the western edge of this Specific Plan is planned to be a major commercial gateway for Lincoln, commercial uses will be provided for that corridor. This Plan also incorporates buffers between commercial and residential uses to enhance the transitional zone. The shape and

uses of this plan are designed to implement the vision of the Placer County Airport Land Use Compatibility Plan.

Guiding Principle 3: *Encourage Quality Community Design*

This Specific Plan seeks to authentically integrate Lincoln's unique history, agricultural traditions and architectural heritage into the community design. This Specific Plan establishes a design framework for creating attractive neighborhoods that encourage social interaction and age with elegance. An emphasis is placed on pedestrian-oriented site planning, enhanced architectural features and decorative streetscape amenities. This Specific Plan incorporates neighborhood crafting principles, such as the use of mini-parks as a social space for nearby families, connective trails that knit the community together, varied architecture that integrates the best elements of all styles and traditions in a custom home community feel, and diversity in housing product types.

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Guiding Principle 4: Promote Connectivity and Walkability

Two important aspects of this Specific Plan are mobility and connectivity. This Specific Plan area is envisioned to be a pedestrian friendly community that offers a comfortable and convenient walking and biking environment. Its residential neighborhoods, commercial zone, recreational amenities, and open space areas are all connected by a comprehensive system of sidewalks and trails. Neighborhood electric vehicles are anticipated and encouraged along all of the roads in the area, connecting to current NEV routes and to the planned NEV route along Nelson Lane and the collector streets within this Specific Plan area.



The vehicular road network will be interconnected with the existing City of Lincoln street system on road stubs provided for this purpose in prior development. As a

result, this Specific Plan will provide connectivity to adjacent neighborhoods with new, convenient access.

Guiding Principle 5: Emphasize Sustainability

This Specific Plan promotes a vibrant and healthy community that meet the needs of the residents, respects the environment, conserves natural resources, and provides a sound economic base. Future development in this Specific Plan is encouraged to incorporate sustainable development techniques that promote energy and water conservation, material recycling/reuse, and occupant health and safety, as well as reduced reliance on the automobile.

Guiding Principle 6: Provide for Future Infrastructure Needs

The SUD-B NEQ Specific Plan will have properly planned transportation systems and infrastructure facilities that are critical to the livability and economic success of the community. This Specific Plan ensures that the proposed roadway, water, sewer and storm drainage systems are phased to become available as future developments come online. All streets and infrastructure facilities will have sufficient capacity to meet the projected needs of this Specific Plan area's residents and businesses, and meet the City and other affected regulatory agencies' requirements.

1.6 Specific Plan Objectives

This SUD-B NEQ Specific Plan is designed to ensure that development of the planned community will provide positive benefits to the greater Lincoln community. The following objectives have been refined throughout the planning and design process for this Specific Plan and are designed to implement the Community Vision and Guiding Principles:

- 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 commercial-residential mix of land uses that meet the General Plan's objectives of promoting a sustainable community.
- Encourage distinctive, attractive pedestrian friendly residential and commercial communities with quality design.
- Promote development of high quality, detailed, enhanced architecture and site design that will provide a lasting community image.
- Provide visual continuity and compatibility of on residential buildings. Architectural character of the buildings is important in establishing the visual character of this area, and should be an integral design.
- Provide for a mixture of commercial uses including major retail, local retail, offices and personal/miscellaneous services.
- Incorporate site furnishings and landscaping into the commercial development to promote gathering sites for pedestrians.
- Provide single family housing to address the City's current and projected housing needs.
- Develop mixed use areas to serve local needs for, 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 alternative modes of transportation.
- Provide open spaces, parks, and trails that offer recreational and aesthetic benefits to the residents of Lincoln and the greater vicinity enhancing the quality of life.
- Establish open space preservation areas that protect functioning habitats for sensitive species along Markham Ravine and Auburn Ravine, and

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minimize impacts to its riparian habitats during construction and post-development.

- 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 and recreational/open spaces, as well as preservation of significant natural open space features.
 - Promote a pedestrian-friendly community by providing pleasant, safe, and convenient multimodal trails appealing to bicyclists and pedestrians.
 - Incorporate 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 that serve SUD-B NEQ while not adversely impacting neighboring or downstream properties.
- Incorporate sustainable practices that promote efficient energy, water and material use, enhanced walkability, and ensure occupant health and safety into development of this Specific Plan, where feasible.
 - Undertake development of this Specific Plan area in a manner that is economically feasible and balanced to address the shared economic concerns of the landowners and the City.
 - Plan for integration of the Northeast Quadrant with future growth and development identified in the Lincoln General Plan.
 - Integrate with existing neighborhoods and provide connectivity between those residences and the commercial areas, as well as providing access to the Highway 65 Bypass.

1.7 Specific Plan Organization

The Specific Plan is organized into seven chapters as described below.

Chapter 1, Executive Summary

Provides a brief overview of this Specific Plan, and summarizes the area history, planning background, community vision, guiding principles, and project objectives of this Specific Plan.

Chapter 2, Planning Context

Describes this Specific Plan's purpose and intent, its relationship to the City's General Plan and Zoning Code, the discretionary actions and approvals required to implement this Specific Plan, and the physical settings of this Specific Plan area.

Chapter 3, Land Use Plan

Includes a description of the location, type and density/intensity of land uses proposed for the Specific Plan area. Provides a map depicting land use areas with their locations, and a map showing the parks, open spaces, and corridors. Summary tables for land uses, and planning areas for residential and commercial zones.

Chapter 4, Circulation Plan

Describes the proposed circulation network for automobile, bicycle, NEV and pedestrian travel within this Specific Plan area, as well as public transit services offered in the City.

Chapter 5, Infrastructure and Public Facilities Plan

Provides an overview on the distribution, location, and extent of major backbone infrastructure, as well as the dry utilities and public facilities and services, necessary to support this Specific Plan and serve its residents and commercial businesses.

Chapter 6, Resource Management Plan

Emphasizes preservation of natural habitats and integration of open space resources into the proposed development, where feasible.

Chapter 7, Administration and Implementation Program

Presents a conceptual phasing plan, a summary of Specific Plan financing mechanisms and maintenance responsibilities. The procedures for review and approval of subsequent development proposals within this Specific Plan area, and the procedures for interpreting and amending this Specific Plan, as necessary, are also provided.

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2. PLANNING CONTEXT



2.1 Purpose and Intent

California Government Code §65450 - 65456 authorizes preparation of Specific Plans to implement a jurisdiction's General Plan. A Specific Plan serves as a bridge between the local General Plan and individual development proposals within a specific area, and also serves as an amendment to the local General Plan. State law provides limited guidance regarding the content and scope of a Specific Plan, indicating that a Specific Plan must address the distribution, location, and extent of land uses; infrastructure necessary to support the land use plan; criteria for natural resource preservation, where applicable; and an implementation plan that includes identification of phasing and financing mechanisms. The SUD-B NEQ Specific Plan serves as a framework and regulatory document to guide the future development of this Specific Plan in a systematic and orderly manner. This Specific Plan provides a relatively general level of detail on the proposed land uses, infrastructure requirements, and implementation program, while still ensuring compliance with the statutory requirements under state law.

This SUD-B NEQ Specific Plan will be processed through the City of Lincoln Community Development Department. Pursuant to the City's zoning regulations, a General Development Plan that delineates the governing Design Guidelines has been prepared for the SUD-B NEQ project as a tool to achieve the vision and principles of this Specific Plan. The goal of the General Development Plan is to identify permitted use

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regulations, development guidelines and relevant standards to assist in creating a high quality architectural and landscape character for the community, and provide guidance to facilitate the design and review of individual development projects within the Specific Plan area.

The regulations contained in the SUD-B NEQ General Development Plan (GPD) shall apply to all properties located within the project area. Following adoption of this Specific Plan, all subsequent development in SUD-B NEQ must be consistent with the regulations and standards contained in this Specific Plan and GDP.

The SUD-B Specific Plan serves as a planning guide to implement the intent of the City's General Plan. The Specific Plan is consistent with the applicable goals and policies contained in the General Plan, as amended by the General Plan Amendment request that accompanies this Specific Plan. The goals and policies identified in each element of the General Plan have been evaluated, and a statement of consistency with the General Plan is included in Appendix A.

2.2 Physical Setting

2.2.1 Location

The City of Lincoln is situated between the cities of Marysville and Roseville along Highway 65. The SUD-B NEQ Specific Plan area is located just north of Highway 65 in south Placer County, adjacent to the northwestern

boundary of the City of Lincoln. The 198± acre SUD-B NEQ Specific Plan/Annexation area is bounded by Nicolaus Road to the north, Nelson Lane to the west, Highway 65 to the south, and the City of Lincoln to the east. All of Nelson Lane and a portion of Nicolaus Road, where fronting this Plan area, are also included within the Specific Plan for the purpose of annexation into the City of Lincoln.

2.2.2 Existing Site Conditions

The properties within the Specific Plan area are undeveloped and have either been agriculture land in the past or natural fowl land. Gill Property Development, LLC is undeveloped fowl land that has not been farmed for many years. The Peery/Arrillaga properties had been used for agricultural purposes. However, farming has been discouraged in this area due to its proximity to the residential neighborhood to the east. Loud noise, excessive dust, and others nuisances generated from farming practices have resulted in the Placer County Agriculture Commissioner's support to remove this land's farm zone designation, and for terminating the Williamson Act on the property.

Markham Ravine and Auburn Ravine are natural drainage courses that cross the plan area from east to west near the northwest and southeast corners respectively. These natural channels have been traditionally utilized for irrigation for farming, stormwater drainage, and riparian habitat. Despite various uses over the years, these waterways are generally in a naturalized state.



This property is bordered by three major roadways. Nelson Lane, a 4-lane arterial road (proposed to be 6-lanes at ultimate build-out of the General Plan), provides access to this Specific Plan area from the west and

connects to the Highway 65 Bypass to the south and Nicolaus Road to the north. Nicolaus Road also borders on the Northern edge of this Specific Plan area, providing an east-west arterial extending into downtown Lincoln. The Highway 65 Bypass borders on the southern edge of this Specific Plan area, although without any direct access points other than Nelson Lane. This Specific Plan will also have minor access on several existing residential road connections on the eastern edge of the project and to the recently approved Independence project.

Exhibit 2.1 highlights some of the surrounding opportunities and resources presently in the proximity of this Specific Plan area.

2.2.3 Surrounding Land Uses and Characteristics

Lands of this SUD-B NEQ Specific Plan area are located within the City of Lincoln's Sphere of Influence (SOI) and are designated in the General Plan for future development as residential neighborhoods and commercial developments.

The Lincoln Regional Airport lies to the north of this project. As a result, this Specific Plan lies in a zone of restricted land use according to the Placer County Airport Land Use Compatibility Plan. Generally, in the western portion of the plan area, the land is under the C-1 Zone,

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while the remainder of the plan area is in the C-2 Zone. The airport compatibility requirements limit the potential development options available for each of these areas and restrict specific characteristics such as height, density and use. These requirements are not to be confused with the land use requirements discussed below.

2.3 Current Entitlement

This Specific Plan area (with the exception of one parcel, APN 021-262-036) is located in an unincorporated area of Placer County. On the County's General Plan Land Use Map, the project area is designated as "Agricultural/Timberland – 80 AC Min" and "Rural Residential – 1 to 10 AC Min". .

Exhibits 2.2 and 2.3 depict the existing and General Plan Land Use designations and zoning for the SUD-B Northeast Quadrant. County designates the zoning of these properties as F-B-X 80 Ac. Min., F-B-X-SP 80 Ac. Min., F-B-X 5 Ac. Min., and F-B-X-SP 5 Ac. Min., generally consistent with the General Plan Land Use of Agricultural/ Timberland - 80 Ac. Min.

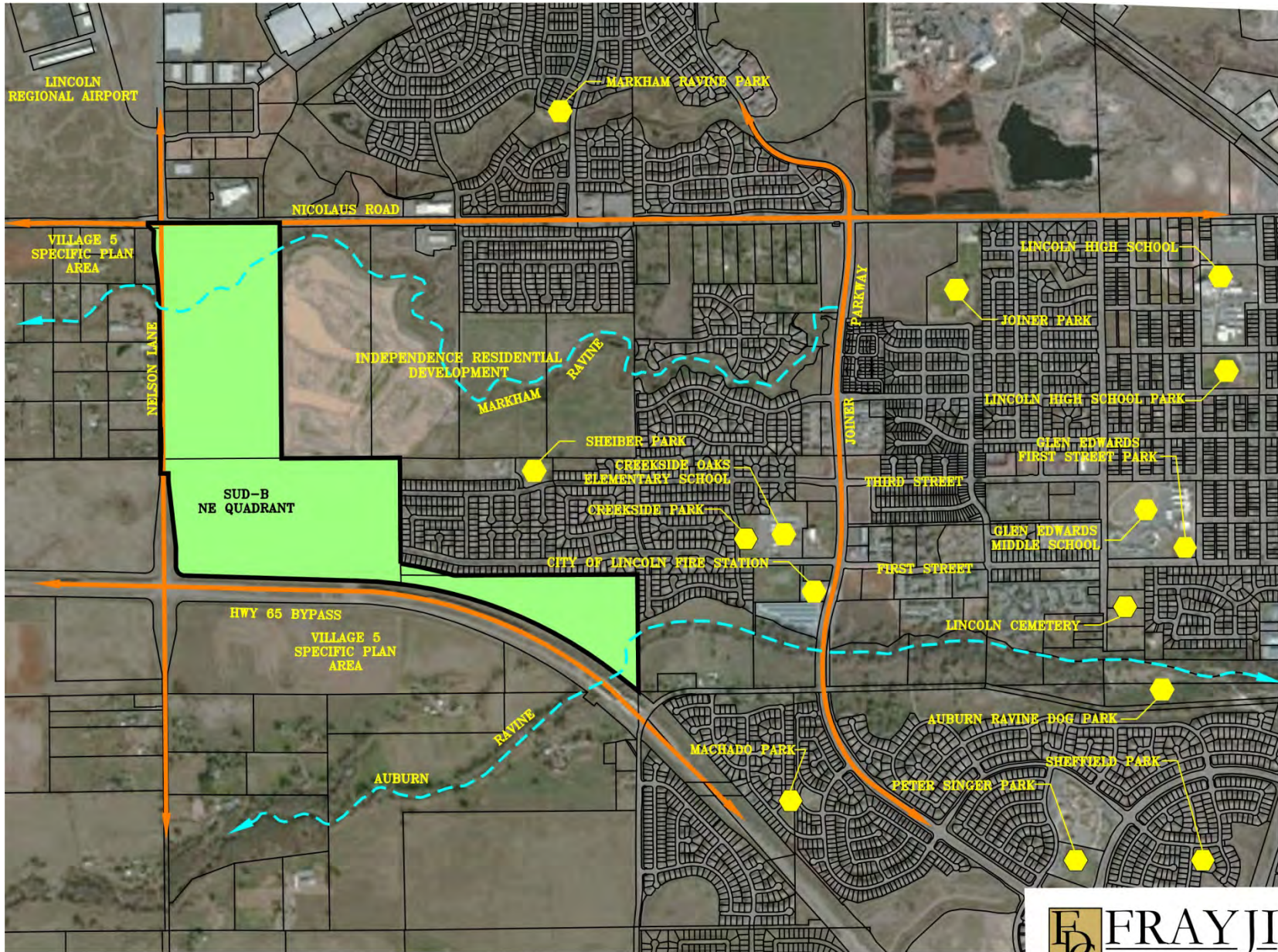


Exhibit 2.1: Existing Opportunities and Resources

SUD-B Northeast Quadrant Specific Plan 2-5

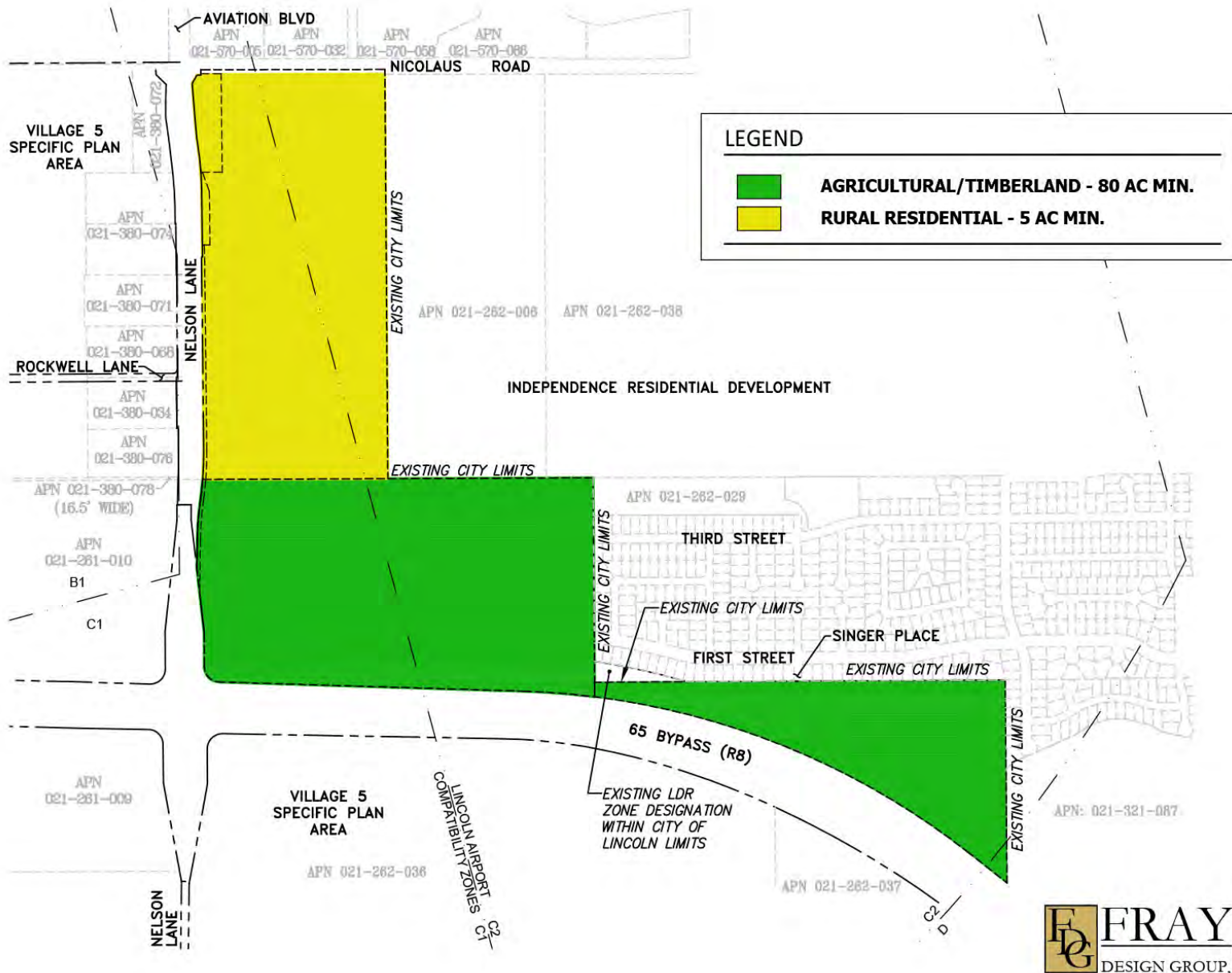


Exhibit 2.2: Existing County of Placer Land Use Designations

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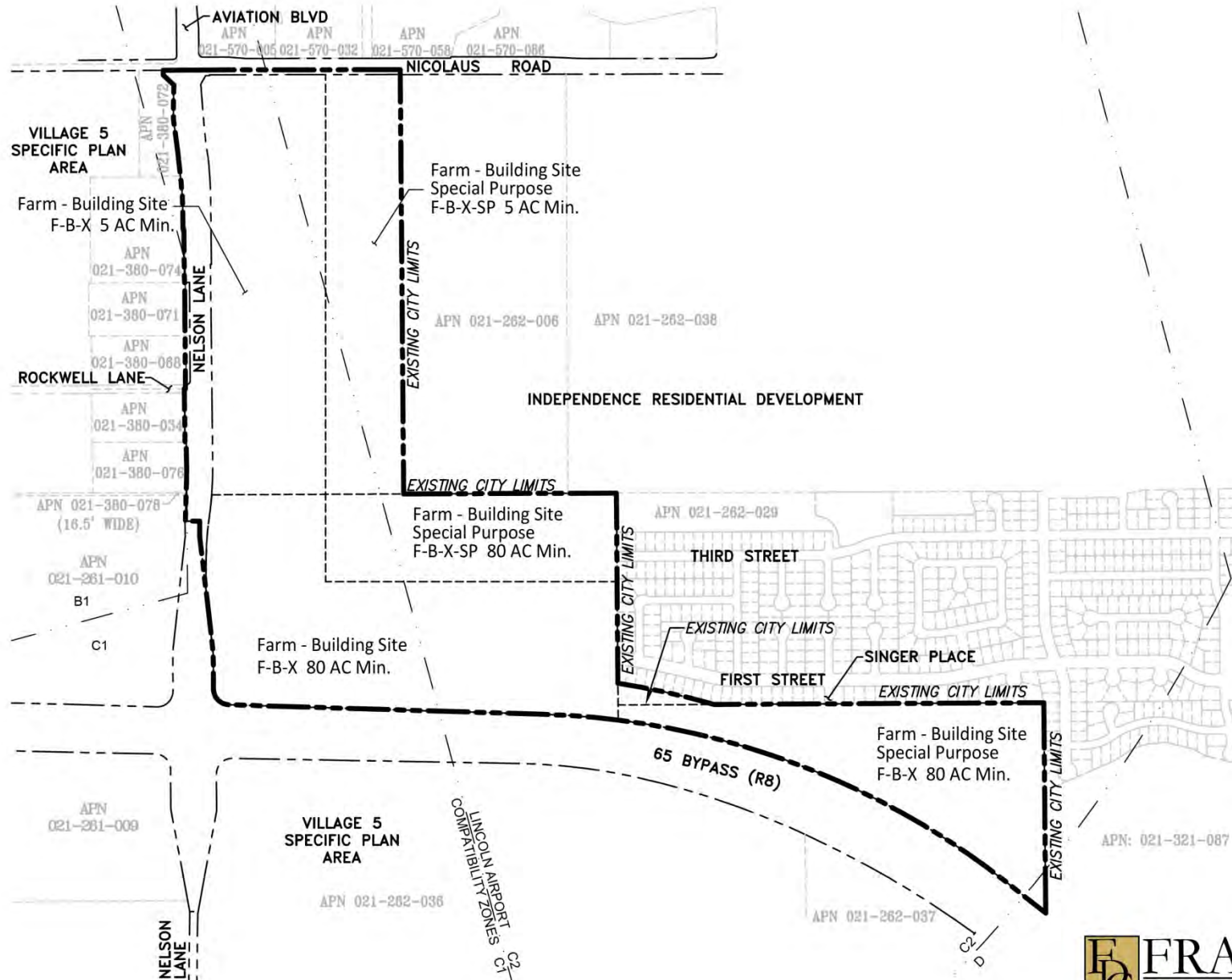


Exhibit 2.3: Existing County of Placer General Plan Zoning Designations

2.4 Required Discretionary Actions and Approvals

Approval of the following discretionary actions are required to implement the SUD-B NEQ project:

- Environmental Impact Report (EIR)
- General Plan Amendment
- Specific Plan
- General Development Plan
- Specific Development Plan/Permit
- Development Agreement
- Pre-Zoning
- Annexation
- Tentative Map

Subsequent to or concurrent with approval of the above discretionary actions by the City Council, all or portions of this Specific Plan area may be submitted to the Placer County Local Agency Formation Commission (LAFCO) for annexation. The required discretionary actions are described below.

2.4.1 Environmental Impact Report

The City of Lincoln has prepared an Environmental Impact Report (EIR) that analyzes the potential environmental impacts of the SUD-B NEQ Specific Plan, some of which may be in significant and unavoidable and identifies mitigation measures, to reduce potential

environmental impacts to below the determined level of significance. The Specific Plan EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines as issued by the State of California. The City of Lincoln was the Lead Agency responsible for overseeing the preparation and review of this Specific Plan EIR and for complying with CEQA. The City will consider certification of the EIR prior to taking action on the requested approvals.

2.4.2 General Plan Amendment

This Specific Plan area is located in the City of Lincoln's Sphere of Influence. The City's 2050 General Plan Update assigns a "Special Use District B (SUD-B)" designation to the western parcels of this Specific Plan area (APNs 021-262-040 and 021-262-034). The other two parcels are designated "Low Density Residential (LDR)". This General Plan status is identified in Exhibit 2.4. Developers of land within SUD-B NEQ will be required to obtain approval of a Specific Plan prior to annexation.

This Specific Plan's land use diagram will be used as the basis of the General Plan Amendment to update the General Plan Land Use Diagram. The proposed land use designators are shown in Exhibit 2.5. The General Plan provides a set of guiding principles and an initial development concept for this Specific Plan, in addition the goals and policies established for all developments in the City of Lincoln.

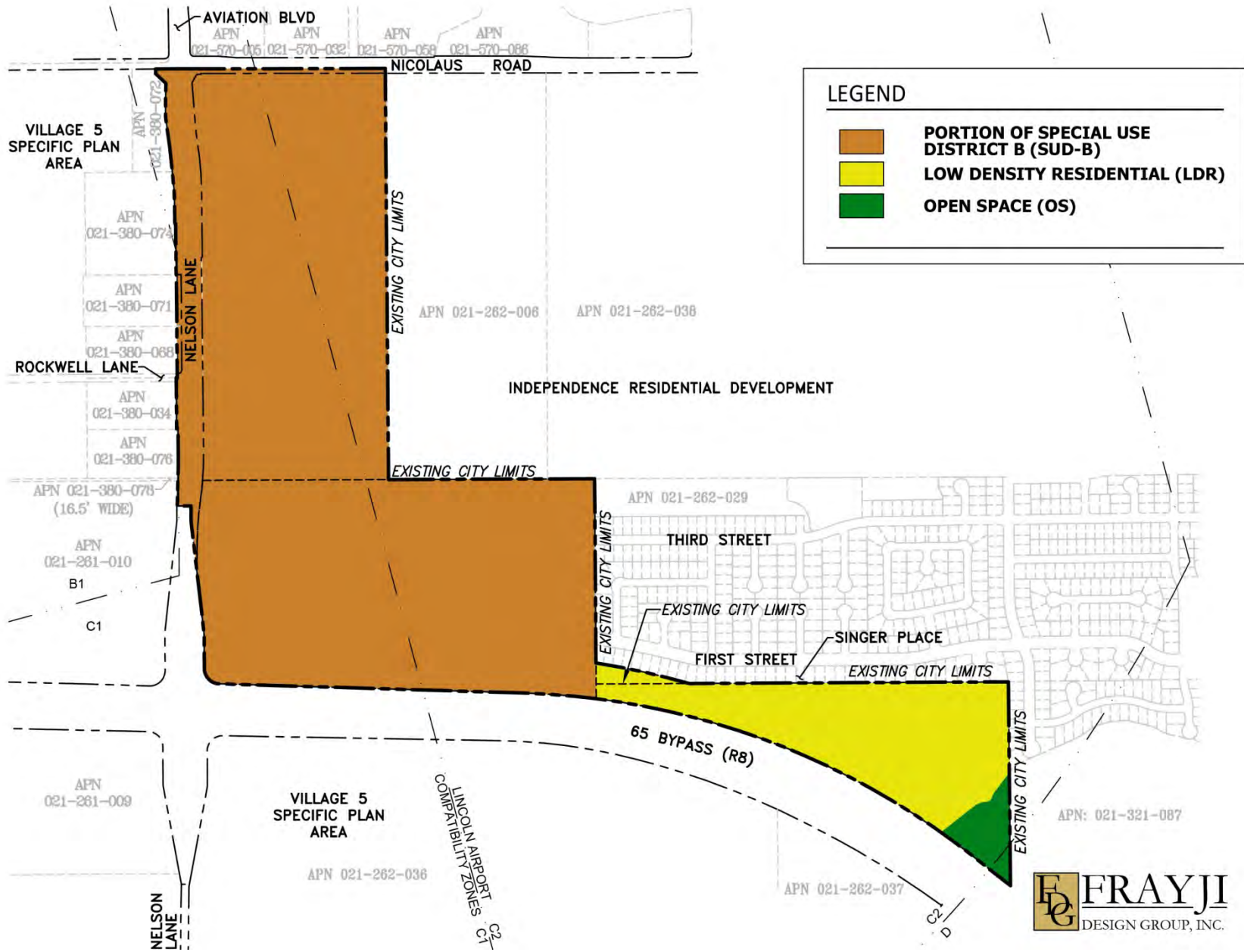


Exhibit 2.4: Existing City of Lincoln General Plan Land Use Designations
 SUD-B Northeast Quadrant Specific Plan 2-9



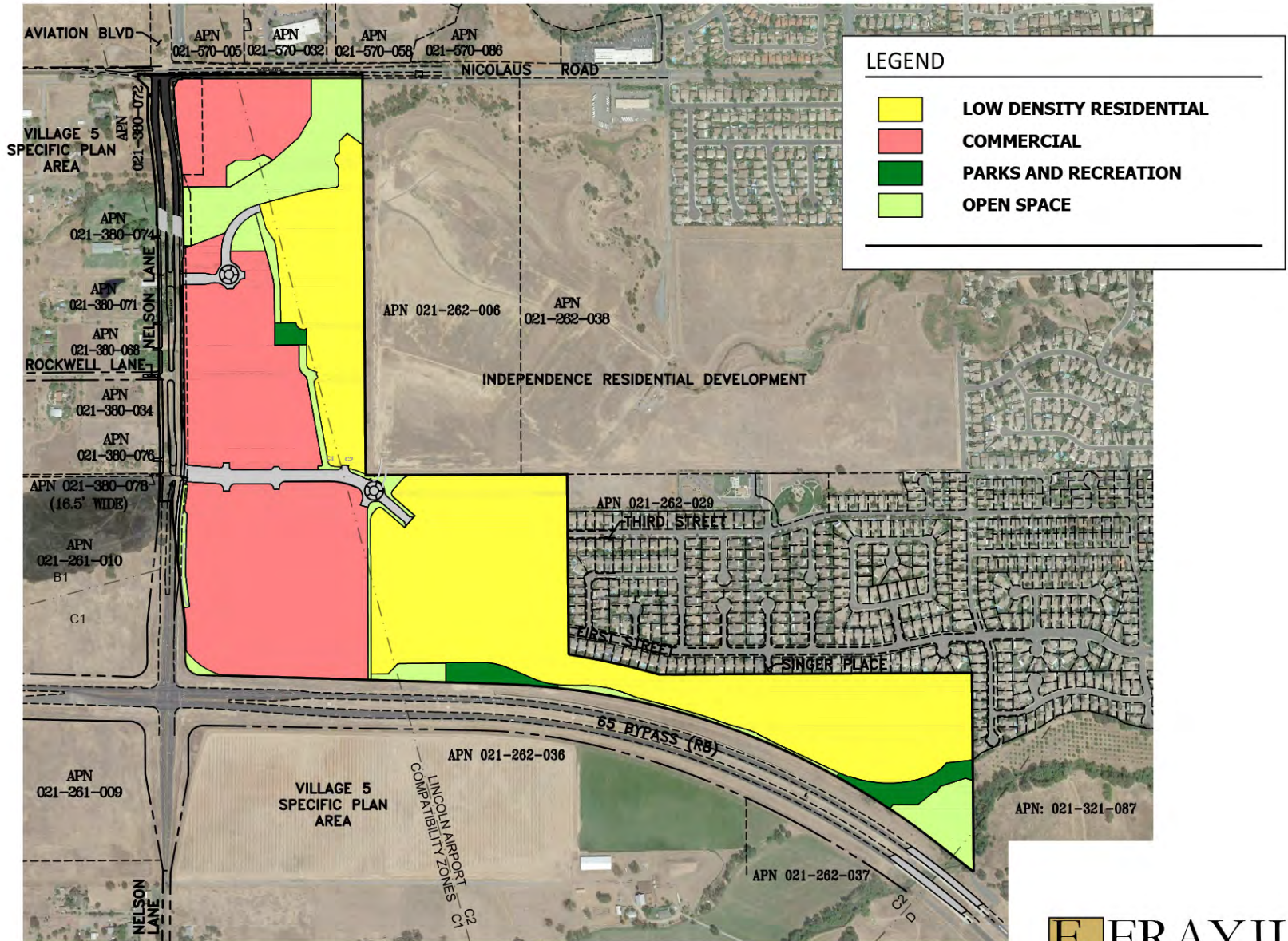


Exhibit 2.5: Proposed City of Lincoln General Plan Land Use Designations
 SUD-B Northeast Quadrant Specific Plan 2-10

It is proposed that the Specific Plan area be annexed into the City of Lincoln and amend the City's General Plan, and its Land Use and Circulation Plan to reflect the proposed land uses consistent with the General Plan development concept. The proposed General Plan land use designations are listed as follows:

- Low Density Residential (LDR)
- Mixed Use (MU)
- Commercial (COMM)
- Parks (PARK)
- Open Space (OS)

2.4.3 Specific Plan

The SUD-B NEQ Specific Plan has been prepared to implement the goals and policies of the City's General Plan, the community vision, and project objectives. The Specific Plan establishes a planning framework for land use, circulation, backbone infrastructure, and public services along with implementation to guide future development within this Specific Plan area. Approval of this Specific Plan is required for Annexation of the SUD-B NEQ area into the City of Lincoln.

This Specific Plan document contains the general framework, policies and tools to implement the vision and

principles of the SUD-B NEQ Specific Plan and will serve as the zoning text to regulate future development within this Specific Plan boundary. Exhibit 2.6 depicts the proposed zoning designations for the Specific Plan area.

2.4.4 General Development Plan

The SUD-B General Development Plan, which contains development regulations/standards and design guidelines will serve as the zoning text to regulate future development within SUD-B. The General Development Plan will be processed through the City concurrently with this Specific Plan. Upon adoption of the General Development Plan, the Specific Plan area will be pre-zoned as a Planned Development District (PD). The PD designation will be in effect upon the completion of the annexation process for individual planning areas in SUD-B.

2.4.5 Development Agreement

A Development Agreement will be negotiated between the City and the current or future developers in this Specific Plan to establish vesting of development rights and entitlements, identify project improvements, timing of improvements, and responsibilities and rights of both

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the City and the project developers. California state law specifies that a city is authorized to enter into a Development Agreement for property outside the City limits but within its Sphere of Influence (SOI). However, the Development Agreement does not become operative until Annexation proceedings are completed through Placer County LAFCO within the period of time specified by the agreement.

Development Agreements will be prepared for the SUD-B NEQ Specific Plan, which is proposed to be annexed into the City following the approval and adoption of this Specific Plan document. Concurrent with adoption of this Specific Plan, the developer could execute the Development Agreement with the City in accordance with applicable state and local codes.

2.4.6 Pre-Zoning

Upon adoption of the General Development Plan, the Specific Plan area will be pre-zoned as a Planned Development District (PD). The PD designation will be in effect upon the completion of the annexation process for individual planning areas within SUD-B.

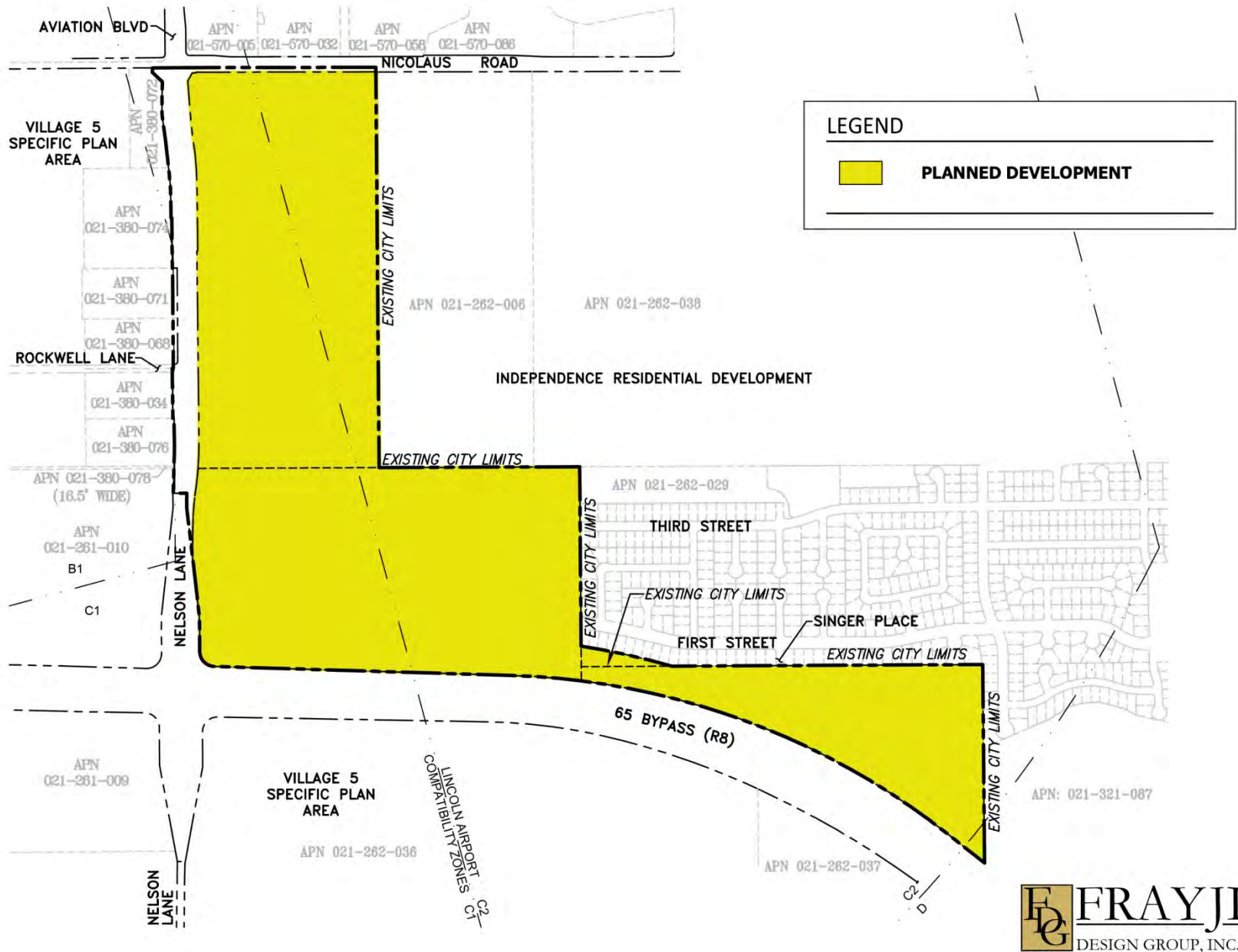


Exhibit 2.6: Proposed City of Lincoln General Plan Zoning Designations



2.4.7 Annexation

Four properties within this Specific Plan area are proposed to be annexed from Placer County into the City of Lincoln, as shown on Exhibit 2.7, consisting of three private ownerships (APN's 021-262-040, 021-262-034 and 021-262-035) and existing City of Lincoln right-of-way fronting the project on Nelson Lane and Nicolaus Road. Note that APN 009-031-028 within this Specific Plan area is already incorporated into the city limits.

Annexation of SUD-B NEQ into the Lincoln city limits may occur in one phase, pending approval of the Annexation request and other discretionary actions by the City Council. Cities are permitted to process general plan amendments, specific plans and pre-zoning prior to action by Placer County LAFCO on the proposed annexation. However, these land use entitlements are not considered "in effect" until the LAFCO annexation process is complete and the project area is incorporated into the city limits.

While the above land use entitlements will be acted on by the City prior to annexation of this Specific Plan area, the proposed General Plan and Zoning designations will only be "in effect" for the parcels requesting to be annexed upon completion of the annexation process. The annexation will be initiated by the City and processed through Placer County LAFCO.

2.4.8 Tentative Maps

Tentative Parcel Maps, Tentative Subdivision Maps, and Specific Development Plans are expected to be processed through the City as part of implementing projects. These maps will be processed according to the City's standard Tentative Map Review process and California's Subdivision Map Act. Subsequent development of SUD-B NEQ will be governed by the General Development Plan, Tentative Subdivision Maps, Development Agreements, and Design Review of individual project proposals. Processing of these entitlements will follow City of Lincoln processing procedures.

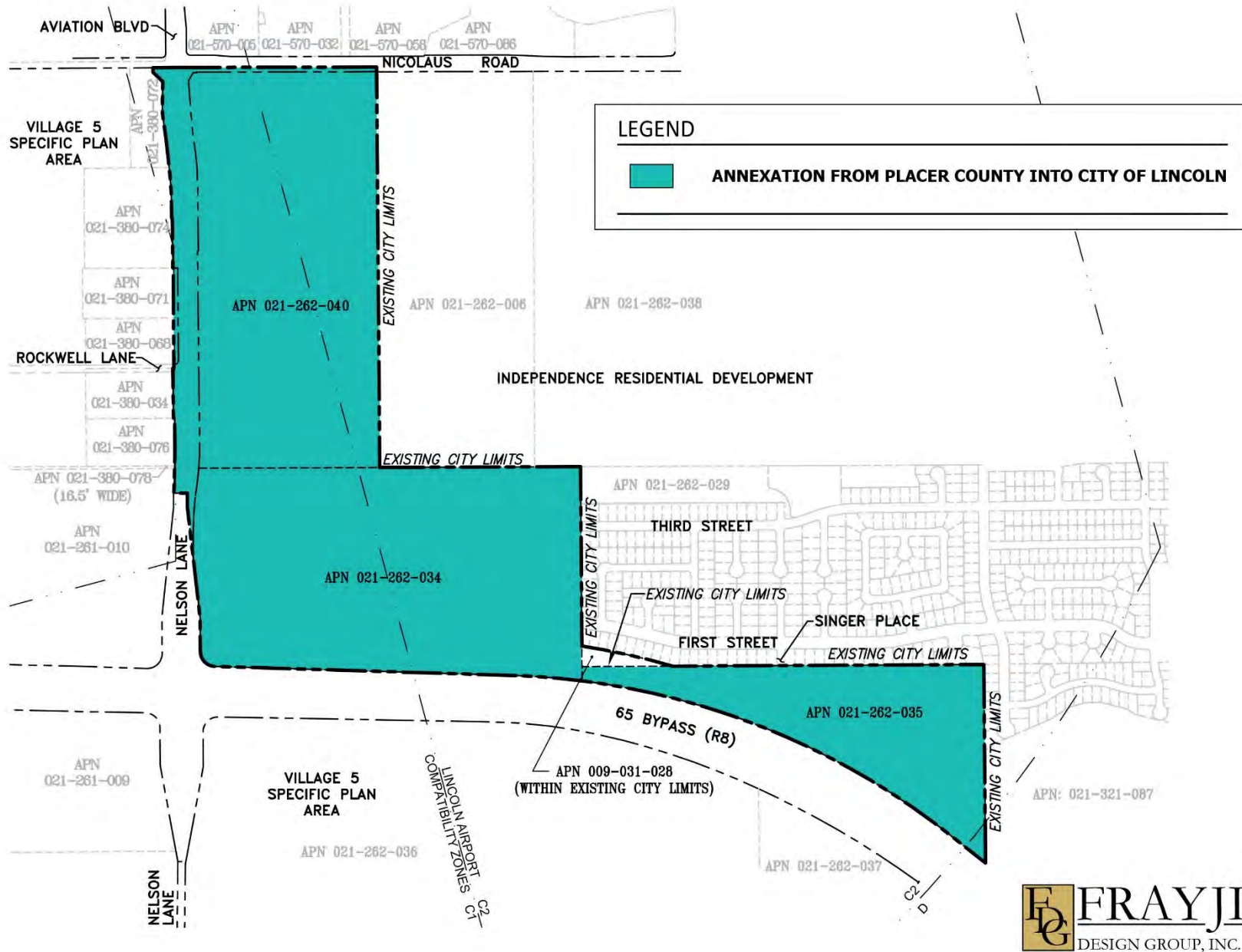


Exhibit 2.7: Proposed Annexation into City of Lincoln Map

2.5 Relationship to the City of Lincoln General Plan and Airport Compatibility

This Specific Plan serves as a planning guide to implement the intent of the City's General Plan. This Specific Plan is consistent with the applicable goals and policies contained in the General Plan, as requested by the General Plan Amendment that accompanies this Specific Plan. The goals and policies identified in each element of the General Plan have been evaluated, and a statement of consistency with the General Plan is included as Appendix A of this Specific Plan.

The Placer County Airport Land Use Compatibility Plan (ALUCP) utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection. SUD-B NEQ Specific Plan area lies within multiple Lincoln Regional Airport Land Use Compatibility Zones, primarily C-1 and C-2. This Specific Plan incorporates the ALUCP compatibility zones. The compatibility zones within this Specific Plan are included on Exhibit 2.8.

Proposed land uses within any of the Lincoln Regional Airport Influence Zones shall be evaluated in accordance with the ALUCP. The ALUCP provides detailed guidelines and policies for development including identifying land use activity restrictions which limit building heights, site densities, and large assembly facilities, for both indoor and outdoor.

Aircraft safety within these zones was a consideration when developing the Specific Plan and multiple opportunities for Airport Safety solutions were incorporated. The north-west portion of the site is located within the Compatibility Zone C1 which is according to the ALUCP is affected by moderate degrees of noise and risk. To mitigate these safety risks, the Specific Plan has provided a design that gives aircraft safe opportunities to land in the event of an emergency. Within the commercial land uses, a clustered development strategy will be used, keeping the undeveloped land relatively flat and free of large obstacles. Nelson Lane is proposed to be a 6-lane collector street providing space for emergency landings. The Specific Plan also includes open space areas on the north and south sides of the Specific Plan area providing suitable areas for emergency landings away from any type of development.

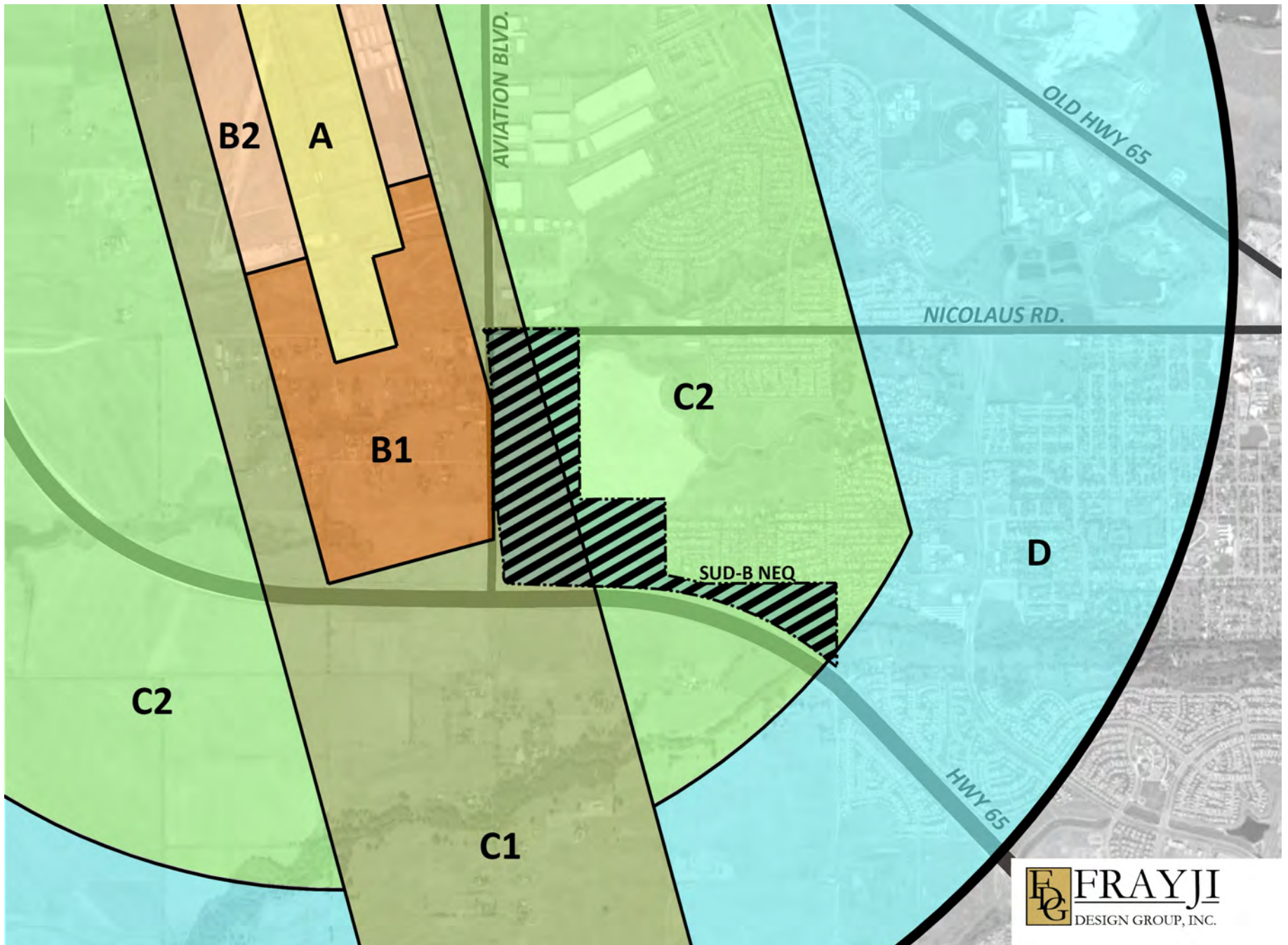


Exhibit 2.8: Existing City of Lincoln Map ALUC Zones

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3. LAND USE PLAN



3.1 Overview

The Land Use Plan for SUD-B NEQ provides a balance of residential, commercial, and open land uses designed to create a high quality, sustainable community. The 198± acre Specific Plan area (PA) features a planned community of residential neighborhoods organized around public amenities, including natural open space, trails, parks, and a regional retail center. This Specific Plan has a clearly defined and efficient street network and a comprehensive system of sidewalks and trails.

Due to the proximity of the airport, this Specific Plan area falls primarily into two Airport Compatibility Zones, C-1 and C-2, as shown on Exhibit 2.8. The C-1 zoning has more restrictions on residential development than C-2. The portion of SUD-B NEQ that is in Zone C-1 is closer to Nelson Lane and Highway 65. This advantageously allows for commercial and office space development to occur in the part of this Specific Plan area that is most beneficial to SUD-B NEQ and the City of Lincoln, which is compatible with the airport restrictions. This SUD-B NEQ Specific Plan will provide approximately 70-acres of commercial land with uses including, but not limited to, major retail, local retail, and offices. Ultimate uses will be market demand driven.

In the less restrictive C-2 Airport Land Use Zoning, this Specific Plan provides Low Density Residential uses as the primary development type. This Specific Plan estimates that 430 dwelling units could be constructed in these residential neighborhoods composed of single family homes.

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Exhibit 3.1a and 3.1b, Land Use Plan, depicts the location of these land uses in the SUD-B Northeast Quadrant Specific Plan. Table 3.1, Land Use Summary, shows a breakdown of the acreage by each land use type. A description of each proposed land use is provided in this chapter.

Table 3.1
Land Use Summary

Land Use Type	Land Use Designation	Acreage (acres)	Comm (SF) / Density (du/ac)
Commercial			
Commercial	COMM	69.8	971,000
Residential			
Low Density Residential (429 units)	LDR	84.3	3.3-6.49
Park, Recreation and Open Space			
Parks and Recreation	PARK	4.6	
Open Space	OS	22.8	
Specific Plan Roadways			
Roads	Proposed ROW	4.6	
	Existing ROW	12.3	
SUD-B NEQ Total		198.4	

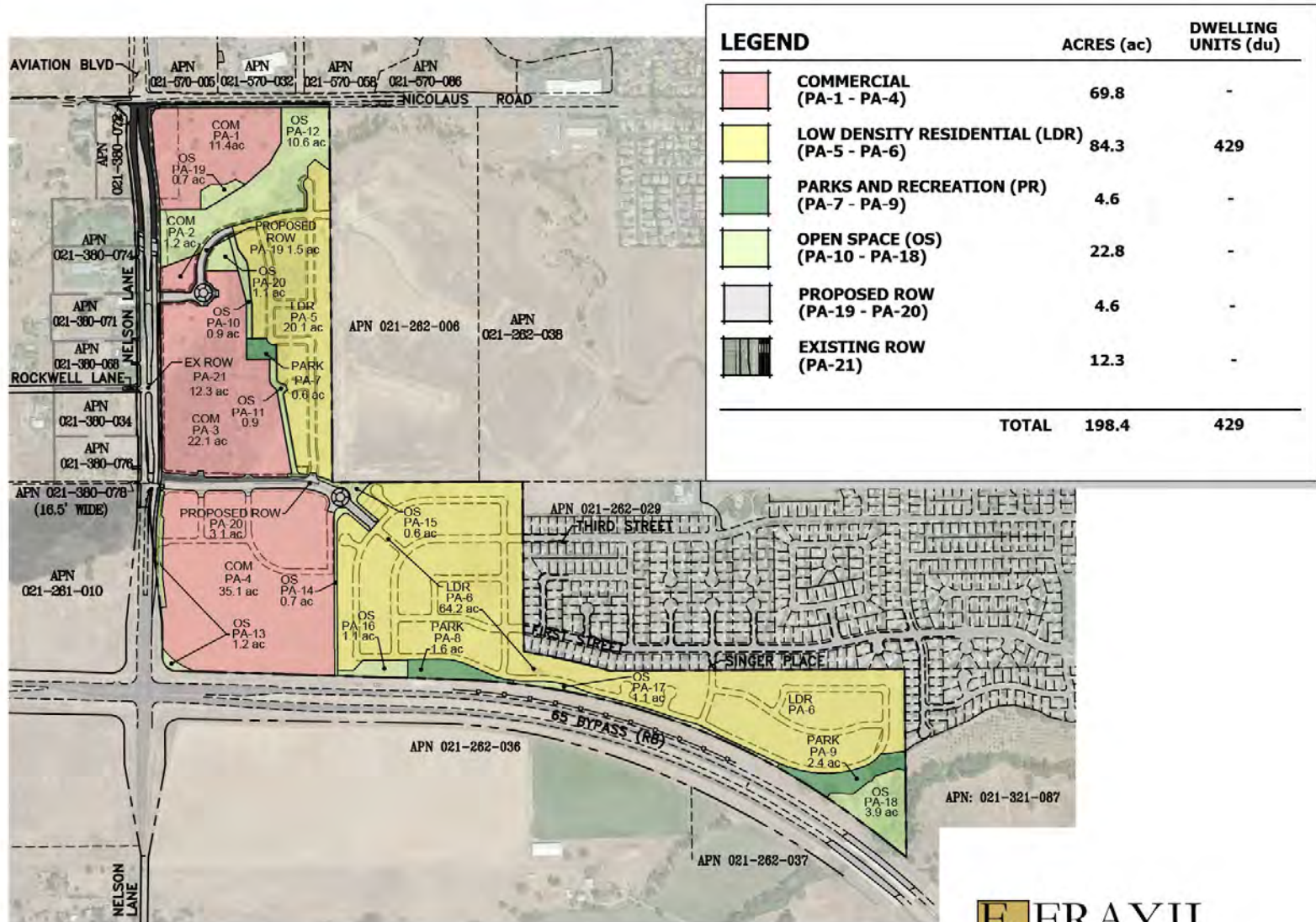


Exhibit 3.1a: Land Use Plan
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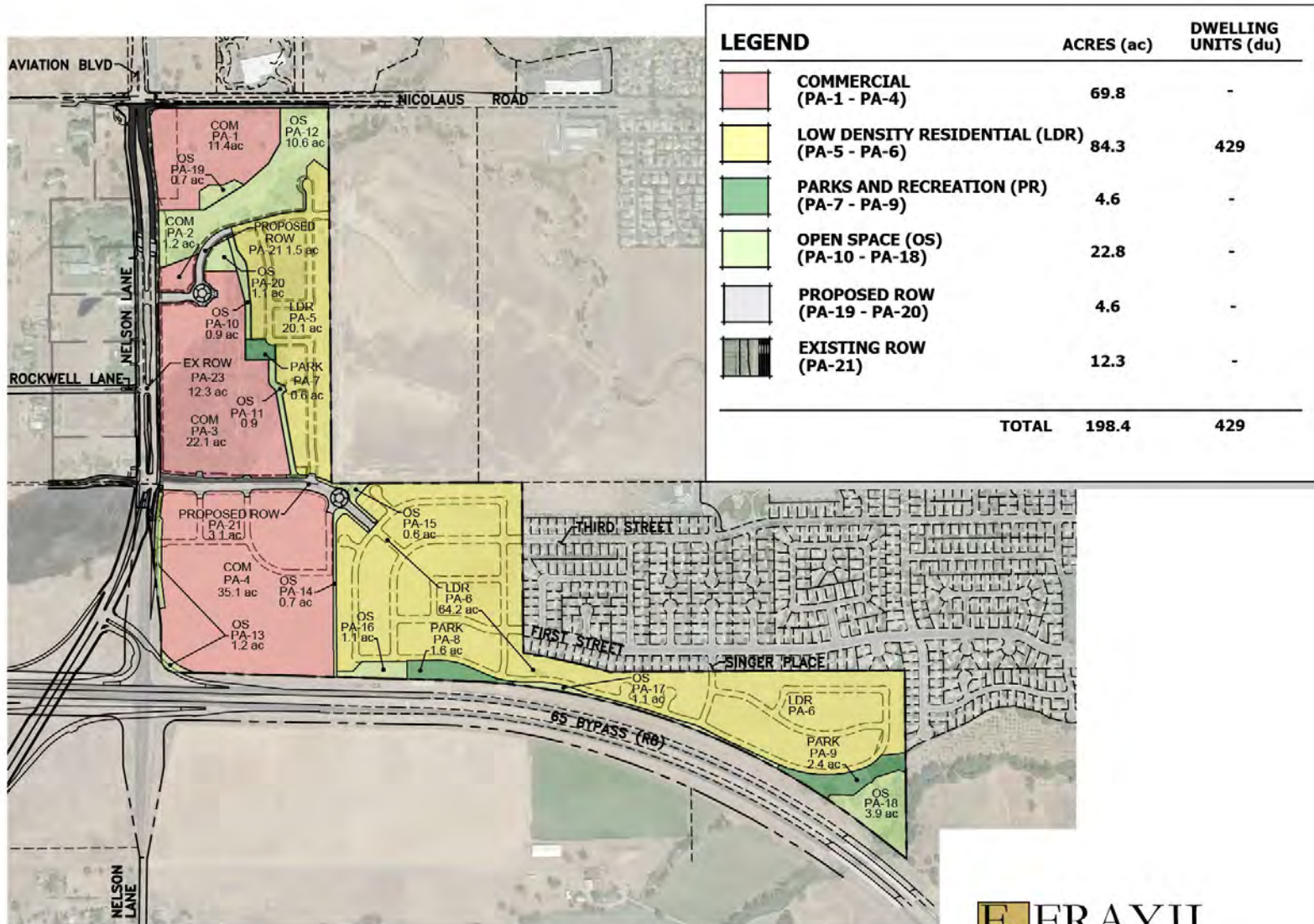


Exhibit 3.1b: Land Use Plan with Future Interchange

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For the purposes of coordination, estimates and impacts, this Specific Plan area has been subdivided into smaller planning areas. A description of the land use and size of each Planning Area is provided in Table 3.2 below.

Table 3.2
Planning Area Summary

* Portion of parcel to be dedicated to CalTrans for future interchange footprint at time of interchange construction.

Planning Area (PA)	Land Use Type	Land Use Designation	Acreage (Acres)	Comm (SF) / Density (du/ac)
1	Commercial	COMM	11.4	119,200
2	Commercial	COMM	1.2	15,900
3	Commercial	COMM	22.1	334,100
4	Commercial	COMM	35.1	501,800
5	Low Density Residential (105 DUs)	LDR	20.1	5.10
6	Low Density Residential (325 DUs)	LDR	64.2	5.06
7	Park	PARK	.6	
8	Park	PARK	1.6	
9	Park	PARK	2.4	
10	Open Space	OS	.9	
11	Open Space	OS	.9	
12	Open Space	OS	10.6	
13*	Open Space	OS	1.2	
14	Open Space	OS	0.7	
15	Open Space	OS	0.6	
16	Open Space	OS	1.1	
17	Open Space	OS	1.1	
18	Open Space	OS	3.9	
19	Open Space	OS	0.7	
20	Open Space	OS	1.1	
21	Proposed Right-of-Way	PROPOSED ROW	1.5	
22	Proposed Right-of-Way	PROPOSED ROW	3.1	
23	Existing Right-of-Way	EX ROW	12.3	
TOTAL			198.4	

3.2 Community Focus and Transition Concepts

The SUD-B NEQ Specific Plan seeks to create a community using the highest principles of land planning. While working within the boundaries of airport compatibility, SUD-B NEQ will make optimal use of developable space, and natural areas within this Specific Plan area. This Specific Plan will establish a balance between commercial areas and planned residential communities with appropriate buffers between the uses.

Located to the southeast of the Lincoln Regional Airport, the Specific Plan area is separated primarily into two separate airport compatibility zones. Zone C-1 favors commercial development, and keeping residential areas to a minimum. Zone C-2 allows for more residential area. This allows for a unique community that utilizes commercial space integrated with residential neighborhoods.

The western half of this Specific Plan area is bounded by Nelson Lane and Highway 65. The commercial area is within walking distance from the proposed and existing adjacent residential neighborhoods. This general commercial zone directly serves the residents of this Specific Plan, in addition to the City and region as a whole. Open space corridors will offer a natural boundary between commercial and residential

neighborhoods, while offering interconnectivity with trails and sidewalks.

Residential neighborhoods in the eastern half of the Specific Plan area will connect seamlessly with existing and proposed residential neighborhoods with extensions of roadways and sidewalks. Both new and existing residential neighborhoods will have access to a variety of recreational amenities such as parks and open space trails.

3.3 Residential Development

SUD-B NEQ will offer several neighborhoods nestled between the open space, parks and commercial developments. The pedestrian-friendly community will feature interconnected pathways to provide ready access for all residents to destinations within the Specific Plan area and beyond. The pathway system will provide access between Markham Ravine and Auburn Ravine, to the parks, and to the commercial development.



This Specific Plan will provide low density residential units to be integrated with the adjacent existing neighborhood, future residential to the northeast, and the proposed commercial development. As residential neighborhoods to the east are single family homes,

the residential areas seek to provide a seamless integration with connectivity between these neighborhoods. The Specific Plan provides for Low Density Residential (LDR) land use at 3.0-5.9 Dwelling Unit per Acre density.

The LDR land use designation is generally described on the following page, with detailed permitted uses. In-depth development standards and design guidelines are included in the accompanying General Development Plan.

3.3.1 Low Density Residential

The Low Density Residential (LDR) planning areas, totaling 84.8 acres, will be generally located in the eastern portion of the Specific Plan area. With a density range of 3.0 to 5.9 dwelling units per acre, the LDR planning areas would provide approximately 429 units resulting in a density of 5.07 dwelling units per acre upon development, which falls within the target density. However, the actual yield will depend upon final lotting, lot size, site constraints and market conditions. Additionally, dwelling units not utilized in one planning area can be shifted to the other planning area, so long as the total dwelling unit does not exceed the total Specific Plan dwelling units or exceed the allowed density per the PCALUCP. A statistical summary of the planned residential development is presented in Table 3.3

Table 3.3
Planned Development

Planning Area	Acreage (Acres)	Density Range (DU/acre)	Target DU's	Target Density (DU/acre)
5	20.1	3.0-5.9	104	5.10
6	64.2	3.0-5.9	325	5.06
TOTAL	84.3		429	5.07

3.4 Commercial Development

The Specific Plan area offers an ideal location for commercial development being located along the improved Nelson Lane and the Highway 65 Bypass. Planned commercial areas will benefit from being close to transportation, and high visibility from major roadways. Proximity to the Lincoln Regional Airport will offer excellent airport integration with commercial areas. With the existing Nelson Lane widening fronting the project and the development of this Specific Plan's commercial areas, SUD-B NEQ will also serve the growth of areas to the west of the development through the proposed Village 5 Specific Plan.

Commercial development in the Specific Plan area is anticipated to offer a mixture of larger and smaller commercial venues, and professional uses. Proximity to the Highway 65 Bypass, major roadways, and residential neighborhoods will create a jobs-housing balance that will encourage economic growth and stimulate integrated commercial endeavors.

The Commercial (COMM) planning areas, totaling 70.6 acres, are located along Nelson Lane and Nicolaus Road. Commercial zoning provides an environment that serves the need for business and enterprise space within the community or the region. This zoning district is characterized by medium and large lots designed to promote the development of retail and service-oriented establishments such as shopping centers, restaurants,

offices, and similar services as envisioned in the City's General Plan. For the purposes of estimation, a conservative target Floor to Area Ratio (FAR) of 0.30 has been established for the SUD-B Northeast Quadrant. Actual commercial intensity will be determined by market conditions, specific users, and parking requirements. Individual sub-parcels and planning areas can exceed the FAR value, provided that the total square footage of commercial floor area does not exceed the aggregate maximum for this Specific Plan area or does not exceed the specific use FAR value specified in the airport compatibility zone. Planning Area 1 has an option to build 5 acres of multi-family within the C2 Area, in lieu of 76,200 SF of commercial development. Table 3.4 provides a statistical summary of the planned commercial uses, by planning area.

Table 3.4
Commercial Planning Area Summary

Planning Area	Acreage (Acres)	Intensity / Floor to Area Ratio	Commercial Space (Square Feet)
1	11.4	0.22	119,200
2	1.2	0.33	15,900
3	22.1	0.33	334,100
4	35.1	0.33	501,800
TOTAL /AVG	69.8	0.30	971,000

3.5 Open Space and Recreational Uses

The City of Lincoln General Plan establishes a standard of 9-acres of park land for every 1,000 residents in areas with a development agreement. This standard defines the quantity of land that should be devoted to recreation uses for every 1,000 people.

The 9-acres of park land dedication requirement consists of 3-acres of Neighborhood/Community Park, 3-acres of Open Space, and 3-acres of City-Wide/Regional Park. Section 5.4.1, Parks and Recreation, further describes and calculates the park land requirements for the entire SUD-B NEQ Specific Plan.

Open space and recreational areas in SUD-B NEQ consist of naturalized open space such as Markham Ravine, Auburn Ravine, and other areas throughout the site such as the landscaped corridors, and development edge buffers. Two neighborhood parks are proposed in SUD-B NEQ, and this Specific Plan includes the following designations for open space, recreation and park facilities, as described below in this section and depicted on Exhibit 3.2, Open Space and Recreation Plan.

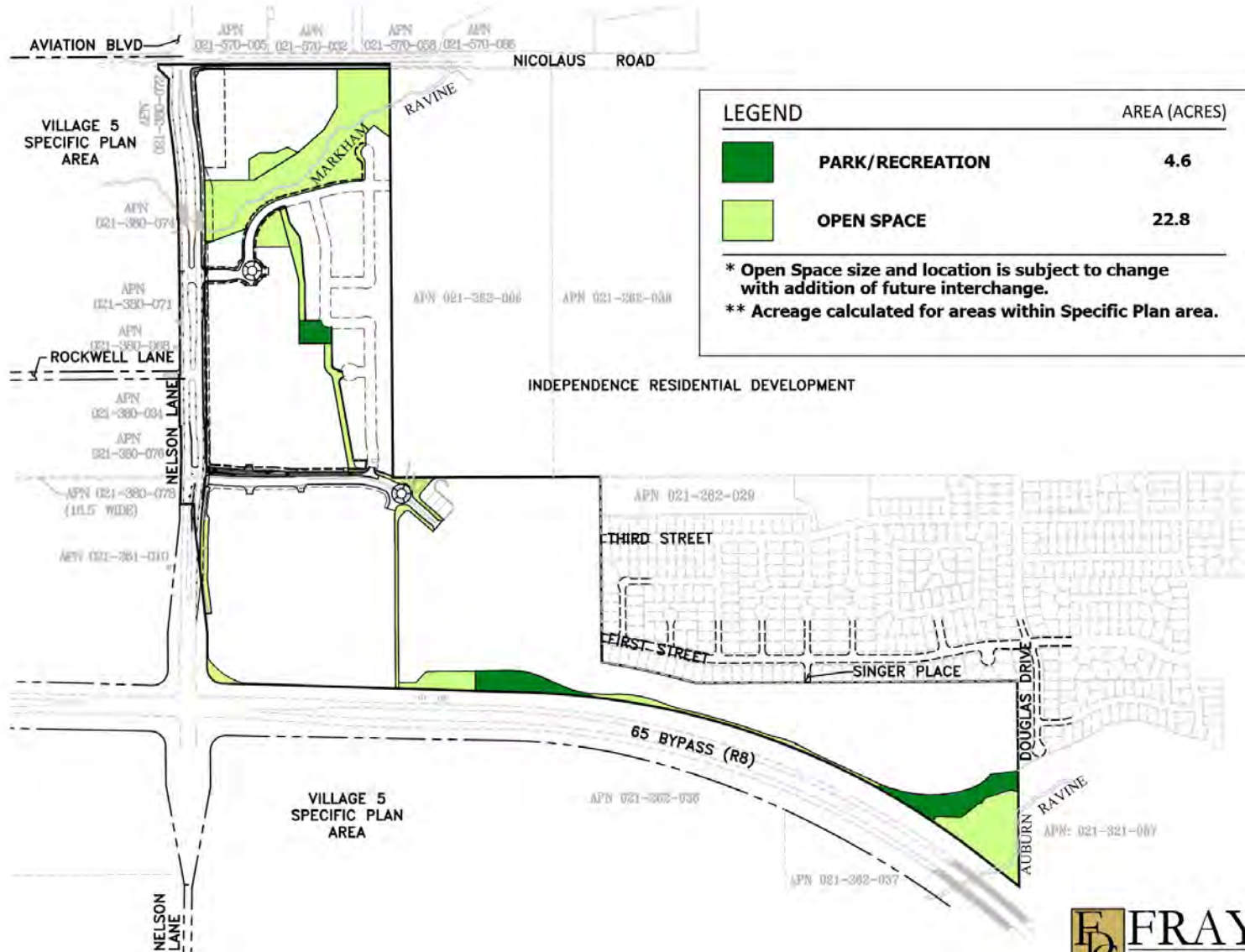


Exhibit 3.2: Open Space and Recreation Plan

3.5.1 Parks and Recreation

Active use park land primarily provides improved recreation facilities such as play areas and sports fields. Active use parks are those that emphasize constructed improvements such as sports fields, hard surface courts, play structures, or meeting rooms. This standard is also comparable to that established by many other recreation providers in the region and includes the area required for the constructed recreation improvements as well as the surrounding landscaping and parking areas. Parks within SUD-B will comply with the Parks Master Plan, which will be adopted in the future.



The acreage may also include some passive use areas that are part of an overall active park configuration. Recreational open space is limited to passive recreation activities such as hiking or bird watching. The differentiation between active use park land and

recreational open space is important because the active use park land must be located near the people to be served and be suitable for the intended types of facility improvements.

The Specific Plan area locates a 2.4-acre neighborhood park in the southeast of the project, a .6 acre park in the northern portion of the project and a 1.6-acre park in the south of the project. Possible amenities at these neighborhood parks includes open play areas, game courts, children's play areas with playground equipment, picnic/BBQ facilities, walking/bike paths, Bocce Ball, and shade structures. The larger neighborhood park is located adjacent to the preserved Auburn Ravine open space with the other park next to a proposed drainage basin/open space. As a result, the effective feel of these parks will be larger due to its proximity to the open spaces.

3.5.2 Open Space

Lands designated as recreational open space may be used for passive recreation activities that are compatible with the resource values and natural physical characteristics of the area. Publically accessible open space permits activities such as hiking, biking, bird watching, nature photography, and environmental education. Some of the riparian environment and wetlands may also be preserved with fences and buffers to discourage direct access for the sake of sensitive species, but still allow visual enjoyment.

3.5.3 Markham Ravine

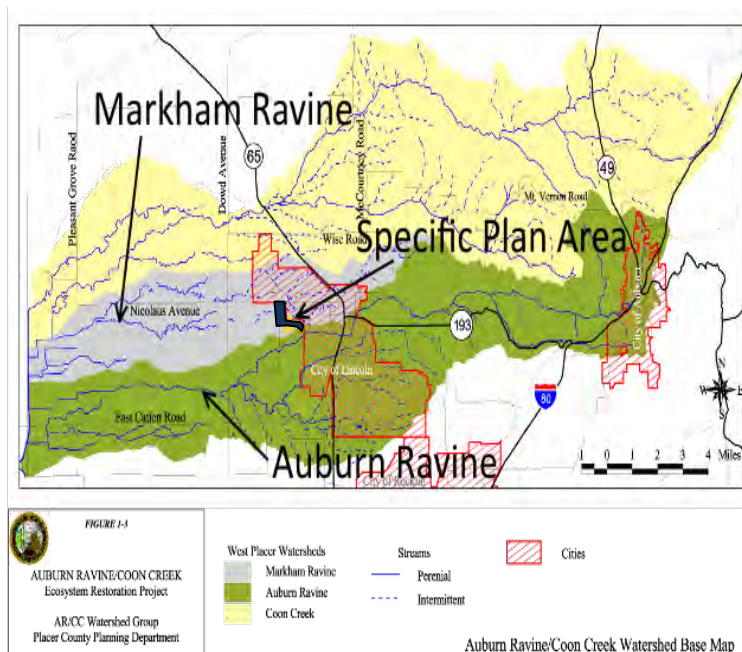
Markham Ravine is a local Lincoln Area drainage that originates east of Lincoln and collects water from much of Northern Lincoln. This water system flows westward to the East Side Canal in Sutter County. The main channel of Markham Ravine passes through this Specific Plan area in the Northern section of the project and drains approximately two-thirds of the property.

3.5.4 Auburn Ravine

Auburn Ravine is a larger regional drainage that originates in the foothills near Auburn and collects stormwater from much of Southern Lincoln. This water system also flows westward to the East Side Canal in Sutter County. The main channel of Auburn Ravine passes through this Specific Plan area in the southern section of the project and drains approximately one-third of the property.

3.5.5 Ravine Open Space

Markham and Auburn Ravines provide multi-purpose open spaces that give drainage, recreational opportunities and aesthetic appeal to the Specific Plan area. Treated stormwater will be inflowing to the Ravine areas for downstream conveyance in a metered fashion. Both Ravine Open Spaces will also contain trails for hiking. The Riparian Corridor will be preserved, to the degree attainable, in a natural fashion to provide a visually appealing focal point.



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The Ravine Open Spaces will also provide habitat and foraging for local wildlife as well as additional natural wetland filtration of water flowing through the site. The main channels will be preserved to protect the high quality of the salmon and steelhead migratory streams. Where disturbance unavoidably occurs, the open space will be restored, as quickly as possible, to a stabilized natural condition.

Tributary to the two existing ravines will be newly constructed drainage improvements which receive, retain and convey stormwater, as necessary, from the project area and the outlying watershed. The Low Impact Development (LID) features, such as grassy swales and stormwater quality basins, will be designed to complement the natural environment while protecting

it from potential pollutants associated with the development. Special measures will be in place during construction through a Stormwater Pollution Prevention Plan to keep any pollutants from reaching the receiving waters.

Trails, signage, landscaping and other amenities will also be constructed, creating an aesthetic corridor along the streets that front these channels. The goal is to provide experiential and instructional opportunities for the SUD-B NEQ residents and surrounding neighborhood to appreciate the codependence with the nature environment. Native vegetation and natural amenities will be featured.

3.5.6 Wetlands

Existing wetlands within the development area will be offset through construction of equivalent wetland areas onsite, offsite at the replacement rate identified by the U.S. Army Corps of Engineers (USACE), or payment of fees for bank credit acquisition. Remaining wetlands in the Specific Plan area will have appropriate buffer zones to limit human disturbance of the naturalized area and promote biological establishment where required. Landscaping consisting of natural, native plants will be established in these buffers and created wetland areas to form a symbiotic environment.

3.5.7 Landscape Corridors

Streets lined with greenbelts provide a landscaped buffer between opposing lanes and allow for sidewalks to be detached from the curb. Landscaped corridors will be provided in the Specific Plan area along the collector streets and primary commercial streets. Along collector streets, landscape corridors of 20-feet will be provided adjacent to the street right-of-way. The majority of the landscape corridors will contain trails or sidewalks that connect to the community's overall pedestrian and bicycle circulation network. Bioswales and bioretention basins are permitted within the landscape corridors.

A landscape corridor will also be provided between the commercial and residential boundary of this Specific Plan to serve as a development edge buffer between the single-family homes within SUD-B NEQ and the commercial / office space development. This buffer will provide 50-foot minimum separation between the residential boundary and commercial development, including, but not limited to, parking, driveways, lighting, trash enclosures, delivery areas, and a landscape corridor that will be 30-foot minimum wide, which will contain landscaping, trails, channels and pipes that are designed to be compatible with and blend into the surrounding area. Landscaping corridors will also occur in other selected areas within this Specific Plan.

3.5.8 Drainage Open Space

A portion of the Open Space within the Specific Plan area has been reserved for drainage purposes, including conveyance, water quality and detention. Generally, these features will be dry and provide additional buffers and natural amenity to this Specific Plan. However, during rain events, these features will also serve to meet the hydraulic and water quality goals of this Specific Plan.

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4. CIRCULATION PLAN



4.1 Introduction

The Circulation Plan provides a combination of roads and paths that transport people efficiently and safely throughout the Specific Plan area and to the adjacent communities. Connectivity between neighborhoods, with easy access to the commercial areas, open spaces, parks and trails, is a key component of this Specific Plan. To adequately accommodate pedestrian, bicycle, and vehicular travel, effective access throughout the residential and commercial development, the existing adjacent neighborhood, and a trail and pathway system designed to encourage walking and biking. In addition, collector streets will have Neighborhood Electric Vehicles (NEVs) lanes

to link interconnectivity with existing and planned City of Lincoln NEV infrastructure on Nelson Lane and Nicolaus Road.

4.2 Vehicular Circulation

The vehicular circulation system is designed to connect with existing streets within and surrounding the Specific Plan area, including Nelson Lane, Nicolaus Road, Singer Place, First Street, and Third Street. There will be an intuitive connection to the Highway 65 to accommodate the existing intersection and future interchange at Nelson Lane. The circulation system is also designed to provide connections with other areas in and near Lincoln, such as the downtown area and other cities and towns in Lincoln's vicinity.



4.2.1 Lincoln Road Network

The vehicular circulation system within the SUD-B Northeast Quadrant incorporates a hierarchy of streets composed of collector, primary commercial, primary residential and minor residential streets. Vehicular access to SUD-B NEQ is primarily from the existing Nelson Lane, which connects to Highway 65 to the south of the Specific Plan area and Nicolaus Road to the North. Nicolaus Road also abuts the northern edge of the property and will provide access to the northwest corner.

First Street, Third Street, and Singer Place, all existing residential streets to the east of this Specific Plan area, will be extended from their existing dead-end stubs at the Specific Plan boundary. This connection will provide residents with local vehicular access to the commercial development and to the Highway 65 via Nelson Lane. Additional connections are available for future interconnectivity with the development, of the former Lincoln Wastewater Treatment Plant site, immediately northeast of the Specific Plan area.

The internal street system is designed to provide free flow of traffic throughout the community, with high volume access available in the commercial areas to the west and passive calmed streets in the residential neighborhoods. High interconnectivity will invite a walkable neighborhood, allowing access between commercial, residential and recreation uses. Exhibit 4.1a: Vehicular Circulation Plan and Exhibit 4.1b:

Vehicular Circulation Plan with Future Interchange depict the SUD-B NEQ roadway system. Table 4.1 provides a summary of the number of lanes, right-of-way widths and other requirements for streets within this Specific Plan area.

Table 4.1
Roadway Summary

Roadway Type	Lanes	Right of Way (feet)	Cross Section
Collector	2	55*	Exhibit 4.2
4 Lane Arterial	4	80*	Exhibit 4.2
Primary Residential	2	50*	Exhibit 4.3
Minor Residential	2	40-44*	Exhibit 4.3

* from back-of-walk to back-of-walk.

The roadway cross sections provide specific detail as to the roadway widths, restrictions, landscaping, walks and easements. Where the cross section reflects two different sides based on land use, the appropriate side should be selected for each side of the street during design. The requirements detailed on the cross section do not supersede the requirements of the General Development Plan.

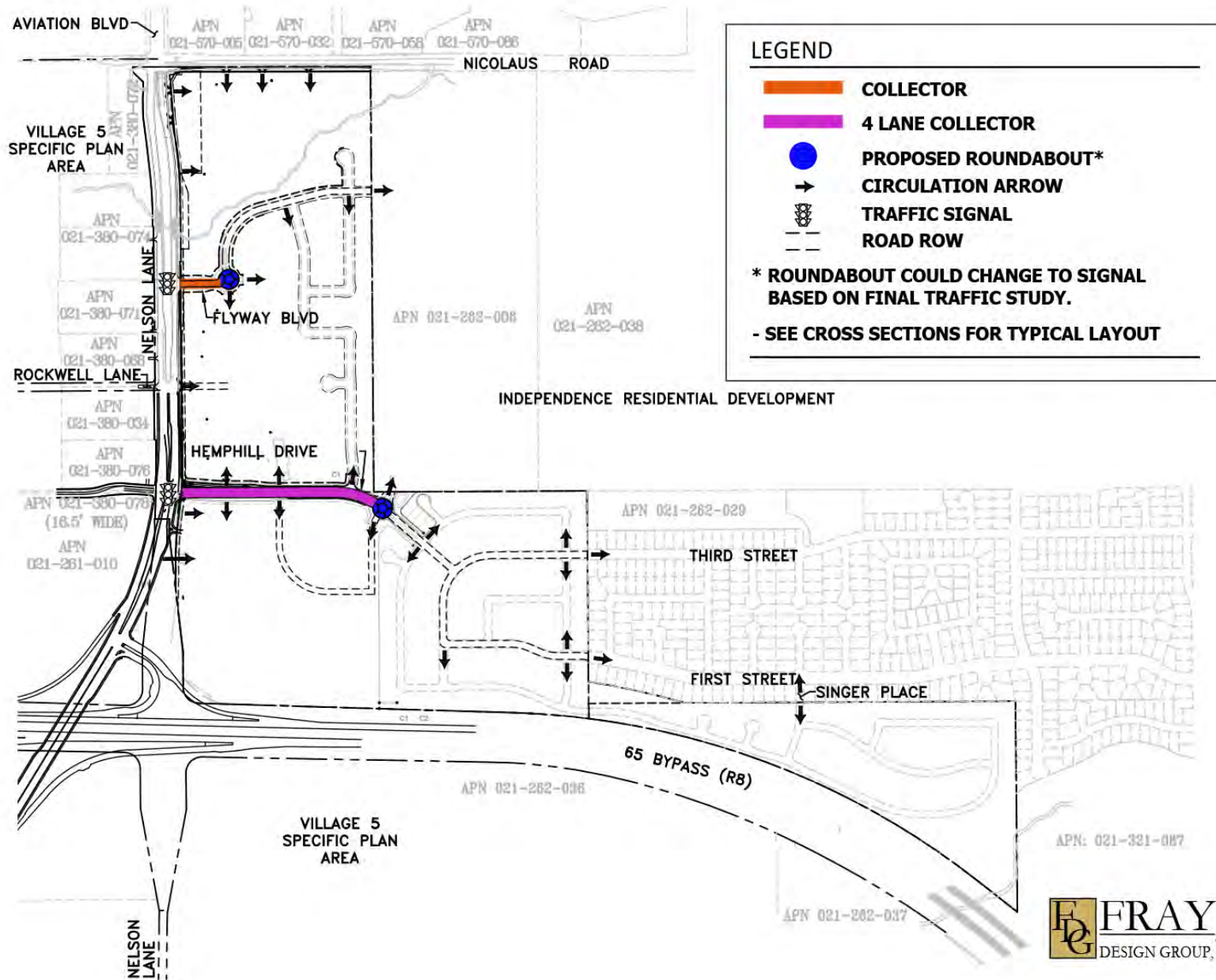


Exhibit 4.1a: Vehicular Circulation Plan

SUD-B Northeast Quadrant Specific Plan 4-3



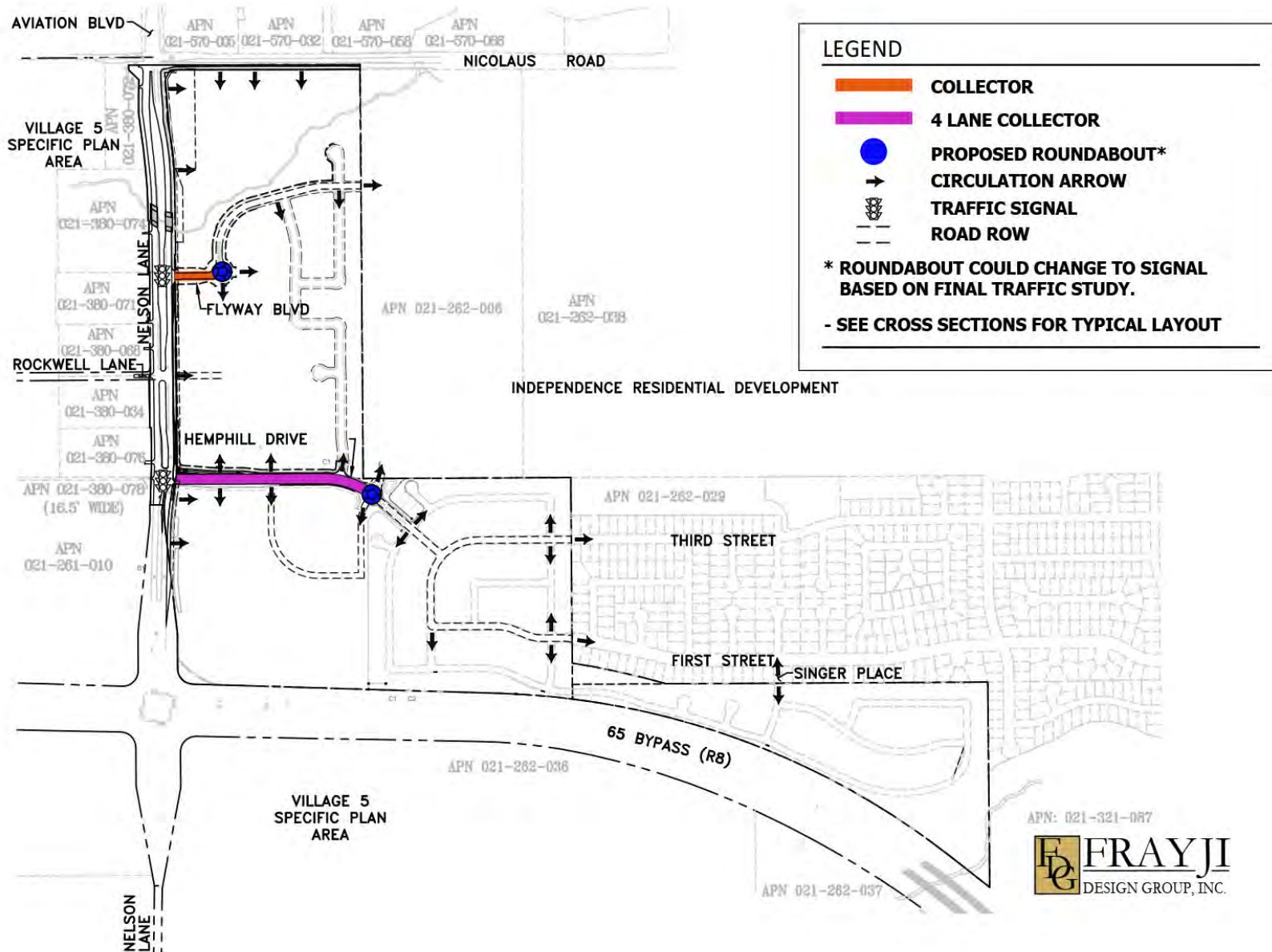


Exhibit 4.1b: Vehicular Circulation Plan with Future Interchange

SUD-B Northeast Quadrant Specific Plan 4-4



4.2.2 Existing Perimeter Streets

The SUD-B NEQ Specific Plan is bordered on three sides by major existing streets that provide access to the existing Lincoln area road network. These streets are Nicolaus Road to the north, Nelson Lane to the west and the Highway 65 to the south. These roadways are described below. An existing neighborhood lies to the east of the Specific Plan area. First Street, Third Street, and Singer Place are within this existing neighborhood that tie to this Specific Plan.

1. Nelson Lane

Nelson Lane runs north-south and connects this Specific Plan area to Highway 65 and Nicolaus Road, with a connection to the Lincoln Regional Airport to the north. Nelson Lane is designated as a major arterial and has been recently widened to four lanes with new bridges (2 lanes in each direction) built across Markham Ravine. As part of the 2050 General Plan, Nelson lane will eventually be widened to a 6-lane roadway.

The 2050 General Plan identifies the construction of a Nelson Lane / Highway 65 interchange and a realignment of Nelson Lane south of Highway 65. The roadway network for SUD-B NEQ has been designed to be compatible with the future interchange plans.



2. Nicolaus Road

Nicolaus Road is east-west roadway that borders the north side of this Specific Plan area. Nicolaus Road connects to Nelson Lane at the northwest corner of this Specific Plan area, and continues west as a two-lane roadway over Highway 65 and beyond. Heading east from Nelson Lane, Nicolaus Road is a four-lane arterial road that is the main roadway to Lincoln High School, and connects to downtown Lincoln.

3. Highway 65

Highway 65 is positioned on the southern border of this Specific Plan, as the new highway circuitously routes around downtown Lincoln. Highway 65 formerly bisected downtown Lincoln. This Highway of regional significance is four lanes divided with two lanes in each direction and is located south of the Specific Plan area. Southbound, Highway 65 travels through Lincoln, Rocklin and Roseville and terminates at Interstate 80. Northbound, the Highway goes through unincorporated towns before terminating into Highway 70 near Marysville.

Direct access to Highway 65 from the Specific Plan is provided through existing Nelson Lane via this Specific Plan's collector streets, Hemphill Drive and Flyway Blvd. The specific plan also accommodates future access to Highway 65 from the proposed interchange, to be constructed in the future.

4. First Street, Third Street, and Singer Place

Local streets provide direct access to individual properties and connections to collector arterial streets. In general, they incorporate "traffic calming" principles, such as narrower pavements widths, reduced turning radii, and on-street parking. Local streets are designed to be pedestrian friendly and inter connected. Traffic calming elements such as enhanced paving and bulb-outs at intersections should be provided.

First and Third Streets are east-west roadways that intersect the eastern boundary of this Specific Plan area. Traveling east along either First or Third Streets intersects with Joiner Parkway and eventually with downtown Lincoln. First and Third Streets will be extended into the Specific Plan as residential streets.

Singer Place is north-south residential street that intersects with the east-west First Street, which eventually intersects with Joiner Parkway before finally reaching downtown Lincoln. Singer Place will be extended to the south and connect with the proposed residential street network for this Specific Plan.

4.2.3 Arterial/Collector Streets

There are two proposed arterial/collector streets within this Specific Plan area as shown on Exhibit 4.1.

One arterial, currently named Hemphill Drive, is approximately 1,500-feet north of the Highway 65 on Nelson Lane. Hemphill Drive serves as a major point of entry into the Specific Plan area. This primary access enters at the border between the two western parcels, providing a direct route into the main commercial zones, as well as, a primary entry connection to the residential zones.

The collector, Flyway Boulevard, is approximately 1,300-feet north of the Hemphill Drive / Nelson Lane intersection. Flyway Boulevard will provide secondary access to the commercial and residential areas in the northern section of the Specific Plan, and the proposed residential development (Independence) along the northeastern portion of the Specific Plan.

At Nelson Lane, Hemphill Drive and Flyway Boulevard will be signalized. Both signals are described in the traffic study (Lincoln SUD-B Northeast Quadrant Traffic Impact Analysis prepared by DKS) and are part of the City's PFE program. Hemphill Drive transitions from four-lanes to two-lanes at the central project roundabout, providing connectivity to residential, commercial and external points.

Flyway Boulevard will have a 55-foot wide right-of-way for two lanes and Hemphill Drive will have an 80-foot wide right-of-way for four lanes, measured from back-of-curb to back-of-curb. Both collector streets have pavement sections that include travel and bike lanes but no parking on either side. Hemphill Drive and Flyway Boulevard will also have a 14-foot center median that will allow for turn lanes, where needed, and have separate bike/NEV lanes throughout. Landscape corridors flank both sides of the street containing a 6-foot separated sidewalk within a 20-foot minimum landscape corridor. Tree rows will be planted in the landscape strip to shade walks and trails and to provide some protection from vehicular traffic. Typical cross sections for both Hemphill Drive and Flyway Boulevard are provided in Exhibit 4.2 and Exhibit 4.3 respectively.

As a potential interim condition, Hemphill Drive may be constructed as a two-lane road, with 2-foot shoulders, and 12-foot drive lanes, to provide interim access to the two residential uses, PA-5 & PA-6 per the Land Use Plan (Exhibit 3.1). The interim two-lane road will conform to the ultimate buildout of Hemphill Drive with the interim outer edge-of-pavement aligned with the ultimate edge-of-pavement. This interim road will provide flexibility, for either property on each side of Hemphill Drive, to develop either residential area (PA-5 & PA-6) independently, on an interim basis. The resulting trigger will be either by 50% of residential development or any commercial development, whichever occurs first. Exhibit 4.3 shows interim Hemphill Drive.

4.2.4 Primary Residential Streets

Primary residential streets provide enhanced circulation on particular residential streets that have been determined by the traffic study to have increased traffic levels. As such, these streets have been designed to have increased street width to allow for moderately higher traffic volumes. Residences are permitted to front primary residential streets.

Primary Residential streets will have a right-of-way width of 50-foot consisting of 18-foot wide travel lane in each direction, and 4-foot wide attached sidewalks on both sides of the streets. NEV's will be permitted to share the road since the street will be posted as 25MPH. A typical cross section for the Primary Residential Street is provided in Exhibit 4.4.

4.2.5 Minor Residential Streets

In general, minor residential streets incorporate "traffic calming" principles, such as narrower pavement widths, reduced turning radii, and on-street parking. These streets are designed to be pedestrian friendly and interconnected. Where a cul-de-sac is appropriate, its design shall consider fire and emergency vehicle access needs. Cul-de-sacs will have access to open space, trails, and parks where feasible.

Minor residential local streets will generally be used to serve subdivisions. The street right-of-way width for a

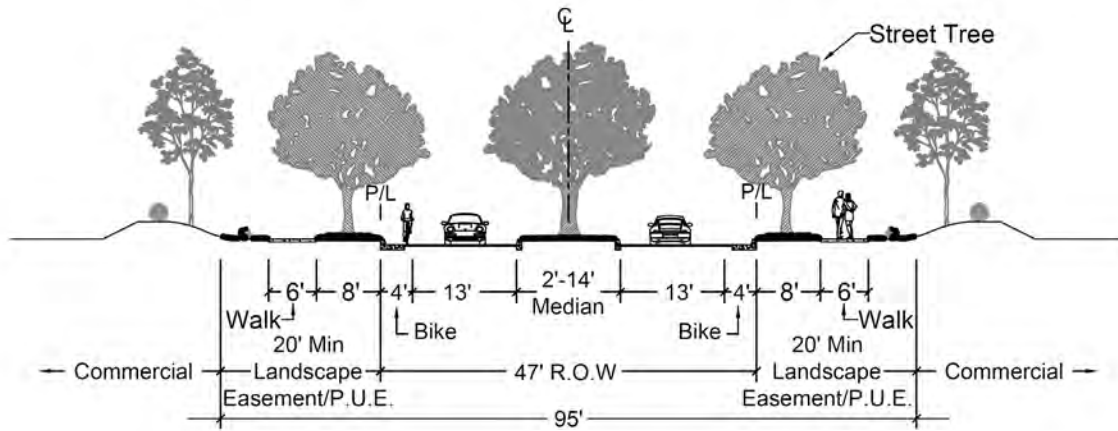
minor residential will be 40 to 44-foot consisting of a 30-foot-wide area of pavement with 4-foot monolithic sidewalk on both sides. Where residences are present on only one side of the street, the opposite open space side will have a pedestrian trail instead of the sidewalk. The typical cross sections for the Minor Residential Street and Minor Residential Street with Pedestrian Trail are provided in Exhibit 4.5.

4.2.6 Roundabouts

This Specific Plan area includes roundabouts at two intersections, corresponding to the main accesses off of Nelson Lane transitioning to residential neighborhoods. These roundabouts will allow for a steady flow of vehicular traffic at relatively low speeds, enhance walkability and compatibility with bicycles, provide full access to each of the internal intersections and eliminate the need for turn pockets. Roundabouts will provide a point of arrival to the community.

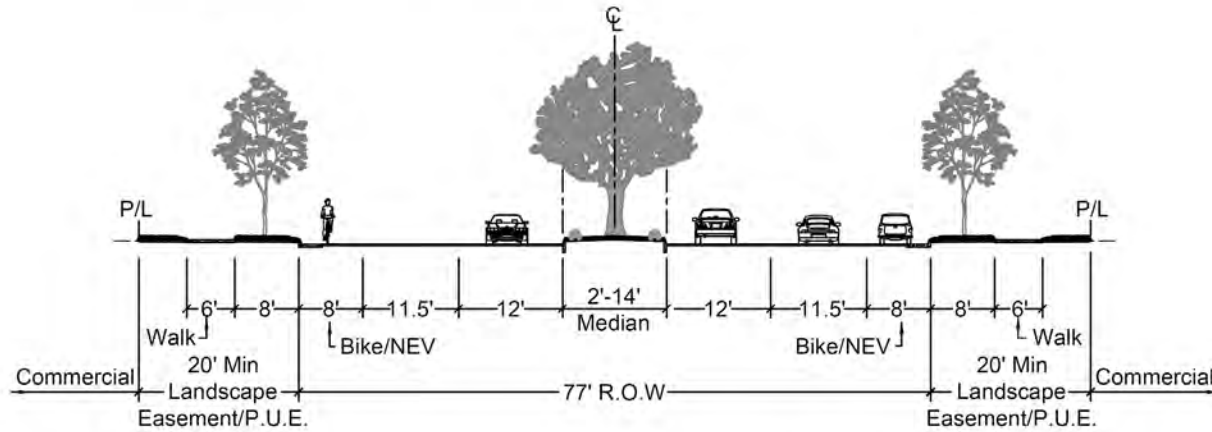
Roundabouts keep roads calm in a passive manner, reduce congestion and improve transportation flow through neighborhoods. Roundabouts generally have been proven to provide more efficient flow of traffic and are becoming increasingly commonplace in the urban and suburban environment. Mountable curbs can be provided as desired by the City Fire Department to allow for faster through access in emergencies.

One roundabout is located at the east end of Hemphill Drive, with the other on Flyway Blvd. to the north (see Exhibit 4.1). Exhibit 4.6 shows typical roundabout examples.



*Note: Vertical curbs shall be used and no parking allowed

Cross-Section: 2-Lane Collector Street



*Note: Vertical curbs shall be used and no parking allowed

Cross-Section: 4-Lane Arterial Street



Exhibit 4.2: Commercial Street Sections

SUD-B Northeast Quadrant Specific Plan 4-10

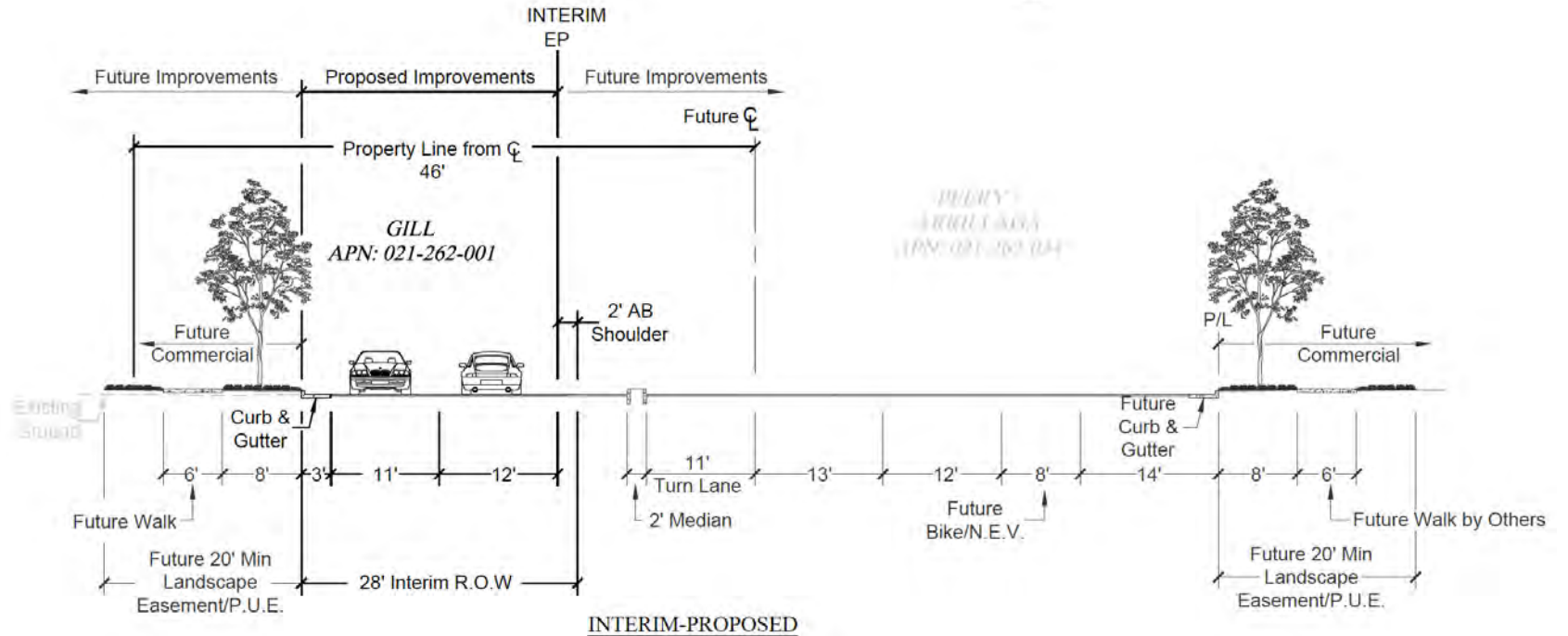
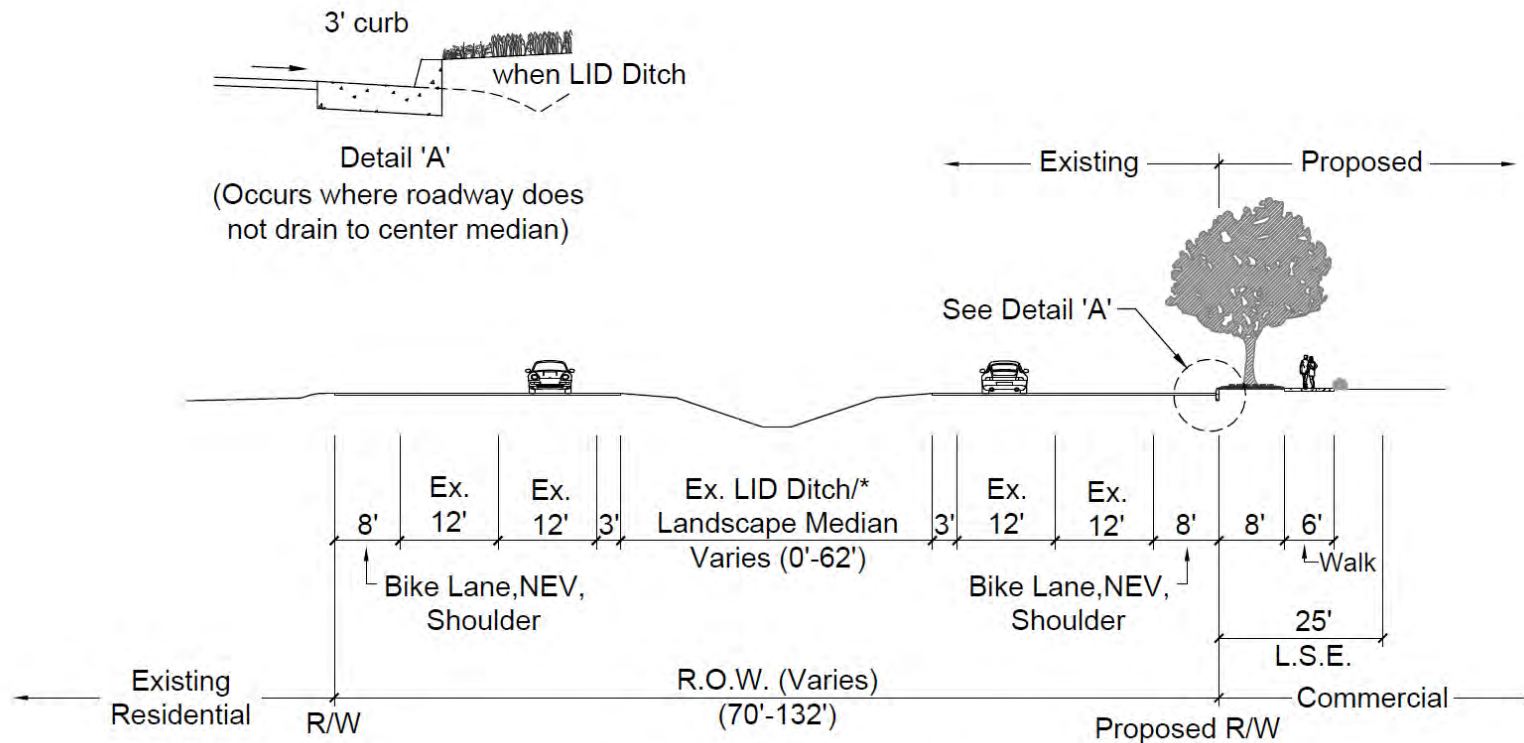


Exhibit 4.3: Hemphill Drive – Interim Two-Lane Road Section



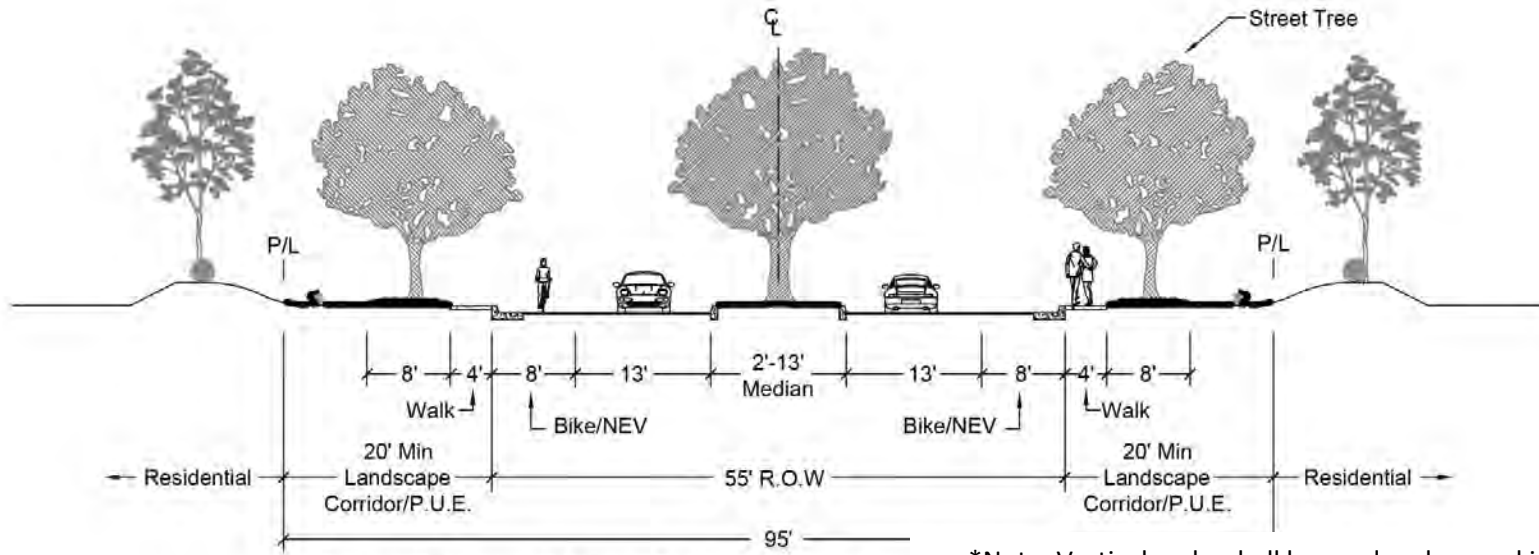
* Future inside lanes by others at General Plan Buildout

Cross-Section: Nelson Lane



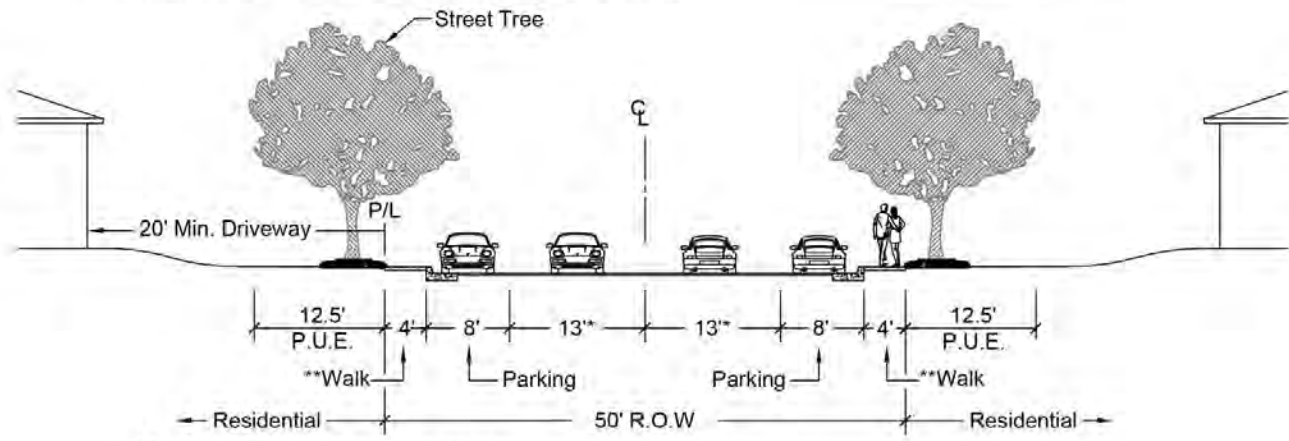
Exhibit 4.4: Nelson Lane Street Section

SUD-B Northeast Quadrant Specific Plan 4-12



Cross-Section: 2-Lane Collector Street

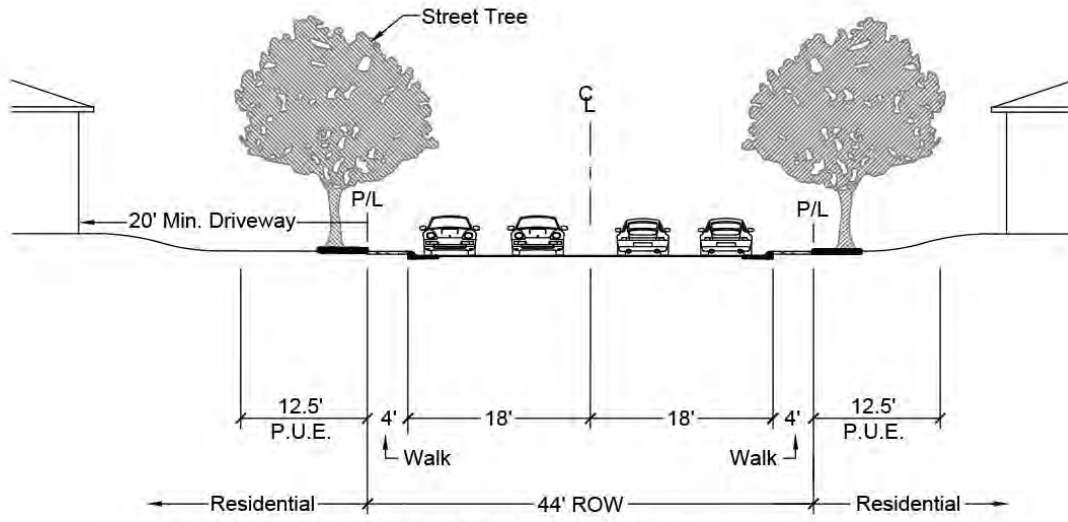
*Note: Vertical curbs shall be used and no parking allowed



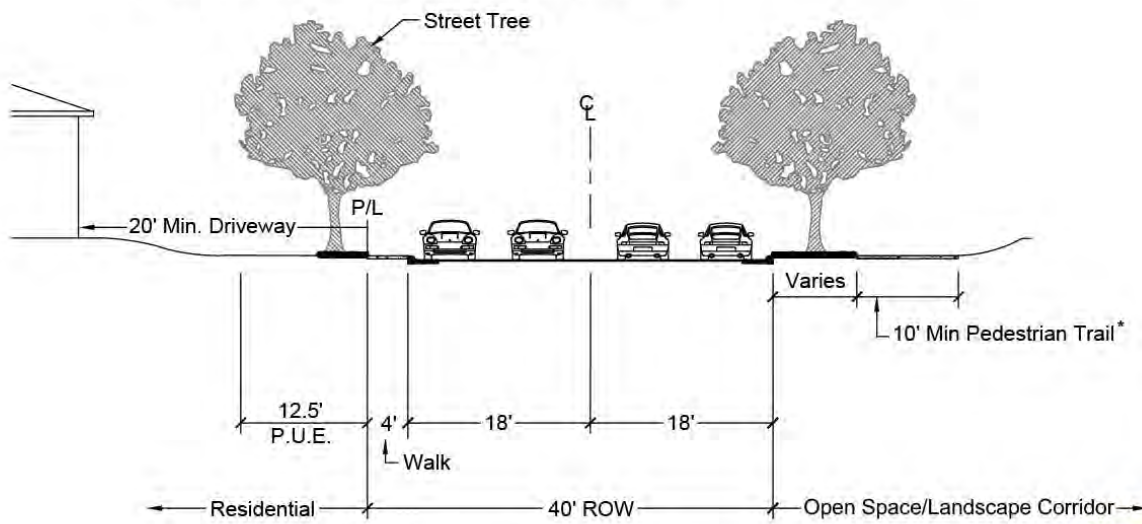
Cross Section: Primary Residential Street



Exhibit 4.5: Residential Street Sections



Cross-Section: Minor Residential Street



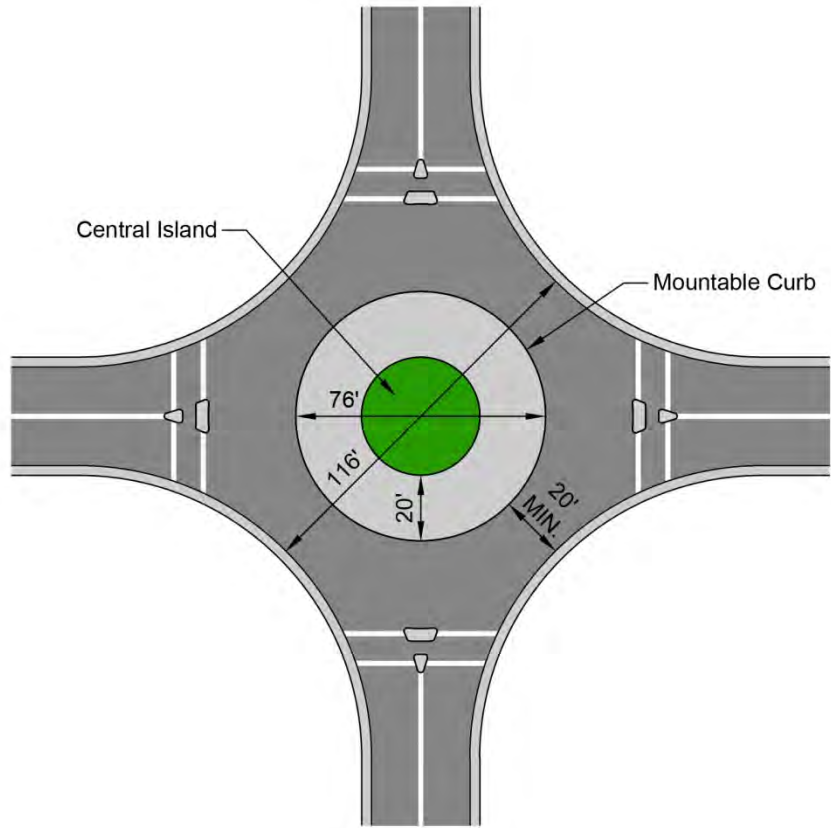
* Pedestrian Trail Location is Shown on Exhibit 4.7.

Cross-Section: Minor Residential Street with Pedestrian Trail



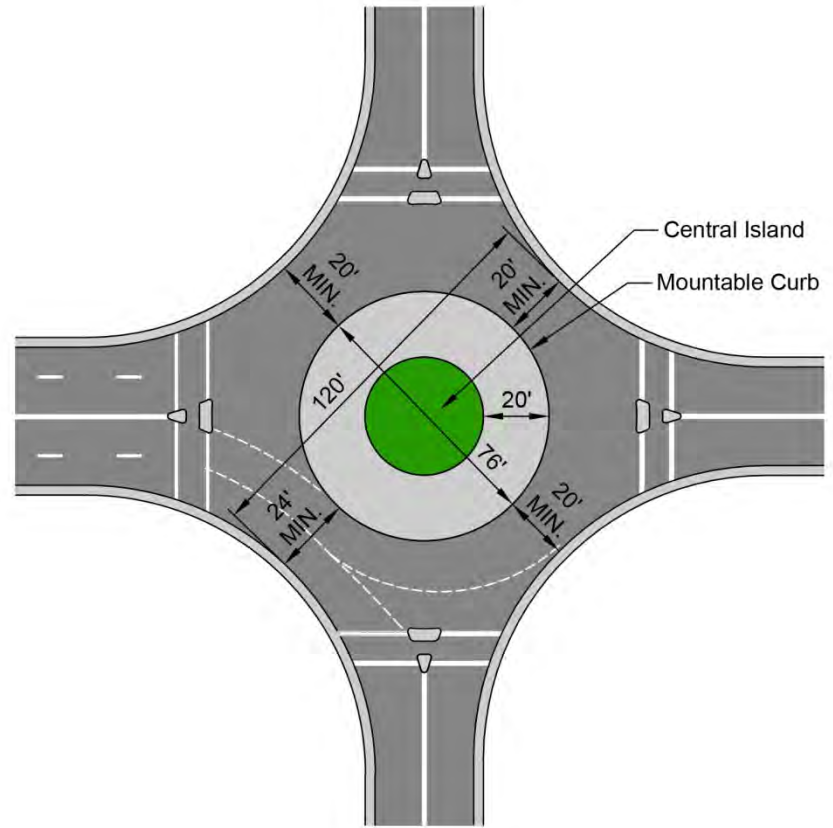
Exhibit 4.6: Residential Street Sections

SUD-B Northeast Quadrant Specific Plan 4-14



2-Lane Conceptual Roundabout

*Note: Outside of roundabout shall utilize a vertical curb



4-Lane to 2-Lane Conceptual Transition Roundabout



Exhibit 4.7: Conceptual Roundabouts

SUD-B Northeast Quadrant Specific Plan 4-15

4.3 Bikeways

The City's Bicycle Transportation Plan provides for both on-street and off-street bikeway facilities. Below is a description of the bikeways provided in this Specific Plan area. Exhibit 4.7, Bikeway and NEV Route Plan, depicts the proposed bike paths and NEV routes in this Specific Plan area.

4.3.1 SUD-B NEQ Specific Bikeway Plan

The proposed bikeway plan within this Specific Plan area provides bicycle circulation that creates a bike-friendly environment with the collector streets containing dedicated bike lanes to promote safe bicycle access for these higher volume streets. Open space corridors within Markham Ravine and Auburn Ravine will have multimodal trails. These selected routes will provide interconnectivity with the City's Bicycle Transportation Master Plan which includes a connection to Douglas Drive, east of this Specific Plan area.

4.3.2 Class I Bike Paths

A Class I bike path is an off-street bike path that is used by bicycles and pedestrians with minimal roadway interruptions. In addition to providing a safe path of travel for bicyclists and pedestrians, Class I Bike paths provides access to open space areas for both emergency and maintenance vehicles. Within this Specific Plan area, proposed Class I bike trails will travel

through the open space corridor PA-11 (per Exhibit 3.1, Land Use Plan) and along Markham Ravine and Auburn Ravine. All off-street bike paths in this Specific Plan area will be designed to allow for both pedestrian and bicycle travel. These multi-use trails are intended to eventually connect with the larger planned trail systems in these ravines per the City's Bicycle Transportation Master Plan.

4.3.3 Class II Bike Lanes

A Class II bike lane is an on-street bike lane delineated for one-way bike travel on a roadway. Collector streets within this Specific Plan area as well as the eastern side of Nelson Lane will have Class II Bike Lanes to provide separation where bicycles could interact with significant levels of traffic. In most cases, the bike lane will be shared with Neighborhood Electrical Vehicles (NEVs). An 8-foot lane is provided to ensure adequate width for both bicyclists and NEVs. The City's Bicycle Transportation Master Plan also depicts Class II bike lanes on the western side of Nelson Lane when widened to 6 lanes.

4.4 Neighborhood Electric Vehicle Routes

Neighborhood Electric Vehicles (NEVs) are efficient for short-distance trips, reduce the consumption of fossil fuels, have zero emissions at the point of use, and generate less noise than gas vehicles. The City has won an award for the use of the NEVs in the past and plans to expand the routes and enhance connectivity within Lincoln and future villages. The City of Lincoln NEV Transportation Plan, dated August 2006, provides a comprehensive citywide NEV circulation system to encourage the use of NEVs.

This Specific Plan supports this alternative mode of transportation and proposes a roadway system designed to facilitate safe and convenient NEV travel. NEVs can be used on all roadways within this Specific Plan area that have a posted speed limit of 35 miles per hour or less. In addition, Class II NEV routes, which are on-street striped lanes adjacent to traffic that allow for combined NEV/bicycle use, will be provided along northbound Nelson Lane, eastbound Nicolaus Road, and Hemphill Drive. Exhibit 4.6, Conceptual Bikeway and NEV Route Plan, shows the proposed striped NEV routes in this Specific Plan area.

4.5 Pedestrian Circulation

The Specific Plan sidewalk and trail system provides pedestrian connections from proposed commercial and residential development to the adjacent existing residential neighborhoods open space, parks, and with connectivity opportunities to the citywide trail system that links to downtown Lincoln. The Specific Plan will provide a system of pathways and trails creating a healthy and walkable community with minimal barriers and greater emphasis on the non-motorized modes of transportation.

The pedestrian circulation network for SUD-B NEQ consists of neighborhood trails and sidewalk connectors throughout to provide a comprehensive trail system within this Specific Plan area. Exhibit 4.7, Sidewalks and Trails Plan, depicts the conceptual locations of these trails and sidewalk connectors. Ultimate trail locations and alignments will be determined based on site conditions, engineering feasibility, and design refinement.

4.5.1 Neighborhood Trails

These trails are located within the open space, parks, and landscaped corridors. Designed to provide public access through Markham Ravine, Auburn Ravine and adjacent open space, the Neighborhood Trails are intended to showcase the surrounding natural resources. These trails provide a path for pedestrians and bikeway traffic. The trail will be paved with asphalt, concrete and/or decomposed granite.

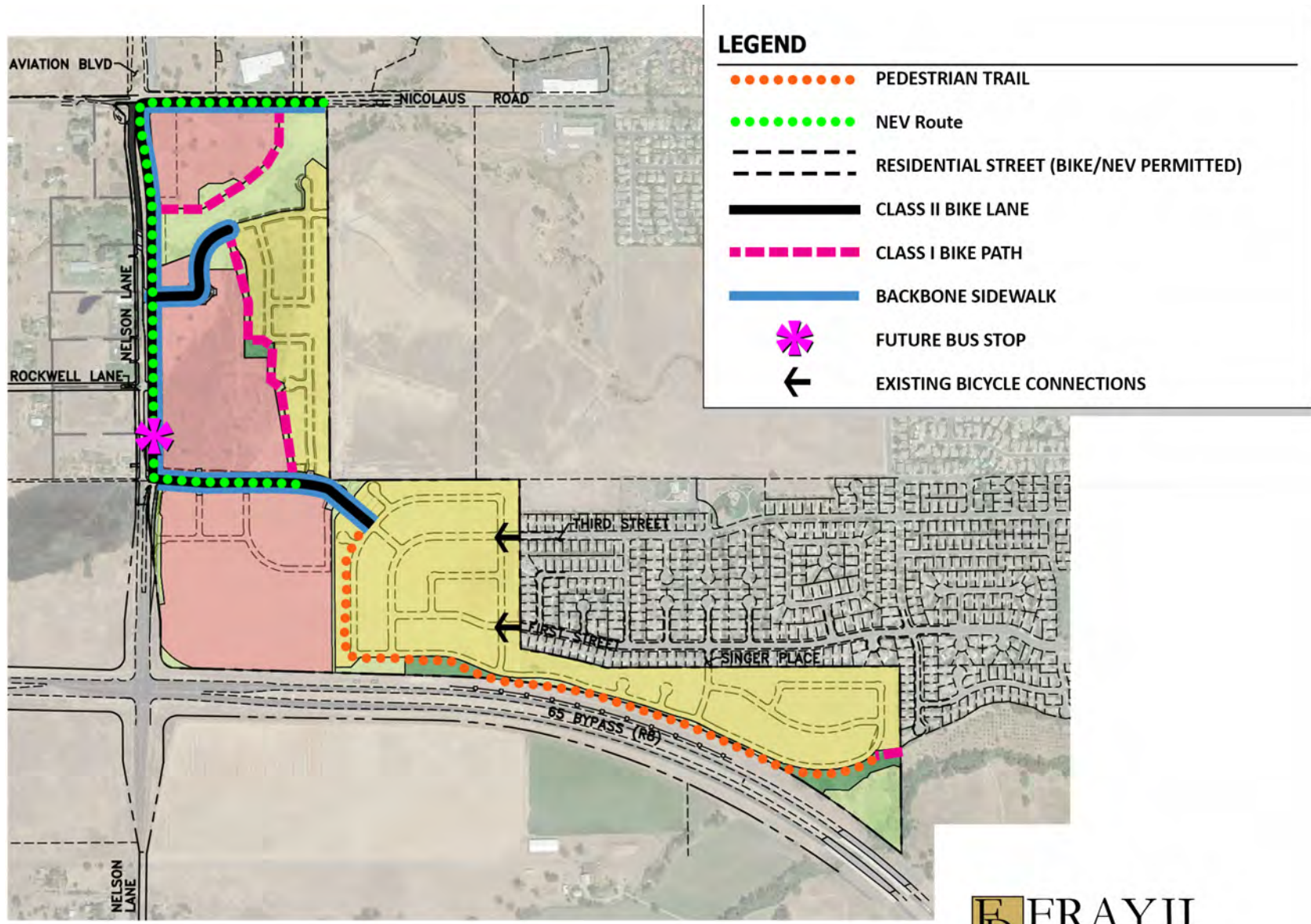


Exhibit 4.8: Bikeway and NEV Route Plan
 SUD-B Northeast Quadrant Specific Plan 4-18



4.5.2 Sidewalks

Sidewalks serve as the primary backbone pedestrian circulation network within the neighborhoods and provide connectivity between the trails within this Specific Plan area. Sidewalks connect individual homes to gathering places, trails, commercial developments, and arterial roads that could provide public transportation. Sidewalks within SUD-B NEQ will vary in width between 4' to 6' and will be constructed of concrete. Collector and Arterial street sidewalks are shown on Exhibit 4.8.

4.6 Public Transportation

4.6.1 Bus System

The City may consider a bus turnout and shelter at either Nelson Lane and/or Hemphill Drive as shown in Exhibit 4.7. Transit services in the City of Lincoln are operated by Placer County Transit, which provides connections inside the City of Lincoln and to the greater Placer County Area. Placer County riders can make a connection to Lincoln's Historic Downtown and points in between at the Twelve Bridges Transfer Point via the Downtown Circulator. Transfers between the Downtown Circulator and PCT at the Twelve Bridges Transfer Point are free with transfer slip. Discount passes are also available.

Inside Lincoln, two fixed routes provide transit services, the Lincoln Loop (Route 204) and the Downtown Circulator (Route 205).

The Lincoln Loop (Route 204) operates throughout the City with stops at many schools, parks, community centers, and other points of interest. The Loop starts each morning at the southwest corner of Venture and Lakeside Drives. It makes its way to the Lincoln Transfer Point at Third and F Street and thereafter, throughout the City. The Loop completes its one-hour rotation when it returns to Venture and Lakeside Drive.

The Downtown Circulator (Route 205) operates in Historic Downtown Lincoln and along Hwy 65 with stops near City Hall, downtown retail centers, Safeway Center, Twelve Bridges Library, Twelve Bridges Medical Center, and Kaiser Permanente. The Circulator starts each morning at the Lincoln Transfer Point at Third and F Street and connects with the Loop there. The Circulator completes its one-hour rotation when it returns to the Lincoln Transfer Point. (Source: City of Lincoln Website)

SUD-B NEQ

Specific Plan

4 | Circulation Plan

4.6.2 Dial-A-Ride

Lincoln Transit Dial-A-Ride (DAR) is a curb-to-curb, shared-ride paratransit service for the general public which operates within the city limits of the City of Lincoln. DAR passengers are transported in smaller buses which are Americans with Disability Act (ADA) compliant and equipped with wheelchair lifts and securement areas. Buses are clean and temperature controlled.

DAR buses can be used for medical appointments, shopping, commuting to work, meetings, recreation, visiting and much more. DAR cannot be used for transporting school-age children to and from school or school-sponsored activities regardless of whether they are traveling alone or accompanied by an adult. (Source: City of Lincoln Website).

5. INFRASTRUCTURE AND PUBLIC FACILITIES PLAN



5.1 Introduction

This chapter provides an overview of the existing public utilities and services in the City of Lincoln and in particular those within or adjacent to the Specific Plan area. It also identifies the required backbone infrastructure necessary to serve the build-out of the Specific Plan and potential future developments. The intent of this Specific Plan is to ensure the timely implementation of public utilities and services to maintain the service levels as specified in the City's General Plan.

Specific utilities and services that will be required by the development include water, wastewater, storm drainage, and dry utilities such as gas, electricity, telephone, cable and solid waste disposal. Public services that will be provided to this Specific Plan area include parks and recreation, schools, library, law enforcement and fire protection.

This Chapter establishes the general improvement requirements in accordance with the existing and potential future facilities, and demonstrates the conceptual design of community infrastructure to provide for the demand at build-out. The proposed infrastructure improvements will be in compliance with the City of Lincoln and other applicable local, state, and federal laws and regulations.

Utilities providers for the Specific Plan area are identified in Table 5.1. The information shown in this chapter is based on the best available studies and research within the development area, and is subject to refinements and revisions as the design stages progress.

Table 5.1
Utility Provider Summary

Utility / Services	Provider
Wet Utilities	
Water (<i>Potable & Reclaimed</i>)	City of Lincoln
Wastewater	City of Lincoln
Drainage	City of Lincoln
Dry Utilities	
Electricity	Pacific Gas and Electric
Natural Gas	Pacific Gas and Electric
Telephone	AT&T, Surewest
Cable	AT&T, Surewest
Waste Management	
Solid Waste	City of Lincoln
Recycling	City of Lincoln

While a general discussion of phasing, financing and maintenance mechanisms is provided in Chapter 6 of this Specific Plan, specific phasing and infrastructure funding obligations will be detailed in the development agreements for each development project.

5.2 Backbone Infrastructure

5.2.1 Water

According to Appendix F of the March 2008 City of Lincoln General Plan and based on the City of Lincoln 2015 Urban Water Management Plan (June 2016), Water Recycling Study and Facilities Plan (May 2003), and Groundwater Management Plan (November 2003), the City of Lincoln is the municipal water purveyor and is responsible to provide safe, reliable and affordable water for the area shown in the City of Lincoln Conceptual Water Distribution Map (June 2004), and the proposed land uses as shown in the updated General Plan Land Use Map.

The March 2008 General Plan water demand was estimated to be approximately 53,000 acre-feet per year (AF/yr). The projected demand will be met from a combination of five types of supply and from the following sources:

- Potable, treated surface water from Placer County Water Agency (PCWA).
- Potable, treated surface water from Nevada Irrigation District (NID) (under study at this time).
- Potable groundwater from City wells.

1. Existing Water Facilities

The City of Lincoln provides water service throughout its jurisdiction with its water source from Placer County Water Agency (PCWA), Nevada Irrigation District (NID), and municipal wells. One existing well site adjacent to this Specific Plan area is on Nicolaus Road east of Nelson Lane.

Treated water is delivered to the City of Lincoln at the Lincoln Metering Station. The Lincoln Metering Station is owned and operated by PCWA and is located adjacent to the 5-million-gallon tank at Catta Verdera South (Reservoir 2). Water received by PCWA, at the Lincoln Metering Station, is split. With a 16-inch diameter pipe routing water to serve Catta Verdera and a 30-inch diameter pipe leads water to serve the lower part of the City's system.

The primary source of water for this Specific Plan area is the City Reservoir 1 storage tank, which supplies water to downtown Lincoln and west along Third Street and Nicolaus Road to the Specific Plan area. The 3-million-gallon storage tank is supplied from Reservoir 2 tank located in Catta Verdera. Reservoir 2 supplies water to Reservoir 1 through a combination of 12-inch, 16-inch, 20-inch and 36-inch water pipelines.

The City is currently in construction of the 10-million-gallon storage tank at Catta Verdera North (Reservoir 3). Once completed, the storage tank will feed a 36-inch

pipeline that will connect to the existing 24-inch pipeline at the intersection of Twelve Bridges and Stoneridge.



2. Proposed City and Specific Plan Water Facilities Improvements

The initial phase of water facility improvements is to connect to the existing water system. At the northern end of the Specific Plan area, there will be two connections into the existing 12-inch waterline in Nicolaus Road. One connection will be a waterline that will serve the planned commercial zone in the north area of the Specific Plan. Immediately east of the commercial connection point, the existing 12-inch waterline connects to a 16-inch trunk line heading east in Nicolaus Road. The second connection is at Nicolaus Road and Nelson Lane intersection with an 18-inch trunk line which extends south along Nelson Lane and terminates at Hemphill Drive. Per the 2050

SUD-B NEQ

Specific Plan

5 | Infrastructure and Public Facilities Plan

General Plan, the 18-inch trunk line in Nelson Lane is a portion of the Preliminary Master Water Plan of the City. This 18-inch line will continue south from Hemphill Drive, along Nelson Lane, until ultimately connecting to the existing City water system. The 18-inch line, along Nelson Lane to the southernly driveway south of Hemphill Drive, is planned to be constructed with the development of Village 5 and the remainder of SUD-B.

The water improvements, within this Specific Plan, will include construction of the new 18-inch transmission line from Nicolaus Lane to the southernly driveway south of Hemphill Drive along Nelson Lane and installing backbone water lines to serve each development area within the plan area.

The new 18-inch transmission line will be able to deliver water from the supply water treatment plant to the Specific Plan area. Based on the historical data available, SUD-B NEQ will not have any proposed wells within its boundaries; however, it will benefit from the existing and proposed new well sites in other locations of the City.

In addition to the above proposed improvements, internally looped domestic water backbone lines are planned to provide water to service connections within the development. The proposed improvements are shown in Exhibit 5.1, Backbone Water System Plan. All the water facilities will be installed per the City of Lincoln's Design Criteria and Procedures Manual and will be operated by the City.

Additionally, non-potable water is expected to be available within this Specific Plan area at a future date. At that time, the water supply for the irrigation of landscape corridors along Nelson Lane, the collector roadways and commercial areas, within this Specific Plan could be changed from the potable water supply (utilized at time of installation) to a reclaimed water system when available, if desired, by the commercial development owners. If the owner elects to utilize non-potable water, payment of all water connection fees will be required. At the time of initial irrigation installation, the systems could be designed in compliance with the City's reclaimed water standards to allow a simple transition if the water source for the irrigation is desired to be changed from potable to reclaimed in the future. All the water facilities will be installed per the City of Lincoln's Design Criteria and Procedures Manual and will be operated by the City.

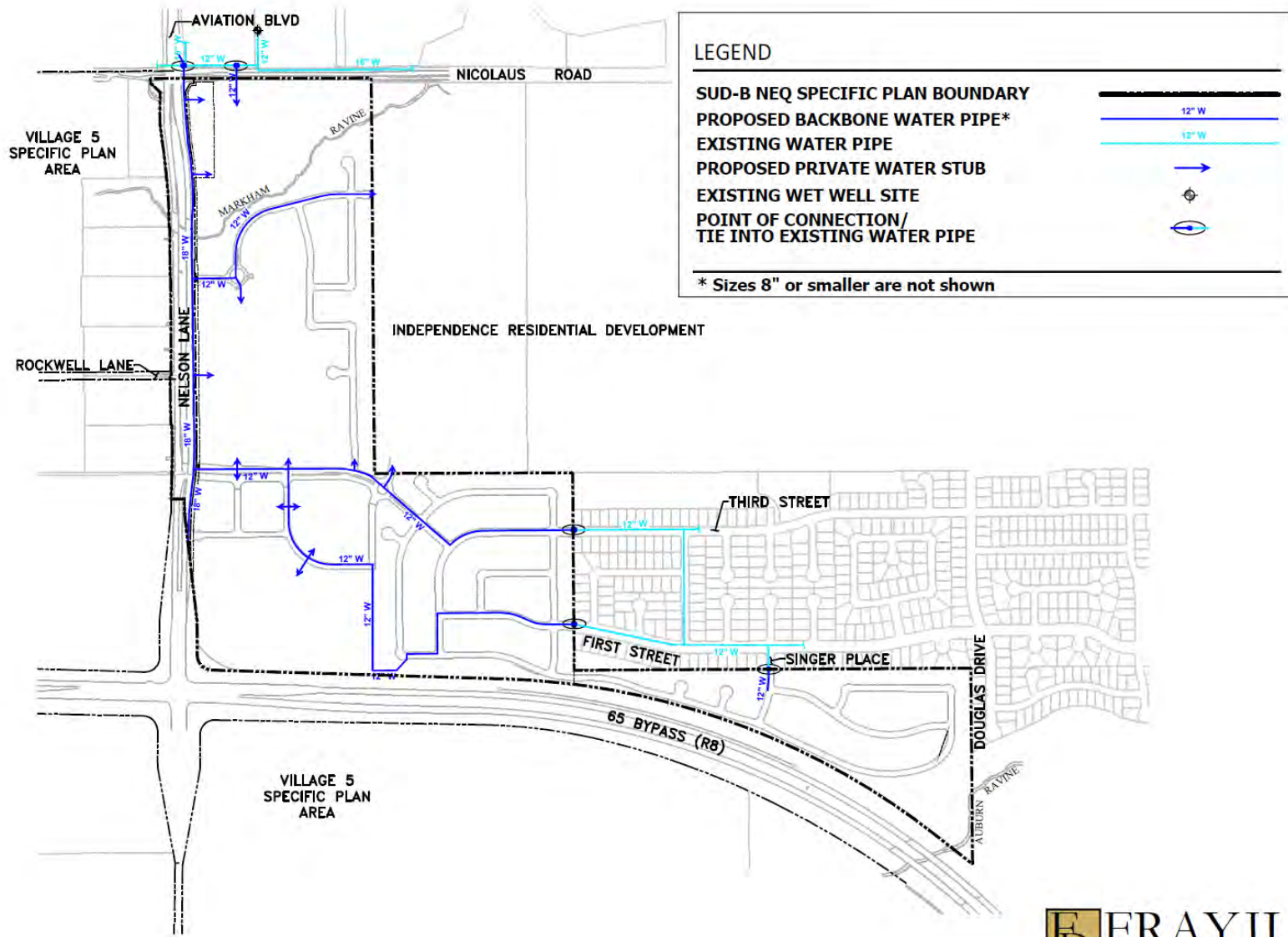


Exhibit 5.1: Backbone Water System Plan
 SUD-B Northeast Quadrant Specific Plan 5-5

5.2.2 Wastewater

The sanitary sewer service to the Specific Plan area will be provided by the City of Lincoln treatment system using the existing regional Wastewater Treatment & Reclamation Facilities (WWTRF) located to the southwest of the City. Consistent with the City's Urban Water Management plan, reclaimed water will be provided for irrigation and landscape corridors from future a future 36" reclaimed water line provided by others. The state-of-the art regional treatment facility has excess capacity with the need for future expansion. The future expansion will be part of future development agreement negotiations.

3. Existing Wastewater Facilities

The City of Lincoln owns and operates the WWTRF which was first opened in 2014 with a rated Average Dry Weather Flow (ADWF) capacity of 4.2 Million Gallons Per Day (MGD). The WWTRF underwent an expansion in 2015 which added another 1.7 MGD, for a total current ADWF plant capacity of 5.9 MGD. The existing influent ADWF to the WWTRF is approximately 4.5 MGD. The City recently awarded a contract to design expansion options for the WWTRF. Phase 1 of the proposed design is for the construction of a 1.3 MGD Oxidation Ditch. Phase 2 of the design is to add an additional 0.8 MGD with a new Clarifier. The goal is to have Phase 1 completed in June of 2020, bringing the anticipated ADWF capacity of the plant to 7.2 MGD.

The Specific Plan area will be served by two existing sewer lines, a 10-inch sewer line in Nicolaus Road east of Nelson Lane, and a 36-inch trunk sewer south of Douglas Drive located east of this Specific Plan. The 10-inch sewer line flows east into the existing Nicolaus Road Lift Station, located approximately 1/2 mile east of the Nelson Lane/ Nicolaus Road intersection. From the lift station, a series of force mains, pump stations, and gravity lines, lead to the existing 36-inch trunk line in Douglas Drive, which is this Plan's other sewer connection point. South of this sewer connection point, the existing 36-inch trunk line flows under Auburn Ravine, and ultimately to the WWTRF Treatment Plant.



4. Specific Plan Wastewater Generation

This SUD-B NEQ Specific Plan area is 186 acres (excluding the Nelson Lane and Nicolaus Road existing right-of-way being annexed into the City) corresponding to properties owned by Gill Property Development, LLC and Perry-Arrillaga. That area, 84.6 acres are identified for Low Density Residential and 71.1 acres for Commercial. According to the design procedures set forth by the City of Lincoln, this corresponds to 0.57 MGD of average daily wastewater flow, 1.46 MGD Peak flow. Tabular summaries detailing this analysis can be found in the Lincoln SUD-B NEQ Specific Plan Sewer System Report.

5. Proposed City and Specific Plan Wastewater Improvements

This Specific Plan has two proposed connections into the existing City of Lincoln sewer system. One sewer connection is the 36-inch line located south of Douglas Drive with the other a 10-inch line in Nicolaus Road east of Nelson Lane. The 10-inch sewer line eventually flows to the 36-inch line in Douglas Drive, under Auburn Ravine, and ultimately to the WWTRF Treatment Plant.

The City's master plan for the WWTRF has allocated capacity to serve the Specific Plan area. Based on the City's design standards, the total average flow generation for SUD-B NEQ is estimated at 0.57 MGD, and the WWTRF has an approximate additional capacity of 1.8 MGD average daily flow. Refer to the SUD-B NEQ Specific Plan Sewer System Report for additional information.

Per the 2050 City General Plan and detailed in the Village 5 Specific Plan, a 42-inch trunk sewer line in Nelson Lane will be constructed by others. This proposed 42-inch line would commence at the intersection of Nicolaus Road and Nelson Lane and flow south to the WWTRF. This trunk line will have the capability to serve the SUD-B NEQ Specific Plan area, though sewer connection into this trunk line is not needed. The Specific Plan's proposed sewer system will work independently and will not rely on the existence of the future trunk line in Nelson Lane.

The City will have the option to eliminate this Specific Plan's lift station in favor of using a gravity sewer system in the future. This lift station will be plumbed and be provided with a sealed stub that could be used to connect to the future trunk sewer line in Nelson Lane. Cost to convert system from sewer force main to gravity will be borne by the developers.

Exhibit 5.2 illustrates the wastewater collection system for SUD-B NEQ, which includes the potential future connection into the trunk sewer line as planned in the Village 5 Specific Plan.



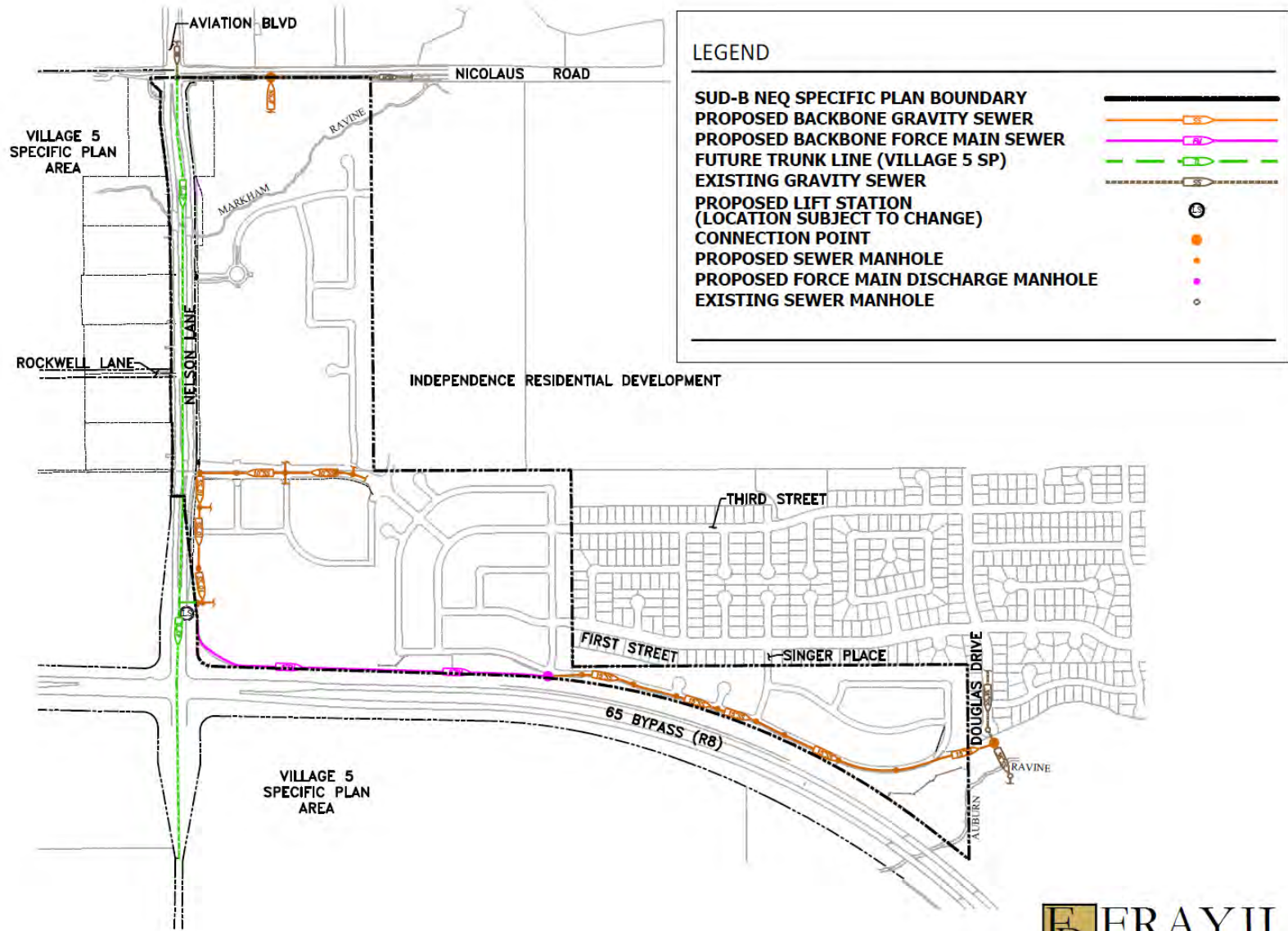


Exhibit 5.2: Backbone Wastewater System Plan

SUD-B Northeast Quadrant Specific Plan 5-8



5.2.3 Storm Drainage and Flood Control

The City of Lincoln limits area tributaries to multiple streams of the North Drainage Canal of the Natomas Cross Canal (see the General Plan Update - Drainage and Hydrology Constraints prepared by Civil Solutions). That report summarizes the overall City drainage existing and proposed facilities in addition to the policies and requirements for new developments.

The City has completed updates to Federal Emergency Management Agency (FEMA) maps, which are anticipated to become effective in 2017. These updates are based on the latest modeling performed by the City for the various watersheds and to reflect recent developments in the City such as Del Webb and Lincoln Crossing master planned communities. The City is in the process of completing changes to the FEMA maps based on modeling performed for Village 1 and replacement of the McBean Park Drive bridge over Auburn Ravine, near downtown Lincoln.

The proposed drainage improvements within SUD-B NEQ include a combination of conventional subsurface and surface drainage systems, including construction of pipe conveyance systems, drainage basins, and outfalls. In addition, the development incorporates water quality treatment methods for stormwater and other urban runoff, as described in Section 5.2.4, Water Quality.

1. Existing & Proposed Hydrology

The existing northern portion of SUD-B NEQ and residential area PA-5 (per Exhibit 3.1, Land Use Plan) primarily drains to Markham Ravine. The southwestern area drains to Nelson Lane or to the existing ditch along Highway 65 tributary to Markham Ravine. The existing southeastern portion of the Specific Plan area generally drains to Auburn Ravine.

SUD-B NEQ consists of two major drainage sheds, the Auburn Ravine and Markham Ravine watersheds that are labeled AR and MR on Exhibit 5.3. Approximately two-thirds of the site drains to the Markham Ravine watershed and approximately one-third drains to the Auburn Ravine watershed. See SUD-B NEQ Drainage Report for detailed information. The adjacent land areas surrounding this Specific Plan area to the north and east will not have onsite or offsite post-project runoff.

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1. Proposed City and Specific Plan Drainage Improvements

The Specific Plan's drainage improvements are illustrated on Exhibit 5.4, and are subject to refinement at the Tentative Map and Improvement Plan level. Stormwater will be collected and piped from the proposed development areas and discharged through outfalls into the open space drainage corridors. The drainage system is a gravity system and will be designed and constructed in accordance with City of Lincoln Improvement Standards.

The backbone trunk drainage, location of outfalls, and basins are shown on Exhibit 5.4, which are based upon best available information and subject to refinement and revisions as the design stages progress.

This Specific Plan incorporates stormwater quality treatment through the implementation of storm water quality basins and grassy swales at pipe outfalls and soil amendments in appropriate areas to remove pollutants by filtration.

2. Retention and Detention

Detention ponds are designed to temporarily hold a set amount of water while slowly draining to another location while retention ponds are designed to hold a specific amount of water indefinitely. New development projects within the City of Lincoln are required to have the

increase of post-project runoff volume retained, to ensure no adverse impacts are created downstream of the development. The SUD-B NEQ will fulfill this requirement by paying into the City's regional storm water retention facilities, which includes a retention pond at Lakeview Farms.

The SUD-B NEQ will have several onsite detention basins. Each portion of development within this Specific Plan area will develop detention facilities in accordance with the Master Drainage Plan, Hydrologic (HEC-1) modeling results. Onsite features will employ best management practices to slow water, filter out contaminant and encourage infiltration and evapotranspiration.

Storm drain basins are proposed in various locations within the Specific Plan area to detain and treat onsite runoff. Detention reduces post-project flows to below existing conditions to meet the City's requirements. Water quality treatment methods for stormwater and other urban runoff, are described in the next section. The proposed basin within OS PA-12, located at the northwest corner of the Specific Plan area, may potentially be relocated further west once the future Nelson Lane and Highway 65 interchange is constructed. The future interchange would provide additional open space area near the off/on ramps from Highway 65 and could be utilized for storm drain detention basins.

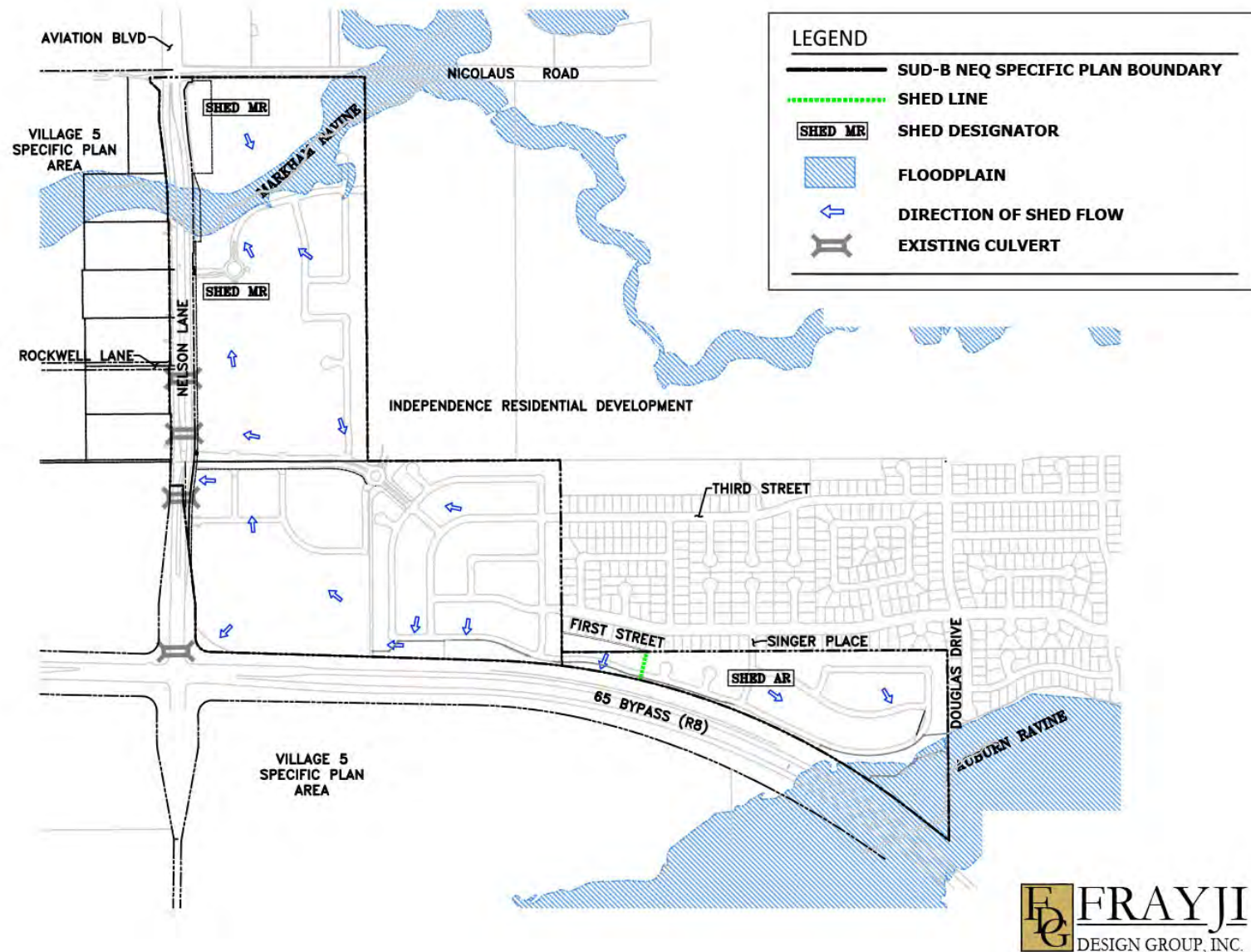


Exhibit 5.3: Drainage Sheds and Floodplain

SUD-B Northeast Quadrant Specific Plan 5-11



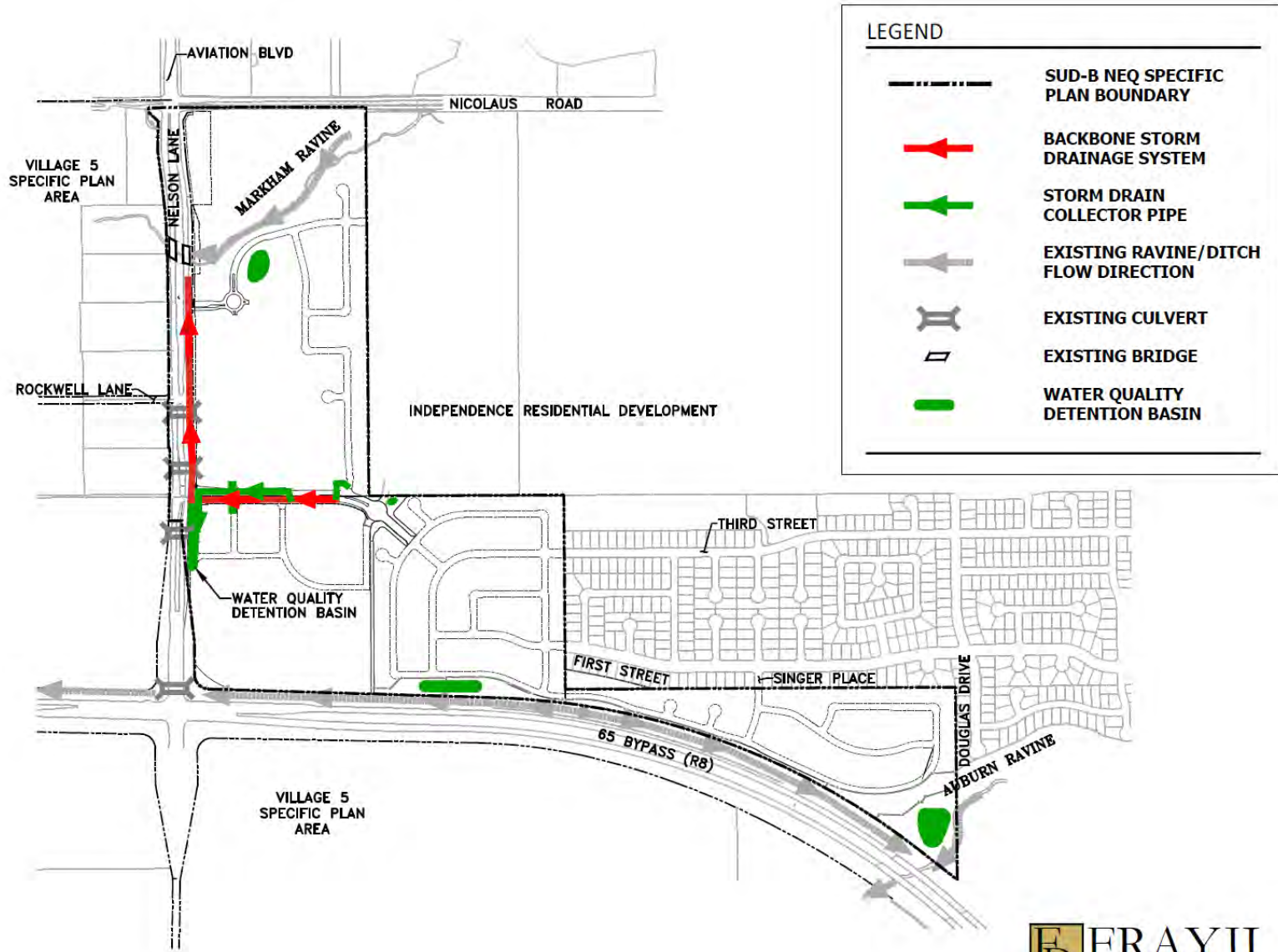


Exhibit 5.4: Backbone Drainage System Plan

SUD-B Northeast Quadrant Specific Plan 5-12

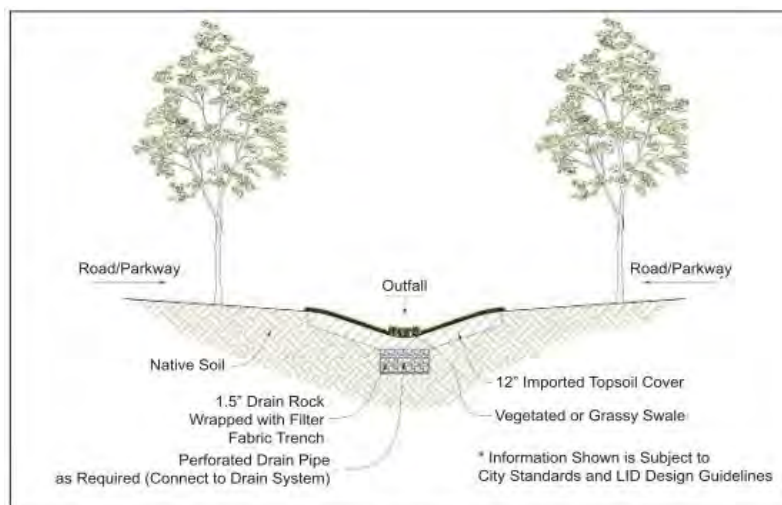


5.2.4 Water Quality

The Specific Plan has been developed with great emphasis on water quality by utilizing many of the principles in Low Impact Development (LID). LID is a sensible approach to stormwater water quality management for urban areas. Many green sustainable features that are an integral part to water quality have been included in the development of this plan, and many other principles and LID tools and techniques will be implemented during the development phase of the project. The design elements referenced here are intended to be a guide and are conceptual and may be modified at final design. LID seeks to reduce runoff, maximize infiltration, provide for beneficial reuse, eliminate pollutant loading, and encourage symbiotic environmental planning.

Major green and sustainable features used in this Specific Plan include setting aside open space (including the preservation of Markham Ravine and Auburn Ravine), buffering wetland areas, the inclusion of many landscape buffers and green corridors, as well as compact and sensible development. These sustainable features aid in maintaining a large portion of the natural hydrologic character of the Specific Plan area, thus minimizing the negative impacts on water quality.

As the individual development area increases, the goal will be to use extensive Best Management Practices (BMP) and techniques to treat and protect surface ground water quality. Bio-filtration of surface runoff is one effective way to treat surface runoff and could be



Typical Bioswale

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incorporated in the open space and landscape areas. All proposed water quality treatment methods will be in accordance with the local and the State Water Resources Control Board (SWRCB); refer to the West Placer Storm Water Quality Design Manual, and the National Pollutant Discharge Elimination System (NPDES) Phase II requirements. The emphasis in SUD-B NEQ will be on controlling the pollutant at the source by applying the LID principles. Using LID Tools is a cost-efficient and effective method for managing runoff and protecting the environment without the need for extensive water quality improvements.

Source level LID tools for the Specific Plan area include the implementation of techniques such as the use of drainage basins, porous pavement, reduced hardscape, amended soil, bioretention cell or rain garden, disconnected roof drain, tree planting, and preservation of native vegetation and natural drainage flow. Solutions such as porous pavement and reduced hardscape seek to maximize infiltration and slow runoff, although application may be limited due to the clay soils with shallow hardpan. Amended soil, bioretention cells and rain gardens also reduce and slow runoff, but also can be utilized to offset irrigation water use. Native vegetation can also serve to reduce summer irrigation demand. Enhanced natural drainage will also serve to slow and meter runoff to pre-development conditions while enhancing retention in a visually pleasing setting.

SUD-B NEQ will capitalize on the use of Stormwater Quality Basins (SQB) and Water Quality Swales (WQS)

due to the ability to process stormwater while being blended into the open space environment. SQB are low-gradient, often vegetated surface detention / retention basins into which surface water runoff is directed for cleaning. WQS are similar, but do not have detention features.

The function of a SQB/WQS is to treat runoff for pollutants like bacteria, nutrients, heavy metals like lead, fine sediment, some pesticides and herbicides, and residual oil and grease. Vegetation in a SQB/WQS helps to dissipate terminal water velocity and encourage deposition and filtration of fine sediment, organic debris and heavy metals. These pollutants are then immobilized and no longer pose a threat to downstream water quality. When water carrying pollutants infiltrates into the soil, some of the pollutants are decomposed by bacteria. Pollutants that can be broken down in this way are oil from roads and parking lots, and some pesticides and herbicides. Excess nutrients from fertilizers are taken up by the plants growing in the soil. Urban runoff often also contains potentially harmful bacteria from septic or sewer leaks or domestic animal feces. The concentration of these bacteria is reduced through breakdown by solar radiation when runoff is retained in a bioswale.

In addition to the LID tools listed above, buffer zones adjacent to wetlands and sloughs as bio-filtration, stormwater detention/retention

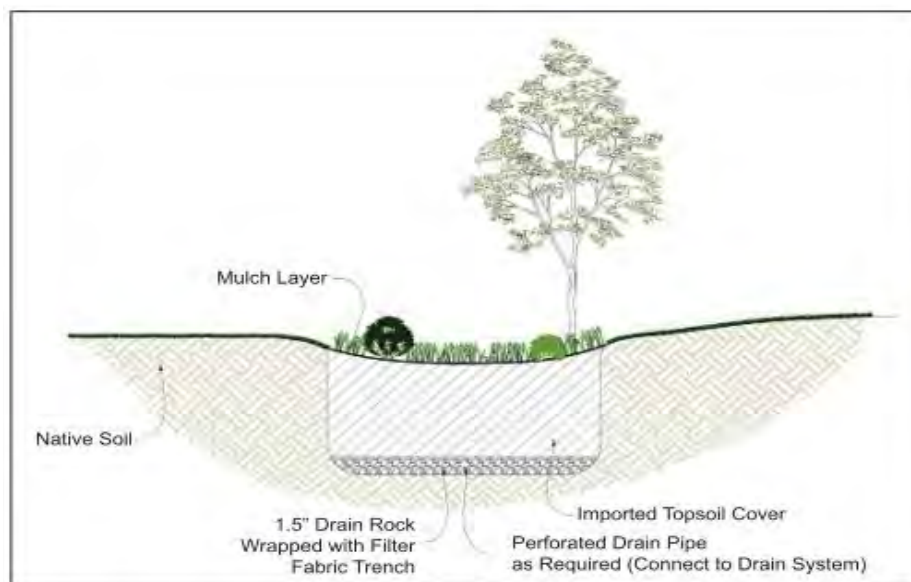
basins (where applicable) that also provide active and passive recreational opportunities may be included. The open space areas and landscape corridors will be used to help control stormwater runoff as close to the source as possible, slow the flow of water and convey water on the surface. Utilizing these methods of conveyance not only minimizes the installation cost of major pipe conveyance system, but will also focus on mimicking the natural hydrological process and enhance the wildlife habitat, in addition to their great water quality enhancement role. Mechanical systems may also be utilized as an option to LID.

Bioretention may also be used in the open space or buffer areas. Bioretention areas function as soil and

plant based filtration devices that remove pollutants through a variety of physical, biological and chemical treatment processes. The reduction of pollutant loads from receiving waters is necessary for achieving regulatory water quality goals.

Media Filters and Tree Box Filters may also be utilized for treatment in permitted locations, and comply with the MS4 Permit and West Placer Storm Water Quality Design Manual. Media and Tree Box Filters examples are listed below:

Media Filter: Storm water media filters are typically two-chambered with a pre-treatment settling basin and a



Typical Bioretention

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filter consisting of sand, gravel, or other absorptive filtering media. Water flows into the first chamber to settle out large particles and then finer particles and other pollutants are removed as storm water flows through the filtering media in the second chamber.

Tree Box Filter: This is a manufactured system that provides biofiltration and media filtration to treat storm water runoff. Storm water flows into a pre-treatment chamber to remove large sediment, debris and trash before passing into the biotreatment chamber where physical straining, biological and chemical reactions in the mulch, root zone, and soil matrix occurs. These boxes function similar to bioretention areas.

The use of advancing technology of mechanical treatments may be implemented on the non-residential development that's in compliance with the SWRCB, and approved by the City of Lincoln. Mechanical methods may include Oil/Water Grit Separators (OWS) and Continuous Deflective Separation (CDS). OWS systems remove free and dispersed non-emulsified oil and some settled solids from waste streams whereas CDS units have sumps that trap pollutants in underground vaults for periodic maintenance removal the trapped pollutants.

5.3 Dry Utilities

Dry utilities, including electricity, natural gas, communication and solid waste, will be provided by

extending existing facilities and services by regional utility companies.

5.3.1 Electricity

Electrical service will be provided by Pacific Gas & Electric (PG&E). PG&E will supply adequate electric power and install necessary distribution facilities to serve the project area. All new lines installed in SUD-B NEQ shall be placed underground.

It should be noted that Assembly Bill 1890, commonly referred to as the "Public Utilities Act," has allowed for the deregulation of public utilities in California. Based on this Act, a number of other service providers are able to enter the marketplace. Consequently, there may be other utility service providers in the future providing the same services that PG&E currently provides to the general vicinity, whom customers may utilize if desired.

Energy users will be encouraged to consider energy sustainability. To assist with that goal on the generation side, the design standards provide the ability to install individual solar power in both residential and commercial zones to offset energy requirements of homes and businesses.

5.3.2 Natural Gas

Natural gas service will be provided by PG&E, in accordance with PG&E's policies and extension rules on file with the California Public Utilities Commission at the time the contractual arrangements are made.

It should be noted that Assembly Bill 1890, commonly referred to as the "Public Utilities Act," has allowed for the deregulation of public utilities in California. Based on this Act, a number of other service providers are able to enter the marketplace. Consequently, there may be other utility service providers in the future providing the same services that PG&E currently provides to the general vicinity whom customers may utilize if desired.

5.3.3 Communication

Traditional telephone service will generally be provided by AT&T or Surewest. Cable television and high-speed internet services will also be provided by AT&T and Surewest. Additional communication options are also available to the businesses and residences of SUD-B NEQ through numerous providers.

5.3.4 Solid Waste Disposal

The City's Department of Public Services provides solid and green waste collection services within the City. Waste is transported to the Western Placer Waste Management Authority's (WPWMA) 315.9-acre Western

Regional Sanitary Landfill (WRSL), located adjacent to the intersection of Athens and Fiddymont Roads, west of SR 65.

A Material Recovery Facility (MRF) at the WRSL separates and recovers waste products for recycling, reuse, or conversion to energy resources.

Projected solid waste generation from Specific Plan area can be accommodated within the approved and permitted expansion capacity. Fees will be collected from residential, commercial, and industrial accounts to cover collection costs and disposal methods.

5.4 Public Facilities and Services

This Specific Plan identifies the public facilities and services, including parks and recreation facilities, schools, libraries, law enforcement and fire protection services, necessary to meet the needs of SUD-B NEQ residents. Public facilities and services are described below.

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5.4.1 Parks and Recreation

Approximately 17% of the Specific Plan area is devoted to parks, open space, and recreation facilities that support a variety of recreational opportunities. This Specific Plan provides for three neighborhood parks, natural open space and buffer open space, as well as open space trails that run along Auburn Ravine and both sides of Markham Ravine. Also, Parkland identified on the Specific Plan's Land Use Plan will be improved and dedicated by the project developers to the City, pursuant to the terms contained in the development agreements for individual development projects.

The City's General Plan Public Facilities Elements requires 9-acres of park land be provided per 1,000 residents which consists of 3-acres of Community/Neighborhood parks, 3-acres of Open Space, and 3-acres of City-Wide/ Regional park. Table 5.2 provides a population estimate for the Specific Plan area. Actual Park Obligations will depend on the number of Dwelling Units present.

**Table 5.2
Population Estimate**

SUD-B Northeast Quadrant Population		
Estimated Dwelling Units	Dwelling	429 Dwelling Units
Population Density		*3.6 Persons / DU
Estimated Population		1544 Persons
*Source: City of Lincoln Municipal Code of Ordinances (Sec 17.32.040)		

With the City of Lincoln requirement of 3-acres per 1000 for each park land type and the estimated population of 1,544-persons, the resulting acreage is 4.6-acres. Table 5.3 provides the park land requirements for the Specific Plan, based on the Population Estimate.

**Table 5.3
Estimated Park Land Requirements**

Type of Parkland Required	Acreage
Open Space	4.6 acres
Neighborhood / Community Park	4.6 acres
Citywide Park	4.6 acres
TOTAL	13.8 acres

The Specific Plan provides Open Space and Neighborhood Parks as part of the Land Use Plan. No Citywide Park is present within this Specific Plan based on its limited size, therefore the Specific Plan will pay a fair share in-lieu fee to the City. Table 5.4 identifies the proposed parkland.

**Table 5.4
Specific Plan Park Land Provided**

Type of Parkland Provided	Acreage
Open Space/Corridors	22.8 acres
Neighborhood / Community Park	4.6 acres
Citywide Park	0 acres
TOTAL	27.4 acres

Table 5.5, Park Land Credit, provides a breakdown of both traditional and non-traditional park land provided within the Specific Plan area. The table below shows the amount open space and landscape corridor area credit toward park land dedication.

Table 5.5
Park Land Credit

Type of Parkland	Acreage Provided	Credit Ratio	Credited Acreage
Neighborhood / Community Park	4.6	1:1	4.6
Traditional Park Land Subtotal	4.6	--	4.6
Landscape Corridors w/ Trails	5.4	1:5	1.1
Open Space/ Natural Areas	16.3	1:10	1.6
Open Space	1.1	1:10	0.1
Non-Traditional Park Land Subtotal	21.7	--	2.8
Total Credited Park Land Acreage	7.4 acres		

As can be seen, the Specific Plan provides adequate Neighborhood/Community Park and no Citywide Park, but significantly more Open Space than what the City requires. However, the City also permits excess Open Space to be creditable against the total park requirements in other categories, at a ratio of 5 to 1 or 10 to 1 depending on the type. As this calculation also

will include credit for landscape corridors and trails, a final determination will need to occur once all development factors are known. However, the deficit, if any, that is determined to exist at the time of final maps will be mitigated through the payment of in lieu fees.

5.4.2 Schools

The Specific Plan area is located within the boundaries of Western Placer Unified School District (WPUSD). The WPUSD currently has four K-5 elementary schools, one K-8 school in Sheridan, one Grade 6-8 middle school, one Grade 9-12 high school, and two alternative schools in the City of Lincoln. Existing schools located within the vicinity that may serve the K-12 school level needs of the community include Creekside Oaks Elementary School, Glen Edwards Middle School and Lincoln High School. No new school facilities are anticipated. This Specific Plan will pay school fees, according to the existing fee at time of building permits.

5.4.3 Libraries

Library services will be provided by the Lincoln Public Library. The City currently operates the Lincoln Public Library, located at 485 Twelve Bridges Drive, that offers access to popular collections, school related resources, story times, and computers for word processing and internet access. SUD-B NEQ project developers will pay the required impact fees for capital improvements to the City libraries pursuant to the City's Public Facilities Element Fee program.

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5.4.4 Law Enforcement

Law enforcement services, including response to calls, crime investigation, crime prevention and public education, will be provided by the City's Police Department. SUD-B NEQ project developers will pay the required impact fees for police capital improvements pursuant to the City's Public Facilities Element Fee program.

The Lincoln Police Department is divided into three divisions: The Administrative Division, the Operations Division and the Support Division. The Office of the Chief of Police makes up the Administrative Division and is responsible for overseeing the entire operation of the Lincoln Police Department.

The Operations division consists of two units: Patrol and Investigations. These units are directly responsible for the enforcement of local and state laws, investigation of criminal activity, and ensuring the safety of the citizens of the City of Lincoln.

The Support Services division is composed of Communications, Records, Citizen Volunteers, Animal Control, and Property and Evidence. The goal of the Support Services Division is to maintain the day to day functions of the Lincoln Police Department, manage the business aspect of the agency, data and record retention, and continually assess the needs of the department and city while implementing programs to enhance the

experience of the Lincoln Police Department for customers and employees alike.

The Lincoln Police Department is located at 770 7th Street, Lincoln, CA 95648. (Source: Lincoln PD website)

5.4.5 Fire Protection

Fire protection and emergency response services will be provided by the Lincoln Fire Department. SUD-B NEQ project developers will pay the required impact fees for fire capital improvements pursuant to the City's Public Facilities Element Fee program.

The Lincoln Fire Department came into existence in 1896 with the formation of Lincoln Hose Company #1. Like nearly all organized fire services of that time, it was made up of volunteers from the community. Lincoln's volunteer fire service continued to evolve and existed as the source of fire protection to the community for many years. However, due to the rapid growth of the city and increased demand for services, the Fire Department began employing full time staffing in October of 2001 to better meet the needs of the growing community.

Today the Lincoln Fire Department strives to maintain a minimum of six personnel on shift every day. The Department covers roughly 20 square miles with a population of approximately 45,000 residents from its three stations located throughout the city.

The Lincoln Fire Department responds to various emergency and non-emergency incidents including, but not limited to, all types of fire, medical emergencies, public assists, and hazardous situations. Lincoln Fire Department call volume has more than tripled from 980 calls for service in 2001 to 3,612 calls for service in 2013. Firefighters complete a minimum of 20 hours of training each month. All personnel have a variety of advanced training in areas such as hazardous materials, swift water rescue, fire investigation, and training. The Lincoln Fire Department also participates in county wide training such as wild-land fire training, mass casualty incidents, structural fire drills, firefighter rescue and many others.

The Lincoln Fire Department Administrative Offices and Station No. 34 are located at 126 Joiner Parkway, Lincoln, CA 95648. (Source: City of Lincoln website)
Station No. 34 will serve the Specific Plan area and is approximately, 1.2 miles southeast of the plan area.

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6. RESOURCE MANAGEMENT PLAN



6.1 Overview

The property within the plan area consists of relatively flat land that is typical of the topography found in the Lincoln Area. The elevations range from approximately 120 feet above sea level along the north and west side of the plan area near Nicolaus Road and Nelson Lane to approximately 130 feet above sea level to the south, near the Highway 65 Bypass. Lower elevations are found in the ravine floodways.

The predominant existing land use in the area is agriculture that includes dry crop farming with single family homes located on large rural properties. There are two creeks, Markham Ravine and Auburn Ravine, with associated drainage features that run east-west across the property. A small parcel within the southeastern portion of the plan area already lies within the City of Lincoln city limits. The surrounding area to the north and east is already developed with single family homes. Vegetation consists of annual crops, non-native grasses, and some trees and shrubs. Surrounding residents have requested this remaining land be changed from its current agriculture designation due to noise and air pollution from farming and crop harvesting.

Markham Ravine is a natural drainage course that crosses the plan area from northeast to west between Nicolaus Road and Nelson Lane providing stormwater drainage, riparian habitat and a large open space corridor. Auburn Ravine is also a natural drainage course that crosses the southeast edge of the property.

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To a lesser extent it also provides stormwater drainage and riparian habitat to the Specific Plan area .

One of the guiding principles for this Specific Plan emphasizes preservation of natural habitats and integration of open space resources into the proposed development where feasible. Environmentally sensitive areas are to remain in their natural condition, whenever possible, and enhanced to promote wildlife habitat and provide corridors for pedestrian circulation.

This Specific Plan promotes an overall ecosystem-level conservation strategy that will be both ecologically viable and compatible with the Placer County Conservation Plan (PCCP). These goals will be met through the preservation and enhancement of natural habitat on site, combined with off-site mitigation and compensation.

The ecosystem-level strategy starts with the incorporation of storm water quality management controls located within the developed portion of the Specific Plan that minimize pollutants that would otherwise be discharged to the preserved aquatic habitat. Other protective measures, such as signage, restrictions on vehicular access, and pest management programs will be incorporated into detailed management plans developed in coordination with state and federal agencies.

The land use plan was designed to avoid areas of resource concentration and to allow for the uninterrupted flow of natural drainage ways.

6.2 Wetland Resources

The hydrologic functions and wildlife habitat values provided by wetlands and natural drainage ways are important environmental components that shape the character and quality of the Specific Plan. This Specific Plan intentionally seeks to preserve and enhance the biological value of aquatic resources where feasible.

6.2.1 Wetlands and Waters of the U.S.

Various wetland types occur throughout the Specific Plan area. Many of these occur as isolated basins within the areas of relatively flat topography, while others are associated with interconnected drainages that occur across the site. Section 404 of the Clean Water Act (CWA) requires that permits be obtained from the U.S. Army Corps of Engineers (Corps) for activities associated with the discharge of dredged or fill materials into wetlands under the jurisdiction of the Corps and other waters of the U.S. Consequently, all such activities within this Specific Plan will only occur under authorization from the Corps. Similarly, permits for impacts to waters of the state must be obtained from the Regional Water Quality Control Board and the California Department of Fish and Game.

The primary types of wetlands and other waters of the U.S. located within the Specific Plan area are described, below.

Seasonal Wetlands/Drainage Swales

Seasonal wetlands and drainage swales occur within the farmlands as shallow depressions underlain by slowly permeable soils. The seasonal wetland depressions/swales are typically saturated only during the “wet” period. The “drier” seasonal wetlands/swales may be dominated by low-growing grasses and annual herbs such as rye grass, Mediterranean barley, and hyssop loosestrife. “Wetter” features may be dominated by Baltic rush, annual rabbit-foot grass, Bermuda grass, and creeping spikerush. During the rainy season, these seasonal wetlands and drainage swales provide habitat for aquatic invertebrates and amphibians, contribute to groundwater recharge, and attenuate localized runoff. For most of the remainder of the year, wildlife use is similar to that of typical Central Valley non-native annual grassland habitat.

Auburn Ravine

Auburn Ravine, a perennial creek, crosses the southeastern portion of the property. Auburn Ravine originates to the east near the City of Auburn, and ultimately flows through the City of Lincoln to the East Side Canal. Auburn Ravine is characterized by its riparian habitat that includes several species of trees. Auburn

Ravine functions as an anadromous fish-bearing stream with year round flows that are primarily influenced by storm events and irrigation deliveries.

Markham Ravine

Markham Ravine is a perennial stream that crosses the north part of the property from east to west. Markham Ravine originates to the east of the City of Lincoln and flows through Lincoln to the East Side Canal. Vegetation along Markham Ravine is riparian with some trees sparsely located along its banks. It has year round flows that are influenced by storm events and irrigation.



6.2.2 Wetland Preservation and Compensation Program

A overall goal of this Specific Plan includes preservation of large, contiguous open space areas and to allow for the enhancement of many existing wetland features. Due to development constraints, not all wetland features can be feasibly avoided. Impacts occur primarily in areas where seasonal wetlands and drainage features are widely dispersed. This Specific Plan seeks to provide remedy for any affected wetland.

Authorization under CWA Section 404 from the Corps will be required to fill wetlands and other waters of the U.S. that are not avoided within the Specific Plan. It is anticipated that separate authorizations will be sought for each phase or parcel within the Specific Plan, although multiple phases or parcels may be combined under a single authorization. In total, the Section 404 permits will include provisions for the mitigation of all impacted wetlands under the jurisdiction of the Corps.

Although specifics may vary by phase, mitigation of impacted wetlands will be achieved through a combination of 1) on-site wetland creation/restoration, and 2) off-site mitigation through purchase of habitat credits and/or off-site wetland creation/restoration. Compensation ratios for the mitigation of impacted wetlands will be determined in consultation with the Corps pursuant to the terms of each Section 404 permit.

6.2.3 Resource Preservation Measures for SUD-B NEQ

During all phases of the Specific Plan, temporary high-visibility fencing will be installed and maintained adjacent to active construction areas that border sensitive open space, such as those areas subject to Section 404 permit-related restrictions. Signs will be placed on the temporary fencing indicating that sensitive wetland and wildlife habitats are located within the fenced areas and that access is restricted.

As phases of the Specific Plan are developed, permanent open fencing or other vehicle access control structures will be installed along the perimeter of the sensitive open space areas. Fencing, gates, and access control will help limit vehicular access to approved maintenance staff and emergency agencies. Pedestrian pathways within open space will be located in such a way that impacts to sensitive resources are minimized. Permanent signs will be installed at entrances into sensitive open space areas. The signs will list restrictions on the uses of the open space and will identify the open space manager.

6.2.4 Operations and Management Plan

Operations and Management Plans (O&M Plans) will be developed and implemented in accordance with Section 404 permits obtained from the Corps. O&M Plans contain provisions for monitoring and reporting as overseen by a preserve (open space) manager. As part of the O&M program, disturbance to the open space and other maintenance issues deleterious to habitat will be indemnified, including, but not limited to, damaged fencing, vandalism, damaged open space signage, invasive weeds, trash accumulation, waterway constriction and erosion. Each O&M Plan will establish standards by which the open space will be evaluated. Restrictions on the uses and activities within the open space will be detailed in each O&M.

Developers of the Specific Plan phases will each be responsible for construction, monitoring, and maintenance costs associated with any constructed or enhanced wetlands or waterways within their associated open space areas. At the time of the Final Maps recordation, the Open Space, as shown in the Land Use Plan, will be dedicated to the City, who will maintain the on-site open space areas as wetland and wildlife habitat in perpetuity.

6.3 Other Plant and Wildlife Resources

Habitat types within the Specific Plan area include non-native annual grassland, oak woodland, and riparian. These habitats are described below.

6.3.1 Non-Native Grassland

The Peery-Arriallaga property consists almost exclusively of disturbed non-native annual grassland. Most of this area has been disked, seeded and mowed annually for hay production for over 40 years. The primary vegetative cover consists of stubble from oat grass, but other plant life exists as well, mostly within the seasonal wetlands and property edges. Most common species are Fitch's tarweed, yellow flower tarplant, turkey mullein, and vinegar weed.

6.3.2 Oak Woodland

The oak woodland portion of the Specific Plan area is located along Auburn Ravine. Several mature valley oaks are located along Auburn Ravine with an understory of non-native grassland species. These include wild oats, riggut brome, medusahead grass, prickly lettuce, wild radish,

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wild mustard, filaree, English plantain, vetch, Spanish lotus, field bindweed and cutleaf geranium.

6.3.3 Riparian

The riparian vegetation along Markham Ravine and Auburn Ravine ranges from sparse to dense multi-storied. The area is vegetated by riparian woodland such as Northern California black walnut, willow, and valley oak, with an understory of Himalayan blackberry, and pokeberry. The riparian vegetation provides nesting and cover habitat for a variety of local wildlife species including song birds, raptors, waterfowl, opossum, raccoon, deer mouse, broad-footed mole, striped skunk, and gray fox.

6.4 Water Quality

The Specific Plan includes design elements to minimize the delivery of pollutants to protected wetlands and waterways. These elements include an emphasis on water quality management through use of Low Impact Development (LID) principles and conventional structural controls.

LID measures appropriate for use within the Specific Plan include: 1) stormwater runoff reduction and / or reuse measures, such as porous pavement, reduced hardscape, amended soil, and bioretention cells or rain gardens, and 2) stormwater treatment measures such as disconnected roof drains, bio-filtration, and grassy swales.

LID treatment measures, such as grassy swales, may be located within open space areas where the installation and maintenance needs for the treatment device do not conflict with open space management goals and restrictions, such as Section 404 permit preserve-related restrictions.

In addition to the LID tools listed above, the Specific Plan may include conventional treatment controls such as stormwater detention or retention basins and mechanical treatment systems, such as CDS units in the non-residential development, particularly where the implementation of the natural means become prohibitive or the anticipated pollutant loads are too high to be adequately reduced by LID alone.

6.5 Cultural Resources

Archeological resource sites may occur in and adjacent to this Specific Plan area, although not likely within the development area. Further evaluation of the site with regard to archeological resources will occur through construction.

The Specific Plan is subject to the provisions of California State Senate Bill 18, which requires that cities consult with California Native American tribes prior to adopting a specific plan. The law is intended to facilitate government-to-government (i.e., city government to tribal government) communication

regarding land use planning and its potential effects to tribal cultural places. Although SB 18 is not part of the CEQA process, the Specific Plan EIR includes a description of SB 18 and cites the City's compliance with the law.

During future construction activity in the Specific Plan area, site preparation activities could unearth an archeological artifact that may qualify as a historical resource. The Specific Plan's EIR includes mitigation to address the unanticipated discovery of buried resources.

6.6 Air Quality

The greater Sacramento Region has been identified as a nonattainment area for both State and Federal ozone standards. This Specific Plan incorporates strategies to address projected air emissions associated with construction and occupancy of the development.

Approximately fifteen percent (15%) of this Specific Plan is devoted to open space, parks, and recreational areas designed to encourage residents to walk, run, ride bikes, and generally enjoy the community outside of the automobile. It is a principle of this Specific Plan to establish a comprehensive system of trails and pathways connecting residential neighborhoods, existing schools, recreational amenities and open space.

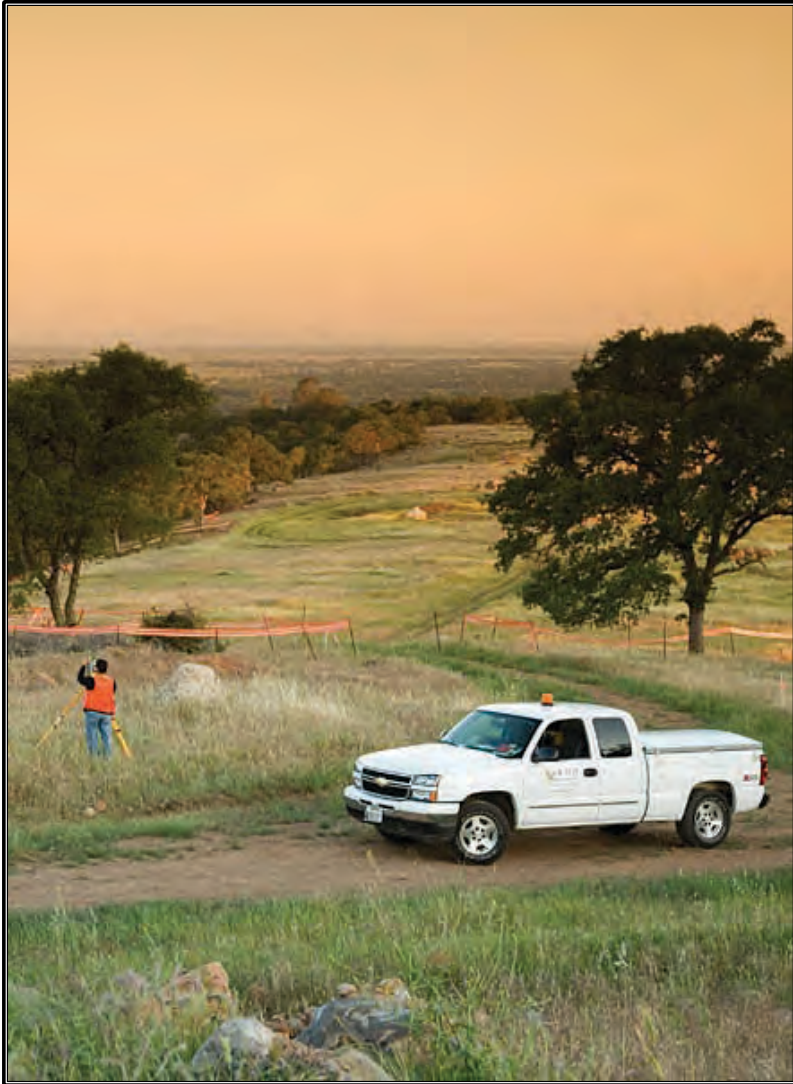
Building-specific design strategies may include, but are not limited to, low-emitting products for furnaces and air conditioners and photo-voltaic (solar power) systems.

Strategic tree placement and species selection and building orientation may be used to enhance heating and cooling. Additional emission reducing measures include the use of electric landscaping equipment, programs encouraging the use of electric vehicles, or restrictions on the use of wood-burning fireplaces. Alternative modes of transportation will be encouraged through the designation of shared traffic lanes, in which neighborhood electric vehicles (NEVs) will be allowed to share the road with conventional vehicles or NEVs will be allowed to share lanes with bicycles.

During construction, dust and exhaust emissions will be generated by earth moving activities, construction traffic, and construction equipment. Prior to the issuance of grading permits, a Construction Emission/Dust Control Plan will be submitted to the Placer County Air Pollution Control District (PCAPCD) for review and approval. Contractors will be required by contract specification to implement all measures from the approved Construction Emission/Dust Control Plan that are applicable to their activity.

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7. ADMINISTRATION AND IMPLEMENTATION PROGRAM



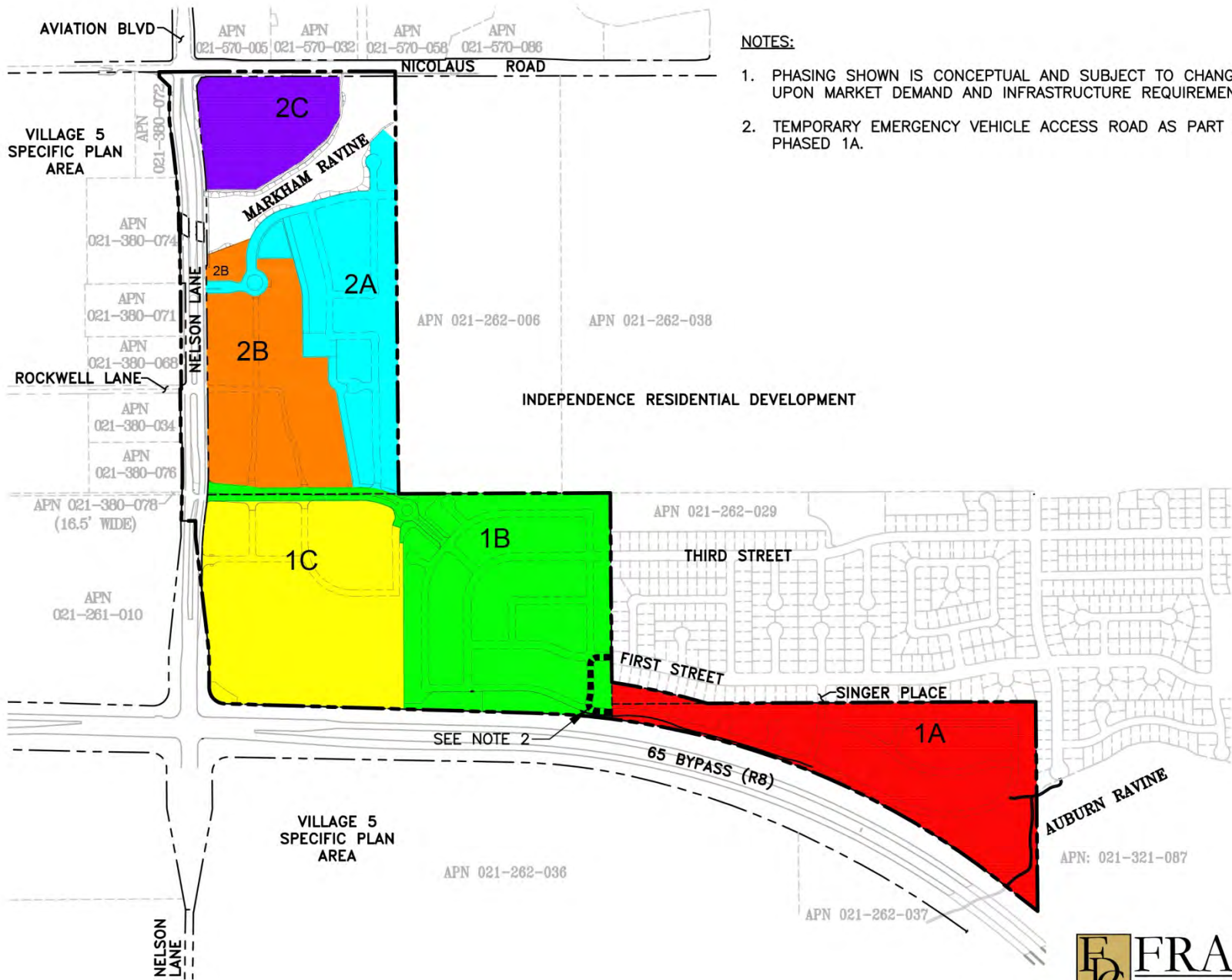
7.1 Introduction

The City of Lincoln will administer the provisions of the SUD-B NEQ Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, City of Lincoln General Plan, City of Lincoln Municipal Code, and other applicable State and City regulations. The development procedures, regulations, standards, and specifications contained in the SUD-B NEQ Specific Plan shall take precedence over the City's Municipal Code, as it currently exists or may be amended in the future. Any development regulation and building requirement not addressed in this Specific Plan shall be subject to the City's adopted codes and regulations.

This Chapter identifies the programs, regulations, and procedures that implement the Specific Plan. This chapter discusses phasing of development, financing and maintenance responsibilities of public improvements, and the Specific Plan administration, modification and amendments.

7.2 Phasing

It is anticipated that implementation of the Specific Plan will occur in phases, as indicated on Exhibit 7.1: Phasing Plan, over a 5- to 20-year period. In general, new development is expected to commence from the eastern portion (residential development) of the Specific Plan area progressively to the west (commercial development).



NOTES:

1. PHASING SHOWN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED UPON MARKET DEMAND AND INFRASTRUCTURE REQUIREMENTS.
2. TEMPORARY EMERGENCY VEHICLE ACCESS ROAD AS PART OF PHASED 1A.



Exhibit 7.1: Phasing Plan
SUD-B Northeast Quadrant Specific Plan 7-2

This conceptual phasing plan has been considered to ensure that the backbone infrastructure improvements designated in each phase can support the associated development in conformance with current City policies and standards. Consideration was also taken to make certain that the development of each phase can support the costs of the required improvements within each individual phase.

The phasing plan is meant as a guide, development may progress in different phase based on market conditions, availability of infrastructure facilities and services, or other factors not presently foreseeable. As such, phases may occur in any sequence and concurrently with one another, provided that the required infrastructure and services are met.

7.3 Financing and Maintenance of Public Improvements

Construction and maintenance of public improvements to serve SUD-B NEQ are anticipated to be funded by a variety of mechanisms, as discussed in this section. Table 7.1 summarizes the potential financing and maintenance mechanisms for the SUD-B NEQ public improvements.

Table 7.1
Potential Public Improvements Financing and Maintenance Mechanisms

Improvements / Facilities	Financing Options
Street Improvements	CFD/ Fee /Developer Funding
Trails and Paths	CFD /Developer Funding
Water System Improvements	CFD/Fee /Developer Funding
Wastewater System Improvements	CFD/Fee /Developer Funding
Storm Drain System Improvements	CFD/Fee /Developer Funding
Parks	CFD/Fee
School	CFD/Fee
Library	CFD/Fee
Fire Facilities	CFD/Fee
Dry Utilities Facilities	CFD/Fee /Developer Funding
Governmental Services (Police and Fire)	CFD for Services/ General Fund
Maintenance (landscape corridors, roadways, parks, open space)	CFD for Services/ Maintenance CFD

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7 | Administration and Implementation Program

Specific details on financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other related obligations are detailed in the SUD-B NEQ Infrastructure and Finance Plan.

7.3.1 Financing Mechanisms

Several types of financing strategies and tools are available for funding the SUD-B NEQ public improvements and services. It is anticipated that the project will build-out using a combination of financing mechanisms that may include, but will not be limited to, the following:

1. Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 enables cities, counties, special districts and school districts to establish community facilities districts (CFD) and levy special taxes to fund a variety of facilities and services required by a specific plan. The earnings of the Mello-Roos special tax can be used for funding of facility construction, acquisition and/or payment of bonds. A separate CFD for services can be formed for maintenance of facilities that provide particular benefit to SUD-B NEQ.

2. Special Assessment Districts

Special assessment districts, such as the Landscape and Lighting Act of 1972, the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915, provide methods of leveraged financing whereby a public entity determines an area in which the provision of facilities will benefit real property. One or more special assessment districts may be created for SUD-B NEQ to cover improvements such as roadway material, landscaping corridors, police, fire, open space areas and trails. This financing tool can be used for public improvements that directly benefit specific properties that are assessed to pay for the improvements at no risk to public agency general funds.

3. City Impact Fees

Development impact fees to finance capital improvements have been established for the City. Impact fees are required to be paid prior to the issuance of a building permit. The City collects park/trail fees, drainage fees, sewer fees, water connection fees, traffic mitigation fees and public facilities fees.

4. Developer Funding

In certain instances, funding for on-site facilities may be tied directly to the SUD-B NEQ project. Each developer may pay a fair-share portion of the facility in exchange for development rights. On-site local streets, utility connections from the main trunk lines, and drainage

facilities are typical examples of facilities that may be funded by the developer. Such improvements will usually be required concurrent with individual projects as they come forward.

7.3.2 Maintenance Responsibilities

Successful operation of maintenance districts and associations are important in ensuring that the project area is well maintained. It is anticipated that rights-of-way, parks, open space, landscape corridors, street lighting, trails, and other common public facilities will be serviced by CFD, maintained by a landscape and lighting district and/or homeowners associations. All backbone infrastructure in SUD-B NEQ will be designed and constructed to standards acceptable to the City, and will be dedicated to the City for operation and maintenance. Private streets will be the responsibility of either the individual homeowner's associations or other private maintenance association.

7.3.3 Park and Trail Construction

The City of Lincoln requires that newly dedicated neighborhood parks be constructed by residential developers in conjunction with their individual projects, such that new residents have immediate access to park facilities. SUD-B NEQ will have construction and maintenance responsibilities of said parks and trails stipulated in the individual development agreements, and

Parks Master Plan between the City and project developers.

The ultimate design and layout of park amenities and trails are subject to change pending final design and approval by the City. Neighborhood parks typically will have less recreation amenities than the community parks, but typical amenities could include: open play areas, ball fields for organized sports, game courts, children's play areas with playground equipment, picnic/BBQ facilities, walking/bike paths, shade structures, restrooms and parking, or anything stated within the Parks Master Plan.

Parks and trails will be developed and constructed in a logical and feasible matter. Construction will occur in conjunction with each phase of development.

7.4 Specific Plan Administration and Implementation

This Specific Plan and General Development Plan shall generally be enforced in the same manner as the prevailing City of Lincoln's procedure(s) to enforce the provisions of the zoning and subdivision codes. The Planned Development (PD) District designation will be applied to all areas within this Specific Plan area. Pursuant to Chapter 18.24 of the Lincoln Municipal Code, Design Standards are required as an implementation tool for the PD District. The SUD-B NEQ Design Standards will be prepared consistent with the development framework established by this Specific Plan, and address permitted uses, development standards and design guidelines for the applied PD District.

7.4.1 Subsequent Entitlements and Permits

Future development projects are subject to review and approval of subsequent entitlement and permits by the City. Future approvals may include, but are not limited to, the following:

- Specific Development Permit
- General Development Plan
- Tentative Subdivision Maps
- Lot Line Adjustments
- Design Review

- Use Permits
- Variances
- Development Agreements
- Encroachment Permits
- Subdivision Improvement Agreements
- Rezones

Application and processing requirements shall be in accordance with the City's Zoning Code and other applicable regulations, unless otherwise modified by this Specific Plan and Design Standards. All subsequent development projects and public improvements within SUD-B NEQ shall be consistent with this Specific Plan, Design Standards, Environmental Impact Report (EIR) mitigation measures and Development Agreement(s), as well as all applicable City policies, requirements and standards.

7.4.2 Specific Plan Interpretation

In instances where any section, subsection, sentence, clause, phrase, portion or word contained within this Specific Plan is undefined, unclear or vague, the City's Community Development Director shall make a determination as to its meaning and intent, or may, at his or her discretion, forward the item requiring interpretation to the City's Planning Commission for final determination. Determinations by the Community Development Director may be appealed to the Planning Commission. Any decision by the Planning Commission, in turn, may be

appealed to the City Council. Appeals shall follow the procedures established in Chapter 18.94 of the City's zoning Ordinance. All decisions by the City Council shall be deemed to be final.

7.5 CEQA Compliance

Subsequent development projects in SUD-B NEQ shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The SUD-B NEQ Specific Plan EIR, serves as the master environmental document for subsequent developments within the Specific Plan area. Because detailed environmental information was available on the parcels identified as owned by Gill Property Development, LLC and Peery-Arrillaga in this Specific Plan (APN 021-262-001, 021-262-034, 021-262-035 and 009-031-028) at the time of the EIR preparation, the potential project impacts in these areas were evaluated at a project-level CEQA analysis and mitigation measures were incorporated into the EIR.

The SUD-B NEQ Specific Plan EIR provides impact mitigation measures and a mitigation monitoring program. The City will implement the mitigation monitoring program during all phases of SUD-B NEQ's development through the final build-out. The property owners and/or maintenance districts shall pay the costs associated with the mitigation monitoring program.

7.6 Specific Plan Substantial Conformance and Amendments

The Community Development Department will administer, implement and enforce this Specific Plan. This Specific Plan has been adopted by the City of Lincoln City Council and will be used as the basis for approval of subsequent entitlements and permits, as provided for under the Planned Unit Development Zoning District.

7.6.1 Major Modifications and Minor Amendments

The California Government Code Section 65453 indicates that a specific plan may be amended as often as deemed necessary by the legislative body. Amendments to this Plan may be initiated by the developer, any individual property owner, or by the City, in accordance with any terms and conditions imposed during the original approval.

Major Modifications

The first classification would be major modifications that consist of General Plan and Specific Plan Amendments that include land use designation changes, relocation of land use types or the addition of new land uses. Major modifications to the Specific Plan require approval of a Specific Plan amendment. Specific Plan Amendments would require a full hearing process with both the Planning Commission and the City Council. In addition, they will be subject to City review for consistency with the scope of the project EIR and may be subject to the provisions of CEQA. An amendment or amendments to this Specific Plan will not require a concurrent General Plan Amendment unless it is determined by the Community Development Director that the proposed amendment would be inconsistent with the General Plan goals, objectives, policies, or land use programs applicable to the property. Examples of Major Modifications include:

- The introduction to the project area of a new land use designation not contemplated in this original Specific Plan, or in this Specific Plan as subsequently amended.
- Changes to the circulation system which would materially affect a planning concept detailed in this Specific Plan, or this Specific Plan as subsequently amended.
- Increases in density of up to 10% within any project phase.
- Any change which would result in a significant and adverse environmental impact.

Minor Modifications

Minor Modifications to the Specific Plan would consist of narrative changes to the document such as switching from alley loaded to front loaded products. If the amendment is determined to be minor, the amendment can either be approved by the Planning Commission or jumped to City Council for approval.

The Community Development Director shall, within twenty (20) working days of a complete application, including requisite deposit, shall render a determination of a request to amend this Plan, determine whether the amendment is a major modification or a minor amendment. If the amendment is determined to be major, the application shall be reviewed and considered in the manner prescribed by City ordinance.

7.6.2 Necessary Findings

The consideration of any proposed amendment to this Plan shall include the determination of the following findings:

- Changes have occurred in the community since the approval of the original Specific Plan which warrant approving the proposed amendment.
- The proposed amendment is consistent with the General Plan for the City of Lincoln.
- The proposed amendment will result in a benefit to the area within this Specific Plan.
- The proposed amendment will not result in any unmitigated impacts to adjacent property.
- The proposed amendment will enable and not hinder the delivery of services and public facilities to the population within the area of this Specific Plan.

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APPENDIX A: GENERAL PLAN CONSISTENCY

The SUD-B NEQ Specific Plan serves as a planning guide to implement the intent of the City of Lincoln General Plan. The Specific Plan has been prepared to be consistent with all applicable goals and policies contained within the General Plan. The goals and policies identified within each element of the General Plan have been evaluated, and statements of the Specific Plan/General Development Plan compliance with the applicable General Plan goals and policies are provided herein.

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Economic Development Element

ECONOMIC DEVELOPMENT ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
LAND USE AND INFRASTRUCTURE		
GOAL ED-2	To coordinate long-term land use and infrastructure decisions with future economic development.	
Policy ED-2.1	<p>Utilize Specific Plans</p> <p>The City shall utilize the specific planning process for future growth areas, which will allow the City to plan for long-term infrastructure needs and create large tracts of land that are attractive to developers.</p>	The SUD-B NEQ Specific Plan establishes a comprehensive planning framework that addresses the land use, circulation, infrastructure and public service needs of the 198.4-acre Plan Area.
Policy ED-2.2	<p>Balance General Plan Goals with the Need for Flexible Zoning</p> <p>The City shall build flexibility into the Zoning Code in order to allow development to adequately respond to market conditions. At the same time, the City shall provide for a balance of land uses to attract residential, commercial, office and industrial development.</p>	The Specific Plan provides a balanced mix of both residential and non-residential land uses that will attract residential, commercial and office development. The Commercial (COMM) designation of the Specific Plan provides design/development flexibility, allowing future development to respond to evolving market conditions.
Policy ED-2.3	<p>Business Expansion and Attraction</p> <p>The City shall facilitate zoning and permit activities related to the expansion of existing businesses and the location of new businesses.</p>	The Specific Plan utilizes airport compatibility zoning to encourage new business growth.

ECONOMIC DEVELOPMENT ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
JOBS / HOUSING BALANCE		
GOAL ED-3	To provide a diverse and balanced mix of employment and residential opportunities within the City.	
Policy ED-3.3	<p>Provide for a diversity of housing choices The City shall provide for a range of housing choices for current and future residents through land use designations and zoning ordinances.</p>	The Specific Plan provides Low Density Residential single family houses in several neighborhood areas matching the built environment while adding commercial along transit corridors.
BUSINESS RETENTION AND ATTRACTION		
GOAL ED-4	To retain existing businesses and attract new businesses to provide jobs for current and future residents.	
Policy ED-4.3	<p>Attract New Businesses The City shall encourage new businesses to locate in the following areas: downtown Lincoln; along the future Highway 65 Bypass; at the Lincoln Regional Airport; and in the business par surrounding the airport.</p>	Nearly half of the developable acreage of the Specific Plan proposes commercial planning areas that are located along the Nelson Lane corridor, from the Highway 65 2Bypass to the Lincoln Regional Airport.
Policy ED-4.4	<p>Promote Assets The City shall promote its growing labor force and availability of land as assets to attract new firms to the area.</p>	This Specific Plan makes available prime real estate along the Highway 65 Bypass and Nelson Lane for new commercial ventures.
Policy ED-4.5	<p>Retail Market The City shall identify a range of retail development sites and opportunities in order to promote a stronger local and regional retail market which meets the needs of the growing Lincoln population and complements the Lincoln downtown.</p>	The Specific Plan proposes a Commercial area along a major transportation corridor that can accommodate local and regional retail development to serve the needs of residents of SUD-B NEQ and the City of Lincoln as a whole.
Policy ED-4.6	<p>Regional Commercial The City will reserve appropriately zoned property along State Highway 65 Bypass for future regional commercial land uses such as a regional shopping center, auto mall, or other vehicle sales and services.</p>	The Specific Plan directly seeks to fulfill this Policy by zoning commercial property along the Highway 65 Bypass.

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Land Use and Community Design Element

LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
GENERAL		
GOAL LU-1	To grow in orderly pattern consistent with the economic, social, and environmental needs of Lincoln.	
Policy LU-1.4	<p style="text-align: center;">Buffer</p> <p>The City shall require buffer areas between development projects and significant watercourses, riparian vegetation, and wetlands.</p>	<p>The Specific Plan proposes that the natural areas along Markham and Auburn Ravines be preserved to protect the riparian habitat along the ravines. Other drainage-ways, ponds and heavy tree cover areas have also been designated as Open Space for the protection of these natural resources. Development within the Specific Plan may incorporate buffer zones adjacent to wetlands as bio-filtration, stormwater detention/retention basins, where applicable.</p>
Policy LU-1.6	<p style="text-align: center;">Transportation Choices</p> <p>The City will promote the application of land use layouts and community designs that provide residents with transportation choices to walk, ride bicycles, ride transit services, as well as utilize a vehicle, including neighborhood electric vehicles.</p>	<p>The circulation plan for SUD-B NEQ provides a comprehensive network of streets, trails, bikeways and neighborhood electric vehicle (NEV) routes. The circulation system not only facilitates efficient automobile travel, but also encourages walking, bicycling and the use of NEVs.</p>
Policy LU-1.7	<p style="text-align: center;">Housing Choices</p> <p>The City will promote the application of land use designs that provide a variety of places where residents can live, including apartments, condominiums, townhouses and single family attached and detached.</p>	<p>The Specific Plan provides of Low Density residential with single family units along with the option for Multi-Family apartments to give future residents a variety of housing choices.</p>

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LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy LU-1.8	<p>Compact Development</p> <p>The City will promote the use of development patterns that are more compactly built and use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit.</p>	<p>The Specific Plan is designed to promote a compact development pattern and enhance connectivity and walkability, but still consistent with airport requirements and existing neighborhoods.</p>
Policy LU-1.11	<p>Natural Resource Conservation</p> <p>To promote a high quality of life within the community, the City will in conjunction with related policies in other general plan elements, promote the retention of natural open space areas, greenbelts and the provision of adequate parks as part of approving new land use designs.</p>	<p>The Specific Plan designates 19.2 acres as Open Space and 6.2 acres of Parks and Recreation areas that provide for passive outdoor enjoyment.</p>
Policy LU-1.12	<p>Quality Design</p> <p>Through the design review process, apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping signage and amenities.</p> <p>The City will continue to develop and apply design standards that result in efficient site and building designs, pedestrian friendly projects that stimulate the use of alternative modes of transportation, and a functional relationship between adjacent developments.</p>	<p>This Specific Plan's companion document, General Development Plan, includes development standards and design guidelines that promote high-quality site planning, architectural, landscape, signage and lighting designs. These development standards and design guidelines have been formulated to ensure that SUD-B NEQ will develop as a high-quality community that is compatible and connected with the adjacent developments.</p>
Policy LU-1.14	<p>Land Use Conflicts</p> <p>The City shall continue to apply the regulations and procedures of the City's Zoning Ordinance and shall use the environmental process to prevent or mitigate land use conflicts.</p>	<p>The General Development Plan, in conjunction with the City's Zoning Ordinance, will serve as the zoning tool to implement future development in SUD-B NEQ. The Specific Plan and General Development Plan have been designed to minimize any potential conflicts between land uses. In addition, the SUD-B NEQ EIR includes appropriate measures to further mitigate any potential land use conflicts.</p>

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LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
RESIDENTIAL LAND USES		
GOAL LU-2	To designate, protect, and provide land to ensure sufficient residential development to meet community needs and projected population growth.	
Policy LU-2.7	<p>Compatible Uses The City shall work with neighboring jurisdictions in planning contiguous areas in order to ensure compatible land uses.</p>	The Specific Plan has designed land uses such that the land bordering existing City residential development is entirely devoted to residential uses. As such, existing residences will find new development compatible with their own. At the transition between residential and commercial uses, a landscape buffer is provided to screen and separate the land types.
Policy LU-2.8	<p>Innovative Development The City shall promote flexibility and innovation in residential land use through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development land planning techniques.</p>	The Specific Plan and General Development Plan allow flexibility and innovation in residential planning and design techniques.
Policy LU-2.10	<p>Airport Buffer Protect existing and planned local air transportation facilities from encroachment by potentially incompatible land uses and require developers to file an avigation easement with the City if a proposed development or expansion of an existing use is located in an area subject to a compatibility zone within the Placer County Airport Land Use Compatibility Plan (ALUCP).</p>	This Specific Plan complies with the Placer County Airport Land Use Compatibility Plan. Areas directly in the airport over-flight zones are designated for commercial, while the areas adjacent to the over-flight zone are designated Low Density Residential.

LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
COMMERCIAL LAND USES		
GOAL LU-3	To designate adequate commercial land for and promote development of commercial uses compatible with surrounding land uses to meet the present and future needs of Lincoln residents, the regional community, and visitors and to maintain economic vitality.	
Policy LU-3.2	<p>Commercial Land Uses</p> <p>The City shall designate sufficient commercial land to meet the future needs of the city.</p>	The Specific Plan proposes 71.1-acres of commercial area to accommodate retail/commercial development to serve the needs of local residents.
Policy LU-3.3	<p>Parking</p> <p>The City shall ensure that adequate parking and access are included in approved commercial development plans.</p>	The Specific Plan and General Development Plan include provisions for parking and access to ensure that adequate parking supplies and efficient access will be provided for commercial land uses.
Policy LU-3.4	<p>Grouping of Commercial Land Uses</p> <p>The City shall avoid “strip commercial” land uses in new development areas by encouraging grouping of commercial land uses in core areas.</p>	The Specific Plan designates approximately 50% of the developable acreage to commercial use, meeting airport and City goals including this policy.
Policy LU-3.5	<p>Mitigate Land Use Conflicts</p> <p>The City shall mitigate conflicts between new commercial land uses and other land uses, especially residential, park, and recreational uses.</p>	The Specific Plan and General Development Plan have been designed to minimize any potential conflicts between commercial and other land uses, including the provision of buffers such as berms, fences, landscaping and walls.
Policy LU-3.6	<p>Buffer Commercial Land Uses</p> <p>The City shall require that commercial land uses be buffered from incompatible land uses and protected from encroachment by incompatible uses through the use of techniques included, but not limited to, landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.</p>	The Specific Plan and General Development Plan have included design features to minimize potential land uses conflicts that include, but are not limited to, berms, fences, landscaping and walls.

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LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy LU-3.7	<p><i>Innovative Development</i></p> <p>The City shall promote flexibility and innovation in commercial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.</p>	The Specific Plan and General Development Plan allow flexibility and innovation in commercial design and planning techniques.
Policy LU-3.8	<p><i>Regional Commercial Opportunities</i></p> <p>The City will identify and preserve appropriate areas (based on size and location) for development of regional commercial opportunities.</p>	The Specific Plan designates appropriate commercial development along the Highway 65 Bypass and Nelson Lane.
REGIONAL COORDINATION		
GOAL LU-7	To ensure that land use decisions by the cities and the county in south Placer are coordinated.	
Policy LU-7.1	<p><i>Jobs-Housing Balance</i></p> <p>The City shall consider the effects of land use proposals and decisions on the South Placer Area and the efforts to maintain a jobs-housing balance.</p>	The Specific Plan proposes both commercial and residential areas. This creates both job and housing opportunities, and places the two in relative proximity to one another to allow for employment opportunities near a person's residence.
DESIGN		
GOAL LU-9	To ensure high quality appearance and harmony between existing and new uses, while avoiding repetitive style, height, and mass.	
Policy LU-9.1	<p><i>Character and Identity</i></p> <p>Through urban design programs, including principles and guidelines, the City shall reinforce the city's unique character, scale and identity.</p>	The General Development Plan provides design guidelines and development standards to ensure that SUD-B NEQ will be developed into a high quality community that builds on and reinforces the unique character, scale and identity of the greater Lincoln area.

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Policy LU-9.3	<p>Special Attributes</p> <p>The City shall promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sightlines and important “gateways” into the city.</p>	<p>Nelson Lane was recently widened and provided with spacious landscape setbacks to provide for implementation of this Policy. The Specific Plan also preserves 14.3 acres of natural open space to protect the visual and biological resources.</p>
Policy LU-9.4	<p>Linkages</p> <p>The City shall develop linkages between different parts of the city, and foster creation of unique elements that provide identity to the city and the neighborhoods and result in the creation of diverse and distinctive places.</p>	<p>While the SUD-B NEQ community will have its own distinct identity and character, the roads provide for interconnection with existing streets and adjacent future developments.</p>
Policy LU-9.6	<p>Maintain Urban Edge</p> <p>The City shall maintain a distinct urban edge, while creating a gradual transition between urban uses and open space.</p>	<p>The Specific Plan is designed to be compatible with developed land uses on 3 sides, including the airport, and forward compatible with development anticipated on the remaining side.</p>
Policy LU-9.7	<p>Visual Compatibility</p> <p>The City shall encourage development that is visually and functionally compatible with the surrounding neighborhoods by:</p> <ul style="list-style-type: none"> ▪ Maintaining a height and density of development that is compatible with adjacent developed neighborhoods; and ▪ Accenting entrances to new neighborhoods with varied landscaping, hardscaping, and signage treatment. 	<p>Where the Specific Plan abuts existing neighborhoods, the bordering land use is low density residential of a size and character consistent with the existing homes. The new residential neighborhoods will have accents and points of arrival, including roundabout features and landscape entrance routes.</p>
Policy LU-9.8	<p>Integrate Natural Features</p> <p>The City shall emphasize Lincoln’s natural features as the visual framework for new development and redevelopment.</p>	<p>The Specific Plan preserves the on-site natural features, such as Markham Ravine, Auburn Ravine, and oak tree woodlands-- integrating these open space features into the overall community design.</p>

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COMMUNITY AND PUBLIC ART		
GOAL LU-10	To support the development of community and public art throughout the City.	
Policy LU-10.5	<p>Event Participation</p> <p>The City shall encourage public and private participation in and support of arts and cultural events.</p>	Arts and cultural events are permitted in the public spaces within the Specific Plan area.
SAFETY AND LIGHTING		
GOAL LU-11	To encourage site design that is sensitive to residents' and businesses' needs for privacy, security, and buffering from other uses and activities.	
Policy LU-11.1	<p>Crime Deterrence through Design</p> <p>The City shall design open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.</p>	The Specific Plan encourages architecture-forward design in residential projects to bring living spaces closer to the street and reinforce "eyes on the street." Appropriate lighting will be provided along walkways and bicycle paths, as well as in public spaces, parking areas and parks, to ensure that public safety is maintained. The public realm within the Specific Plan will be designed to facilitate natural surveillance by area residents, visitors and police to help deter crime.
Policy LU-11.2	<p>Lighting and Landscaping</p> <p>The City shall ensure that lighting and landscaping plans respond to public safety concerns.</p>	The project requires that landscape design shall consider public safety concerns such as traffic sight lines and potential conflicts with adjacent structures. Lighting guidelines addressing the level of illumination necessary for public safety are provided in the General Development Plan.

LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy LU-11.3	<p>Control of Light and Glare</p> <p>The City shall require that all outdoor light fixtures, including street lighting, externally illuminated signs, advertising displays, and billboards, use low-energy, shielded light fixtures that direct light downward (i.e., lighting shall not emit higher than a horizontal level).</p> <p>Up-lighting of architectural features or landscaping can be allowed in compliance with the California Title 24 Energy Standards (as amended) and based on City design review. Additionally, the City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas.</p> <p>Where public safety would not be compromised, the City shall encourage the use of low intensity lighting for all outdoor light fixtures.</p>	<p>The General Development Plan provides lighting guidelines that minimize glare, obtrusive light and artificial sky glow in outdoor lighting, encourage energy-saving lighting fixtures and maintain public safety.</p>
AESTHETICS		
GOAL LU-12	To enhance the urban form while maintaining visual and physical access to distinctive environmental features.	
Policy LU-12.3	<p>Open Space Views</p> <p>To enhance views of hillsides, open space, and other distinctive views within the community, proposed project designs will be expected to maintain some viewshed by regulating building orientation, height, and mass.</p>	<p>The Specific Plan/General Development Plan encourage that buildings be oriented to maintain views and reduced massing be provided along open space edges to enhance views.</p>
Policy LU-12.4	<p>Creek Natural Edges</p> <p>Where feasible, the City should preserve the existing natural edges along the city's creek system and wetland areas and restore impacted creeks by planting natural vegetation.</p>	<p>The Specific Plan proposes to preserve the natural edges along Markham Ravine and Auburn Ravine. The project EIR includes appropriate criteria to mitigate potential impacts to the Ravine areas.</p>

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Policy LU-12.5	<p>Access to Creek and Wetland Edges Where feasible (and not a significant impact to the natural resources), the City shall encourage the provision of access to creeks, wetlands, and other open space areas to pedestrian and bicycle access.</p>	The Specific Plan incorporates multi-use trails that provide pedestrian and bicycle access to Markham Ravine and Auburn Ravine and other open space areas in SUD-B NEQ, subject to other agency approvals.
Policy LU-12.6	<p>Visual Access to Creeks and Wetland Areas Wherever practical, the City will encourage new development to be oriented towards adjacent creeks and wetland areas and provide visual access to these areas.</p>	The Specific Plan and General Development Plan encourage access to open space areas and provide visual access.
Policy LU-12.7	<p>Open Space Location When possible, the City shall locate open space and parks adjacent to creeks.</p>	The Specific Plan designates the areas immediately adjacent to Markham Ravine and Auburn Ravine as open space.
Policy LU-12.8	<p>Site Planning The City shall encourage site planning that incorporates creek and wetland edges into the overall development.</p>	The Specific Plan preserves Markham Ravine, Auburn Ravine and existing waterways on-site, and integrates these open space features into the overall community design.
SUBDIVISION DESIGN		
GOAL LU-14	To preserve the character and scale of Lincoln's established residential neighborhoods.	
Policy LU-14.1	<p>Subdivisions Where subdivision of existing lots is proposed, the City shall provide that the resultant lots in the proposed subdivision are consistent with the prevailing size and character of lots in the immediate vicinity, and that the subdivision would not have a substantial adverse impact on adjacent residences.</p>	The Specific Plan includes subdivisions that are consistent with surrounding neighborhoods in size and character.
Policy LU-14.2	<p>Distinctive Neighborhoods The City shall encourage development of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and are responsive to their location and context.</p>	The SUD-B NEQ area will have unifying themes to create a sense of community, as well as distinct neighborhoods that can have a unique sense of place.

LAND USE AND COMMUNITY DESIGN ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy LU-14.3	<p style="text-align: center;">Lot Transition</p> <p>The City shall encourage buildings to foster a sense of place by providing transitions between the street and building, front setback variation for residential development, and building articulation and massing, as part of development standards or any design guidelines that may be prepared.</p> <p>Elements such as porches, bay windows, and landscaping should be designed to create a transition between public and private spaces. When porches are incorporated into the design, they should be designed as a usable outdoor space.</p>	<p>The Specific Plan and General Development Plan include guidelines that encourage the use of front porches and landscaping to provide transitions between the street and building, as well as appropriate building articulation and massing.</p>
Policy LU-14.4	<p style="text-align: center;">Pedestrian-Friendly Streets</p> <p>The City shall design local streets to not only accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to:</p> <ul style="list-style-type: none"> ▪ Street tree planting between the street and sidewalk to provide a buffer between the pedestrian and the automobile. ▪ Minimum curb cuts along streets. ▪ Sidewalks on both sides of streets, with the sidewalk separate from the curbface with a landscape strip, where feasible. <ul style="list-style-type: none"> ▪ Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, etc. ▪ Encourage the establishment of a tree canopy over residential streets and neighborhoods. A street tree program shall be included with all specific plans. 	<p>Streetscape in the Specific Plan area is designed to enhance pedestrian comfort and safety. The collector streets in the Specific Plan area will have a parkway planting area between the street and sidewalk, as well as sidewalks on both sides of the street. The use of roundabouts is encouraged at the terminus of the proposed Gateway Park Drive and Flyway Blvd. for traffic calming and visual enhancement purposes. Shade trees will be provided along the streets, and a plant palette with the recommended plant materials for streets and different land uses is included in the General Development Plan.</p>

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Policy LU-14.5	<p>Entrances</p> <p>The City shall require that entrances to new neighborhoods be accented with distinctive landscaping, pavement, and signage treatments.</p>	Community and neighborhood entries in the Specific Plan area will incorporate distinctive landscaping, hardscape and signage treatments that reflect the character/theme of SUD-B NEQ.
SPECIAL USE DISTRICT GOALS AND POLICIES		
GOAL LU-16	To organize new Special Use Districts to create dynamic community and regional serving commercial areas and locations for residential uses that are well integrated with future highway development and protection to the Lincoln Municipal Airport.	
Policy LU-16.1	<p>Development Area Specific Plans</p> <p>The City shall require the completion and approval of a specific plan to guide future development within the designated SUD.</p>	This Specific Plan has been prepared for SUD-B NEQ, in conformance with the requirements of the City's General Plan. A General Plan Amendment is proposed in conjunction with the Specific Plan to amend the General Plan's Land Use Diagram to reflect the proposed land uses on the project site.

Transportation and Circulation Element

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ROADS AND HIGHWAYS		
GOAL T-2	Continue to ensure provision and maintenance of a safe and efficient system of streets to meet demands of existing and planned development.	
Policy T-2.1	<p>Maintain Streets</p> <p>The City shall maintain existing streets in a safe condition and require that new streets be built to City standards.</p>	All streets in SUD-B NEQ will be built to the Specific Plan standards and other applicable City standards.
Policy T-2.2	<p>New Development</p> <p>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.</p>	The traffic study included in the project EIR has analyzed the projected traffic conditions resulting from implementation of the SUD-B NEQ project, and specifies the required traffic improvements necessary to serve the proposed development.
Policy T-2.3	<p>Level of Service for Local Streets and Intersections</p> <p>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 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.</p>	The traffic analysis completed for the SUD-B NEQ Specific Plan EIR concluded that the SUD-B NEQ Specific Plan would not cause any City intersection to degrade from LOS C or better to LOS D or worse under existing or cumulative conditions.

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Policy T-2.8	<p style="text-align: center;">Landscaping</p> <p>The City shall require construction of landscaped corridors along State Highways and on all major arterials. The City will require developers to provide installation and establish a means of providing for maintenance of landscaping by either private mechanisms or a lighting and landscaping district.</p>	<p>The Specific Plan provides landscape corridor along arterial streets in SUD-B NEQ. Installation and maintenance of the landscape corridors are anticipated to be provided by either a landscape and lighting district or a community facilities district.</p>
Policy T-2.9	<p style="text-align: center;">SR 65 Bypass</p> <p>The City shall support construction of the SR 65 Bypass with interchanges provided at Ferrari Ranch Road, the realigned Nelson Lane, Nicolaus Road and Wise Road. The City will continue to place a very high priority on the construction of the Highway 65 Bypass and to aggressively pursue its funding and construction with Caltrans, SACOG, Placer County Transportation and Planning Agency, appropriate Federal agencies and private sources.</p>	<p>Construction of the Highway 65 Bypass was completed in 2012. Nelson Lane was widened from two lanes to four in 2014, with an extra wide center landscaped median for two additional lanes in the future as part of Village 5 Specific Plan. The SUD-B NEQ provides compatibility with the future interchange at Nelson Lane and Highway 65 that will also be constructed as part of the Village 5 Specific Plan.</p>
Policy T-2.14	<p style="text-align: center;">Developer Requirements</p> <p>The City shall require developers to construct at least the first two lanes of any road (including curbs, gutters and sidewalks) within their projects</p>	<p>The developers of SUD-B NEQ will be required to construct, or pay fair share contributions for, streets within their projects as stipulated in their individual development agreements with the City.</p>
Policy T-2.15	<p style="text-align: center;">Dedication of Property</p> <p>The City shall require dedication by affected property owners of rights-of-way for all streets and interchanges as part of the project approval process.</p>	<p>The developers of SUD-B NEQ will dedicate rights of way for current streets in the Specific Plan and make provision for future expansion, including interchanges, as stipulated in their individual development agreements with the City.</p>

TRANSPORTATION AND CIRCULATION ELEMENT GOALS & POLICIES		SPECIFIC PLAN/GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy T-2.17	<p>Minimize Conflicting Traffic Movements The City shall require that existing and future arterial improvements be designed to minimize conflicting traffic movements such as turning, curb parking, and frequent stops.</p>	The proposed arterial street improvements have been designed to accommodate efficient and safe traffic movements.
Policy T-2.19	<p>Capital Improvements Program The City shall implement street widening and other circulation improvements which are related to new development in conjunction with the City’s capital improvement program.</p>	This is a City directive. The SUD-B NEQ street system has been designed to accommodate the projected traffic demands of the proposed development.
Policy T-4.8	<p>Neighborhood Electric Vehicles Through the implementation of the Neighborhood Electric Vehicle Plan, the City shall support the use of Neighborhood Electrical Vehicle</p>	The Specific Plan provides on-street striped NEV routes that allow for combined NEV/bicycle use along Nelson Lane. Additionally, NEVs are permitted to travel along streets with a posted speed limit of 35 miles per hour or less within SUD-B NEQ.
BICYCLES AND TRAILS		
GOAL T-5	To provide an interconnected system of bikeways that would provide users with direct linkages at a city and regional level.	
Policy T-5.1	<p>Develop Bike Lanes The City shall require bike lanes in the design and construction of major new street and highway improvements, and to establish bike lanes on those city streets wide enough to accommodate bicycles safely.</p>	The Specific Plan provides off -street bike paths and on-street bike lanes along select arterial and collector streets in SUD-B NEQ.
Policy T-5.6	<p>Trails and Pathways to Retail and Employment Centers The City shall promote pedestrian convenience and safety through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers. Where feasible, trails will be looped and interconnected.</p>	The sidewalks and trails in the Specific Plan area provide convenient and safe connections between the residential areas, commercial areas, and recreation and open space areas.

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Policy T-5.7	<p><i>Trails and Pathways along Creeks and Wetland Areas</i></p> <p>The City shall encourage the development of trails and pathways along the edges of creeks and wetland areas. Where feasible, trails will be looped and interconnected.</p>	<p>The Specific Plan provides trails along Markham Ravine, Auburn Ravine and within natural open space areas (subject to agency approval) that link to the surrounding residential and commercial development, thereby encouraging public access to the natural features located in SUD-B NEQ.</p>
Policy T-5.9	<p><i>Pedestrian Access</i></p> <p>The City shall encourage specific plans and development plans to include design of pedestrian access that enables residents to walk from their homes to places of work, recreation and shopping.</p>	<p>The sidewalks and trails in the Specific Plan area provide convenient and safe pedestrian connections between the residential areas, commercial areas, recreation and open space areas.</p>
Policy T-5.10	<p><i>Review Site Plans for Pedestrian Accessibility</i></p> <p>The City shall review site plans to determine if residential, commercial and office land uses are designed for pedestrian access. Future developments shall contain an internal system of trails that link schools, shopping centers, and other public facilities with residences in order to provide pedestrians with sufficient internal access.</p>	<p>All land uses in the Specific Plan area have been designed to maximize pedestrian access. The proposed sidewalks and trails provide convenient and safe pedestrian connections between the residential areas, commercial areas, recreation and open space areas.</p>

Public Utilities and Services Element

PUBLIC UTILITIES AND SERVICES ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
GENERAL		
GOAL PFS-1	To ensure that adequate public services and facilities are provided to meet the needs of residents of the city.	
Policy PFS-1.3	<p>Conditions of Approval</p> <p>During the development review process, the City shall not approve new development unless the following conditions are met:</p> <ul style="list-style-type: none"> • The applicant can demonstrate that all necessary infrastructure will be installed or adequately financed; • Infrastructure improvements are consistent with City infrastructure plans; and • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. 	<p>The Specific Plan includes an infrastructure plan that addresses the backbone infrastructure facilities necessary to serve the proposed development. The proposed infrastructure plan is consistent with the City's master infrastructure plans.</p>
Policy PFS-1.4	<p>Compliance with Federal and State Standards for Surface Water Protection</p> <p>The City shall comply with the requirements of the Clean Water Act and other regulations with the intent of minimizing the discharge of pollutants to surface waters.</p>	<p>The project will incorporate the mitigation measures contained in the EIR to minimize the discharge of pollutants to surface waters, in compliance with the Clean Water Act and other regulations.</p>

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WATER SUPPLY		
GOAL PFS-2	Ensure provision of a water system with adequate supply transmission, distribution and storage facilities to meet the needs of existing and future development.	
Policy PFS-2.13	<p>Connection Fees</p> <p>The City may allow use of connection fees for improving and upgrading off -site facilities as appropriate and to support the overall system integrity necessary to serve the new development.</p>	The developers in the Specific Plan Area will pay applicable fees.
Policy PFS-2.17	<p>Water Conservation Measures for New Development</p> <p>The City shall require new development to use the best available technologies (BAT) for water conservation, including, but not limited to water conserving water closets, showerheads, faucets, and water conserving irrigation systems.</p>	The Specific Plan promotes sustainable building and design strategies to help conserve water, such as incorporating water-conserving irrigation systems, low flush toilets, low water use showerheads, and other conservation measures as feasible.
Policy PFS-2.18	<p>Water Meters</p> <p>The City shall require meters for all new water connections.</p>	Meters will be provided for new water connections in the Specific Plan area as required by the City.
WASTEWATER		
GOAL PFS-3	Ensure provision of adequate sanitary sewers and wastewater treatment capacity to accommodate existing and future development in order to protect public health and safety.	
Policy PFS-3.1	<p>Provision of Wastewater Services</p> <p>The City shall continue to provide sanitary sewer services and operate public facilities in a manner that does not endanger the public's health, safety, and welfare. The City does not permit the use of package treatment plants to serve individual developments within the City.</p>	Wastewater services in the Specific Plan will be provided by the City of Lincoln using the existing Wastewater Treatment and Reclamation Facilities.

PUBLIC UTILITIES AND SERVICES ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy PFS-3.2	<p>Water Conservation</p> <p>The City shall minimize wastewater flows through water conservation efforts.</p>	<p>The Specific Plan promotes sustainable building and design strategies to help conserve water, such as incorporating water-conserving irrigation systems, low flush toilets, low water use showerheads, and other conservation measures as feasible.</p>
Policy PFS-3.8	<p>State Regional Water Quality Control Board Standards</p> <p>The City shall require that collected wastewater be of a quality consistent with State Regional Water Quality Control Board standards or those adopted by the City of Lincoln in order to accommodate wastewater within the design parameters of the treatment plant. This may include the requirement for pretreatment of wastewater.</p>	<p>The project will incorporate appropriate mitigation measures and adhere to all restrictions and requirements on wastewater systems identified in the project EIR.</p>
Policy PFS-3.10	<p>Sewer Lines for New Development</p> <p>The City shall require new development to be responsible for construction of all sanitary sewer lines serving such development. Provision will be made allowing reimbursement from Third Parties, or credits against City wastewater fees (as approved by the Director of Public Works) should such lines result in an “over-sizing” for a particular development.</p>	<p>The Specific Plan includes an infrastructure plan that provides the backbone sewer facilities necessary to serve the proposed development, and an implementation program that identifies the potential financing mechanisms for the proposed infrastructure facilities. Specific details on financing obligations will be provided in the individual projects’ development agreements with the City.</p>

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STORMWATER DRAINAGE		
GOAL PFS-4	To ensure provision and sizing of adequate storm drainage facilities to accommodate and planned development.	
Policy PFS-4.1	<p>Adequate Storm Drainage Facilities The City shall provide storm drainage facilities with sufficient capacity to protect the public and private property from storm water damage.</p>	The Specific Plan includes an infrastructure plan that provides the backbone storm drain facilities necessary to serve the proposed development.
Policy PFS-4.2	<p>Development Requirements The City shall encourage project designs that minimize drainage concentrations and impervious coverage and avoid floodplain areas and, where feasible, be designed to provide a natural water course appearance.</p>	The project will incorporate appropriate design measures and mitigation measures provided in the EIR to minimize drainage concentrations and impervious coverage and avoid flood plain where feasible.
Policy PFS-4.4	<p>Stormwater Detention Basins The City shall design stormwater detention basins to ensure public safety, to be visually unobtrusive and to provide temporary or permanent wildlife habitat values and where feasible, recreational uses.</p>	The stormwater basins anticipated in the Specific Plan will be designed to be safe and aesthetically pleasing.

PUBLIC UTILITIES AND SERVICES ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
<p>Policy PFS-4.6</p>	<p>Pre-project Conditions The City will require new development to provide stormwater detention sufficient to limit outflow per Figure 7-1 of the City’s Stormwater Management Manual (February 1994), or as revised.</p> <p>Master Drainage Plans shall be designed to require new development to provide, or contribute towards, stormwater detention to reduce post-development peak flow from a 100-year event to pre-development flow rate less 10 percent of the difference between the estimated pre-development and the post-development unmitigated peak flow rates. The Master Drainage Plan shall identify appropriate locations to achieve such post-development flows. This criterion is principally designed to address the 100-year event with appropriate consideration given for the feasibility of mitigating 2-year and 10-year events.</p>	<p>The project will provide or contribute toward detention facilities to reduce post-development peak flow in accordance with applicable City requirements. The drainage plans for individual development will identify the appropriate detention facility locations to achieve such post-development flows.</p>
<p>Policy PFS-4.7</p>	<p>Stormwater Runoff The City shall require new development to provide stormwater retention sufficient for the incremental runoff from an eight-day 100-year storm.</p>	<p>The City’s Lakeview Farms retention facility has sufficient capacity to serve the SUD-B NEQ project. The project will pay applicable fees required toward the City’s stormwater retention system.</p>
<p>Policy PFS-4.8</p>	<p>Discharge of Urban Pollutants The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.</p>	<p>The project will incorporate water quality treatment methods for stormwater and other urban runoff discussed in the Specific Plan, as well as incorporate appropriate design and mitigation measures identified in the project EIR.</p>

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Policy PFS-4.9	<p>100-Year Floodplain</p> <p>The City will discourage development or major fill or structural improvements (except for flood control purposes) within the 100-year floodplain as regulated by FEMA. Requests for fill and improvements within the floodplain may be approved by the City based upon a detailed hydraulic volumetric analysis prepared to evaluate impacts and provide for any mitigation measures to be provided as a part of the development to the satisfaction of the City Engineer / Public Works Director. Recreational activities that do not conflict with habitat uses may be permitted within the floodplain.</p>	<p>The project will generally avoid the 100-year floodplain. Any minor encroachment will be as shown in the drainage report, approved by the City.</p>
Policy PFS-4.10	<p>Erosion Control Measures</p> <p>The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.</p>	<p>The project will incorporate appropriate design criteria and mitigation measures identified in the project EIR to minimize sedimentation of streams and drainage channels.</p>
Policy PFS-4.11	<p>Stormwater Management Manual</p> <p>The City shall require drainage designs and practices to be in accordance with the Stormwater Management manual of the Placer County Flood Control District unless alternative methods are approved by the City Engineer.</p>	<p>Drainage designs and practices in the Specific Plan area will be in accordance with the Stormwater Management Manual of the Placer County Flood Control District.</p>

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SOLID WASTE		
GOAL PFS-5	Ensure provision of an efficient program for the management of and reduction of solid waste materials, including collection and disposal, in order to protect public health and the natural environments, to conserve energy and natural resources and to extend landfill capacity.	
Policy PFS-5.2	<p>Waste Reduction</p> <p>The City shall promote maximum use of solid waste reduction, recycling, and composting of wastes for a reduction in residential, commercial, and industrial waste disposal.</p>	The General Development Plan provides materials efficiency techniques to encourage recycling and solid waste reduction.
Policy PFS-5.3	<p>Recycling of Construction Debris</p> <p>The City shall encourage the recycling of construction debris.</p>	The Specific Plan/General Development Plan encourages the establishment of a construction waste program.
PUBLIC UTILITIES		
GOAL PFS-6	To ensure the adequate and efficient public utilities are provided to meet the needs of residents of the City.	
Policy PFS-6.2	<p>Undergrounding of Utility Lines</p> <p>The City shall require undergrounding of utility lines in new development, except where it is not feasible due to the electrical transmission load or other operational issues as confirmed by the utility provider.</p>	Utility lines in SUD-B NEQ will be placed underground, wherever feasible.
FIRE AND POLICE PROTECTION		
GOAL PFS-8	To ensure the adequate and efficient public utilities are provided to meet the needs of residents of the City.	
Policy PFS-8.2	<p>Fire Protection</p> <p>The City shall expand fire protection services as needed to meet fire response times.</p>	This is a City directive. The Specific Plan area will be served by the City's Fire Department.
Policy PFS-8.6	<p>Emergency Access</p> <p>The City shall require all new developments to provide adequate emergency access features, including secondary access points.</p>	The project will comply with applicable City requirements on emergency access.

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PUBLIC UTILITIES AND SERVICES ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy PFS-8.7	<p><i>Sprinkler Requirements</i> The City shall require sprinklers in all new commercial, industrial and multifamily structures, as well as single family residential structures that are outside of the City's targeted response times.</p>	The project will comply with the City's Municipal Code Section 15.04.040 regarding fire extinguishing systems for all new construction, as well as the Fire Department's standards for fire sprinkler systems.
Policy PFS-8.9	<p><i>Building Design and Security</i> The City shall continue to promote the use of site planning and building design as means to decrease crime.</p>	The Specific Plan integrates the concept of defensible space into site planning and building design to reinforce "eyes on the street," such as orienting the building's living space toward the street and locating homes to face parks and public open space.
COMMUNITY FACILITIES		
GOAL PFS-9	To ensure adequate community facilities are provided and are conveniently located in order to meet the needs of residents of the City.	
Policy PFS-9.7	<p><i>Developer Fees for School Districts</i> The City shall coordinate with the school district that adequate developer fees are collected in accordance with state law.</p>	The SUD-B NEQ project developers will pay their fair shares of school impact fees to the WPUSD in accordance with California state law and as specified in the individual projects' development agreements with the City.
GENERAL		
GOAL OSC-1	To designate, protect, and encourage natural resources, open space, and recreation lands in the City, protect and enhance a significant system of interconnected natural habitat areas, and provide opportunities for recreation activities to meet citizen needs.	
Policy OSC-1.1	<p><i>Protect Natural Resources</i> The City shall strive to protect natural resource areas, fish and wildlife habitat areas, scenic areas, open space areas and parks from encroachment or destruction by incompatible development.</p>	The Specific Plan proposes that natural open space areas be preserved for protection of significant biological and visual resources on the site. The project will incorporate appropriate measures to mitigate potential impacts to natural resources and habitat areas as identified in the project EIR.

Open Space and Conservation Element

OPEN SPACE AND CONSERVATION ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
<p>Policy OSC-1.4</p>	<p>100-year Floodplains</p> <p>The City will apply open space designations to all lands located within the 100-year floodway as shown on the FIRM panel or as determined by a project drainage plan and approved by the City Engineer/Director of Public Works. The City will also apply open space designations to all 100-year floodplain fringe areas, and/or remaining floodplain fringe areas as determined by a project drainage plan identifying floodplain fringe encroachment areas, and quantifying their impact along with other improvements to show a zero (0) net impact to the upstream, downstream and adjacent properties. Open space designations will apply to all land located within a minimum of 50 feet from the center channel of all perennial and intermittent streams and creeks providing natural drainage, and to areas consisting of riparian habitat. In designating these areas as open space, the City is preserving natural resources and protecting these areas from development.</p>	<p>The Specific Plan generally limits development to lands located outside the 100-year floodplain, except for minor encroachment or compatible uses. Minor encroachment will be processed according to FEMA requirements and will not result in adverse affects to properties outside of the Specific Plan. Recreational activities that do not conflict with habitat uses may be permitted within the floodplain.</p>
<p>Policy OSC-1.6</p>	<p>Soil Erosion</p> <p>The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction.</p>	<p>The project will incorporate appropriate measures to minimize soil erosion related to construction as identified in the project EIR.</p>

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Policy OSC-1.7	<p>Soil Erosion and Site Planning The City shall require all development to minimize soil erosion by maintaining compatible land uses, suitable building designs and appropriate construction techniques. Contour grading, where appropriate, and revegetation shall be required to mitigate the appearance of engineered slopes and to control erosion.</p>	<p>The project will incorporate appropriate design criteria and mitigation measures identified in the project EIR to mitigate the appearance of engineered slopes and control erosion.</p>
ENERGY RESOURCES		
GOAL OSC-3	To encourage energy conservation in new and existing developments throughout the City.	
Policy OSC-3.1	<p>Energy Conservation Measures The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with state law.</p>	<p>New construction in the Specific Plan area is required to meet Title 24, Part 6 of California Energy Code. The General Development Plan also provides sustainable design guidelines that encourage energy-efficient site planning and building design.</p>
Policy OSC-3.9	<p>Shade Tree Planting The City will encourage the planting of shade trees within residential lots to reduce radiation and encourage the reduction of greenhouse gases.</p>	<p>Planting of shade trees is encouraged on residential lots within the Specific Plan. A recommended plant palette for SUD-B NEQ is included in the General Development Plan.</p>
Policy OSC-3.10	<p>Shade Tree Parking Lot Requirements The City will require commercial and retail parking lots will have 50% tree shading within 15 years to reduce radiation and encourage the reduction of greenhouse gases.</p>	<p>The project will comply with the applicable City requirements on parking lot landscaping, except as otherwise provided for in the Specific Plan, General Development Plan and except as required per the ALUCP.</p>
Policy OSC-3.11	<p>Energy Efficient Buildings The City will encourage the development of energy efficient buildings and communities.</p>	<p>New construction in the Specific Plan area is required to meet Title 24, Part 6 of California Energy Code. The General Development Plan also provides sustainable design guidelines that encourage energy-efficient site planning and building design.</p>

OPEN SPACE AND CONSERVATION ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
WATER RESOURCES		
GOAL OSC-4	To preserve and enhance local streams, creeks, and aquifers.	
Policy OSC-4.3	<p>Protect Surface Water and Groundwater The City shall ensure that new development projects do not degrade surface water and groundwater.</p>	The project will incorporate appropriate mitigation measures identified in the Specific Plan and project EIR regarding the protection of surface water and groundwater.
Policy OSC-4.4	<p>Protection and Management of Flood Plains The City shall encourage the protection of 100 year floodplains and where appropriate, obtain public easements for purposes of flood protection, public safety, wildlife preservation, groundwater recharge, access and recreation.</p>	The project will incorporate appropriate mitigation measures identified the project EIR regarding the protection and management of floodplains.
Policy OSC-4.6	<p>Best Management Practices The City shall continue to require the use of feasible and practical best management practices (BMPs) to protect surface water and groundwater from the adverse effects of construction activities and urban runoff. Additionally, the City shall require, as part of its Storm Water NPDES Permit and ordinances, to implement the Pollution Prevention Plan (SWPPP) during construction activities for any improvement projects, new development and redevelopment projects for reducing pollutants to the maximum extent practicable.</p>	Future development in the Specific Plan area will be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit, and prepare/implement a Storm Water Pollution Plan (SWPPP) to address erosion and discharge impacts associated with the proposed on-site grading. The SWPPP will identify and implement Best Management Practices (BMPs) designed to prevent or control discharge of pollutants in storm water runoff.

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BIOLOGICAL		
GOAL OSC-5	To preserve and protect existing biological resources including both wildlife and vegetative habitat.	
Policy OSC-5.1	<p><i>Protect Significant Vegetation</i> The City shall support the preservation of heritage oaks and threatened or endangered vegetative habitat from destruction. A heritage oak shall be defined as a tree with a diameter of 36 inches measured at a point 4.5 feet above grade level (i.e., diameter at breast height or DBH).</p>	The Specific Plan supports the preservation of oak trees to the extent feasible. Development projects in SUD-B NEQ shall comply with Chapter 18.69 of the City's Zoning Code and the City of Lincoln Guidelines for Development Around Oak Trees, as well as the mitigation measures contained in the SUD-B NEQ EIR.
Policy OSC-5.2	<p><i>Management of Wetlands</i> The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Such communities shall be restored or expanded, where possible and as appropriate.</p>	The Specific Plan preserves 14.3 acres of natural open space area that contains waterways and riparian habitats for wildlife habitat protection, passive recreation opportunities and groundwater recharge. The project will incorporate appropriate measures identified in the project EIR to mitigate potential impacts to wetlands and riparian plant communities.
Policy OSC-5.4	<p><i>Encourage Planting of Native Vegetation</i> The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well adapted plants are maintained.</p>	The Specific Plan encourages the use of native plant materials throughout SUD-B NEQ. A plant palette that incorporates native plant materials is provided in the General Development Plan.

OPEN SPACE AND CONSERVATION ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
Policy OSC-5.5	<p><i>New Development in Sensitive Areas</i> The City shall require that new development in areas that are known to have particular value for biological resources be carefully planned and where possible avoided so that the value of existing sensitive vegetation and wildlife habitat can be maintained.</p>	<p>The Specific Plan preserves Markham Ravine, Auburn Ravine and associated habitat areas, wetland features and heavy tree covers to help protect sensitive vegetation and wildlife habitat. The project will incorporate appropriate measures identified in the project EIR to mitigate potential impacts to sensitive vegetation and wildlife habitat.</p>
Policy OSC-5.7	<p><i>404 Permit Requirements</i> The City may require project proponents to obtain 404 Permits, and prepare mitigation plans for, or provide for the avoidance, preservation, and maintenance of identified wetlands prior to submitting applications for land use entitlements.</p>	<p>A 404 permit issued by the Corps will be obtained, on a project-by-project basis, to fill the wetland features that cannot be avoided. The 404 permit includes provisions to mitigate the loss of wetlands. Details on the 404 permit, appropriate mitigation measures and timing of the permits are included in the project EIR.</p>
Policy OSC-5.9	<p><i>Wetland Dedication</i> All preserved wetlands shall be dedicated to the City or a non-profit organization acceptable to the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies, to ensure their maintenance and survival. With respect to areas dedicated to the City, acceptance shall be conditioned upon establishment of a lighting and landscaping district or other public or private funding mechanisms acceptable to the City.</p>	<p>Preserved wetlands in SUD-B NEQ will be dedicated to the City and preserved through perpetual covenants to ensure their maintenance and survival. Details on funding and maintenance of dedicated wetlands will be provided in the individual projects' development agreements with the City.</p>
Policy OSC-5.10	<p><i>Native Vegetation for Landscaping</i> The City shall develop a list of native vegetation to be used as a landscape palette for use within open space/preserve areas. Native plants should also be incorporated into plant palettes used in developed areas by citizens and developers.</p>	<p>The Specific Plan encourages the use of native plant species for landscape within open space areas. A plant palette that incorporates native plant species is included in the General Development Plan.</p>

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Policy OSC-5.11	<p>Requirement for Biological Studies Prior to project (i.e., specific plan or individual project) approval, the City shall require a biological study to be prepared by a qualified biologist for any proposed development within areas that contain a moderate to high potential for sensitive habitat. As appropriate, the study shall include the following activities: (1) inventory species listed in the California Native Plant Society Manual of California Vegetation, (2) inventory species identified by the USFWS and CDFG, (3) inventory special status species listed in the California NDDB, and (4) field survey of the project site by a qualified biologist.</p>	As part of the project EIR, a biological study has been prepared to evaluate the existing sensitive habitat and special status species within the Specific Plan area and address any potential impacts to these resources. The project will implement the appropriate measures identified in the EIR to ensure that the potential impacts are mitigated to below a level of significance, in accordance to the State and Federal permits.
CULTURAL RESOURCES		
GOAL OSC-6	To preserve and protect existing archaeological, historical, and paleontological resources for their cultural values.	
Policy OSC-6.3	<p>Archaeological Resources The City shall support efforts to protect and/or recover archaeological resources.</p>	The project will implement the appropriate cultural resource mitigation measures identified in the project EIR.

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<p>Policy OSC-6.7</p>	<p><i>Discovery of Archaeological / Paleontological Resources</i> In the event that archaeological / paleontological resources are discovered during ground disturbing activities, the City shall require that grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional archaeologist / paleontologist as appropriate. The City will require that a qualified archeologist / paleontologist make recommendations for measures necessary to protect the find; or to undertake data recovery, excavation, analysis, and curation of archaeological / paleontological materials, as appropriate.</p>
<p>Policy OSC-6.8</p>	<p><i>Archaeological Resource Surveys</i> Prior to project approval, the City shall require project applicant to have a qualified professional archeologist conduct the following activities within the area of potential effects (APE): (1) conduct a record search at the North Central Information Center located at California State University Sacramento and other appropriate historical repositories to determine the extent of previously recorded sites and surveys within the project area, and to develop a historical context within which sites can be evaluated for significance, (2) conduct a field survey to locate, map, and record prehistoric and historic resources, and</p>

The project will implement the appropriate mitigation measures identified in the project EIR regarding actions to be taken if archeological and paleontological resources are discovered during ground disturbing activities.

As part of the cultural resource analysis for the project EIR, a cultural resource inventory and evaluation report has been prepared to document the result of the record search and field survey of prehistoric and historic resources, as well as the management recommendations of identified historic resources within the area of potential impacts.

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	(3) prepare cultural resource inventory and evaluation reports meeting California Office of Historic Preservation Standards to document the result of the record search and field survey, and to provide significance evaluations and management recommendations for any identified historical resources within the APE.	
Policy OSC-6.9	<p>Native American Resources</p> <p>The City shall consult with Native American representatives, including appointed representatives from United Auburn Indian Community, to discuss concerns regarding potential impacts to cultural resources and to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of the review of a proposed project.</p>	The Specific Plan has complied with this policy and a Native American consultation has been performed.
Policy OSC-6.10	<p>Discovery of Human Remains</p> <p>Consistent with CEQA Guidelines (Section 15064.5), if human remains are discovered during project construction, it is necessary to comply with state laws relating to prohibitions on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (California Health and Safety Code Section 7050.5). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p>	The project will implement the appropriate mitigation measures identified in the project EIR regarding actions to be taken if human remains are discovered during construction activities.

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<p>A. The Placer County Coroner / Sheriff has been informed and has determined that no investigation of the cause of death is required; and if the corner determines that the remains are of Native American origin,</p> <ol style="list-style-type: none"> 1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. 2. The NAHC shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. 3. The MLD shall have an opportunity to make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. <p>B. Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</p> <p>C. The County has notified the United Auburn Indian Community (UAIC) Tribal Council and solicited their input.</p>	

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RECREATION		
GOAL OSC-7	To provide and maintain park facilities that provide recreational opportunities for all residents.	
Policy OSC-7.1	<p>Park Facilities</p> <p>The City shall provide park facilities in accordance with adopted park standards.</p>	The project will meet the City's adopted park standards through parkland dedication and in construction of local parks and in-lieu fees for Regional Parks.
Policy OSC-7.7	<p>In-Lieu Fees</p> <p>The City shall provide for the payment of an in-lieu fee, in those instances where the City determines that park land dedication is not appropriate. The in-lieu fee shall reflect the cost of fully serviced vacant land.</p>	The project will meet the City's adopted park standards through parkland dedication and/or payment of in-lieu fees.
Policy OSC-7.18	<p>Park Construction</p> <p>The City will strive to have newly dedicated, mini and neighborhood parks, constructed by residential developers in conjunction with their project, such that new residents have immediate access to park facilities.</p>	Construction and timing of neighborhood parks will be stipulated in the individual development agreements with the City.
Policy OSC-7.21	<p>Maintenance of Waterway and Trail Corridors</p> <p>The City shall ensure that existing park maintenance activities incorporate applicable trail maintenance activities necessary to address public safety issues along City-owned trail areas. Trail maintenance activities shall be conducted in a manner consistent with all applicable environmental regulations and shall ensure emergency vehicle access along portions of the trail corridor where appropriate. Trail maintenance measures shall include, but not be limited to, vegetation or brush clearing and signage prohibiting inappropriate uses.</p>	It is anticipated that maintenance of waterway and trail corridors may be provided by a community facilities district, a landscape and lighting district, or a combination of these entities or other appropriate maintenance entities. Maintenance activities will be conducted in a manner consistent with applicable environmental regulations, and emergency vehicle access will be provided along portions of the trails, where appropriate.

Health and Safety Element

HEALTH AND SAFETY ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
GEOLOGIC AND SEISMIC HAZARDS		
GOAL HS-2	To minimize exposure of persons and property to damage resulting from geologic and seismic hazards.	
Policy HS-2.1	<p>Seismic Safety of Structures The City shall require that new structures intended for human occupancy are designed and constructed to minimize risk to the safety of occupants due to ground shaking.</p>	The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to mitigate the potential seismic impacts to below a level of significance.
Policy HS-2.4	<p>California Building Standard Code The City shall continue to require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the California Building Standard Code.</p>	New buildings in the Specific Plan area will be built in accordance with the seismic requirements of the California Building Standard Code.
AIR QUALITY		
GOAL HS-3	To reduce the generation of air pollutants and promote non-polluting activities to minimize impacts to human health and the economy of the City.	
Policy HS-3.5	<p>Development Requirements The City shall require developments, where feasible, to be located, designed, and constructed in a manner that would minimize the production of air pollutants and avoid land use conflicts.</p>	The Specific Plan incorporates efficient land use planning that locates a mix of complementary uses within proximity to one another, thereby reducing vehicle trips and associated air pollutant emissions. The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to mitigate the potential air quality impacts to below a level of significance.

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Policy HS-3.9	<p>Dust Suppression Measures The City shall require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Site watering or application of dust suppressants, • Phasing or extension of grading operations, <ul style="list-style-type: none"> • Covering of stockpiles, • Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and • Revegetation of graded areas. 	<p>The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to mitigate the potential air quality impacts to below a level of significance.</p>
Policy HS-3.11	<p>Woodburning The City shall require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes. The city shall promote the use of natural gas over wood products in space heating devices and fireplaces in all new homes and existing homes considering remodeling plans.</p>	<p>The Specific Plan will require new homes be installed with EPA-certified fireplace inserts.</p>
Policy HS-3.17	<p>Street Design The City shall promote street design that provides an environment which encourages neighborhood electric vehicles, transit use, biking and walking.</p>	<p>The Specific Plan provides for pedestrian-friendly street design that encourages walking, biking and the use of NEVs to reduce automobile trips.</p>
Policy HS-3.18	<p>Design for Transportation Alternatives The City shall encourage all new development to be designed to promote pedestrian and bicycle access and circulation (including the use of NEVs), to the greatest extent feasible.</p>	<p>The Specific Plan provides streets and trails that have been designed to encourage walking, biking and the use of NEVs.</p>

HEALTH AND SAFETY ELEMENT GOALS & POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
AIRPORT HAZARDS		
GOAL HS-4	To minimize the possibility of the loss of life, injury, or damage to property as a result of airport hazards.	
Policy HS-4.1	<p><i>Airport Land Use Compatibility Plan</i> The City shall require that development around the Lincoln Regional Airport be consistent with the safety policies and land use compatibility guidelines contained in the adopted Placer County Airport Land Use Compatibility Plan and any subsequent amendments to the Plan.</p>	The Specific Plan is compatible with the Placer County Airport Land Use Compatibility Plan. Commercial and Residential areas are planned strategically around compatibility zones.
Policy HS-4.2	<p><i>Compliance with FAA Regulations</i> The City shall ensure that development within the airport approach and departure zones are in compliance with Part 77 of the Federal Aviation Administration Regulations (FAA regulations that address objects affecting navigable airspace).</p>	The Specific Plan is compatible with the Placer County Airport Land Use Compatibility Plan. Commercial and Residential areas are planned strategically around compatibility zones.
HAZARDOUS MATERIALS		
GOAL HS-5	To protect residents and property from the use, transport and disposal of hazardous materials.	
Policy HS-5.12	<p><i>Hazardous Materials Inventory</i> The City may require, as a component of the environmental review process, a hazardous materials inventory for the site, including an assessment of materials and operations for any applications for land use entitlements.</p>	The project EIR addresses the potential impacts of hazardous materials and operations associated with the proposed development. The project will implement the appropriate mitigation measures identified in the EIR to reduce the potential impacts to below a level of significance.

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FLOOD HAZARDS		
GOAL HS-6	To minimize the risk of life and property of the City's residents from flood hazards.	
Policy HS-6.1	<p>Flood Protection</p> <p>The City shall ensure that adequate flood protection is provided throughout the community.</p>	The project EIR addresses the potential flood impacts associated with the proposed development. The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR.
Policy HS-6.3	<p>Master Drainage Plans</p> <p>The City shall require master drainage plans as a condition of approval for large development projects.</p>	The Specific Plan includes a storm drainage plan to be approved with the project EIR.
Policy HS-6.4	<p>New Residential Construction</p> <p>The City shall require new residential construction to have its lowest habitable floor elevated above the base flood level elevation, determined by FEMA standards.</p>	The project will grade the subdivision such that all residential development is above the applicable 100-year base flood elevation.
Policy HS-6.5	<p>Stream Channels</p> <p>The City shall prohibit development along stream channels that would reduce the stream capacity, increase erosion, or cause deterioration of the channel.</p>	The project will implement appropriate mitigation measures identified in the project EIR to reduce potential impacts to stream channels (if any) to below a level of significance.
URBAN AND WILDLIFE FIRE HAZARDS		
GOAL HS-7	To minimize the risk of life and property from urban and wildland fires.	
Policy HS-7.3	<p>Wildland Fire Management Plans</p> <p>The City shall require the development of wildland fire management plans for projects adjoining significant areas of open space that may have high fuel loads.</p>	Wildland fire hazards in open space areas will be minimized through implementation of a fuel modification plan, as approved by the City's Fire Department.

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Policy HS-7.4	<p>Buffer Zones for Fire Protection</p> <p>The City shall require new development to incorporate additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential fire losses.</p>	<p>Fuel modification zones will be provided around the community's interface with adjacent undeveloped open space, in accordance with the requirements of the City's Fire Department. The project will implement appropriate mitigation measures identified in the project EIR and Open Space Management Plan to minimize potential fire hazards.</p>
NOISE		
GOAL HS-8	To protect residents from health hazards and annoyance associated with excessive noise levels.	
Policy HS-8.1	<p>Sensitive Receptors</p> <p>The City will allow the development of new noise-sensitive land uses (which include but are not limited to residential, health care facilities and schools) only in areas exposed to existing or projected levels of noise which satisfy the levels specified in Table 8.1.</p>	<p>The project EIR addresses the potential noise impacts associated with the proposed development. The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to ensure that potential impacts are mitigated to below a level of significance.</p>
Policy HS-8.2	<p>Protect Residential Areas</p> <p>The City will strive to achieve exterior noise levels for existing and future dwellings in residential areas that do not exceed exterior noise levels of 60 dBA CNEL and interior noise levels of 45 dBA CNEL.</p>	<p>The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to ensure that potential noise impacts are mitigated to below a level of significance.</p>
Policy HS-8.6	<p>Development Around Airport</p> <p>The City shall require that development around Lincoln Airport be consistent with the noise standards contained in the approved Airport Land Use Commission Plan, and where deemed appropriate, require aviation easements from new development.</p>	<p>Aviation easement will be required if deemed appropriate and noise study will be consistent with the approved ALUCP.</p>

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Policy HS-8.8	<p>Construction Noise</p> <p>The City will provide guidelines to developers for reducing potential construction noise impacts on surrounding land uses.</p>	The project will adhere to applicable restrictions and requirements related to the mitigation of construction noise impacts identified in the EIR.
Policy HS-8.10	<p>Sound Attenuation Features</p> <p>The City shall require sound attenuation features such as walls, berming, and heavy landscaping between commercial and industrial uses and residential uses to reduce noise and vibration. Setback distances may also be used to reduce noise.</p>	The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to ensure that potential noise impacts are mitigated to below a level of significance.
Policy HS-8.11	<p>Noise Buffering</p> <p>The City shall require a variety of sound attenuation features (including noise buffering or insulation) in new development along major streets and highways, and along railroad tracks.</p>	The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to ensure that potential noise impacts are mitigated to below a level of significance.

HEALTH AND SAFETY ELEMENT GOALS & POLICIES	SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS	
<p>Policy HS-8.14</p>	<p style="text-align: center;">Noise Analysis</p> <p>The City shall require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels. The noise analysis shall:</p> <ul style="list-style-type: none"> • Be the responsibility of the applicant • Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics • Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions • Estimate existing and projected noise levels in terms of Ldn/CNEL and compare the levels to the adopted policies of the City’s General Plan • Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards of the City’s General Plan. Where the noise source in question consists of intermittent single events, the acoustical analysis must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance. 	<p>The project EIR addresses the potential noise impacts associated with the proposed development. The project will incorporate the appropriate design measures and adhere to all applicable restrictions and requirements identified in the EIR to ensure that potential impacts are mitigated to below a level of significance.</p>
<p>Policy HS-8.15</p>	<p style="text-align: center;">Limiting Construction Activities</p> <p>The City shall establish restrictions regarding the hours and days of construction activities throughout the City.</p>	<p>The project will adhere to applicable restrictions and requirements related to the mitigation of construction noise impacts identified in the EIR.</p>

SUD-B NEQ

Specific Plan

App. A | General Plan
Consistency

Housing Element

HOUSING ELEMENT GOALS AND POLICIES		SPECIFIC PLAN / GENERAL DEVELOPMENT PLAN CONSISTENCY ANALYSIS
GOALS, POLICIES, AND PROGRAM ACTIONS		
GOAL 1	Accommodate new housing to meet the needs of present and future Lincoln residents at all income levels.	
Policy 4	Require that new residential developments meet local and state requirements for energy efficiency and mitigate adverse environmental impacts.	New construction in the Specific Plan area is required to meet Title 24, Part 6 of California Energy Code. The General Development Plan also provides sustainable design guidelines that encourage energy-efficient site planning and building design. Development projects in SUD-B NEQ will comply with the appropriate measures included in the EIR to mitigate potential impacts to the environment.