

CITY OF LINCOLN
JOINER RANCH EAST PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF LINCOLN
600 SIXTH STREET
LINCOLN, CA 95648

Prepared by:

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I N T E R N A T I O N A L

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

October 2020

1.0 INTRODUCTION

This document contains an initial study, based in part on supporting technical studies, which concludes that a mitigated negative declaration is the appropriate California Environmental Quality Act (CEQA) document for the Joiner Ranch East Project (proposed project). This mitigated negative declaration has been prepared in accordance with Public Resources Code Section 21000 et seq., and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

1.1 CEQA GUIDELINES

An initial study is conducted by a lead agency to determine whether a project would have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency also prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and, therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are adopted in the proposed project in accordance with CEQA Guidelines Section 15070(b), including the adoption of the mitigation measures discussed in this document, a mitigated negative declaration can be prepared.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” Based on the criterion above, the City of Lincoln (City) is the lead agency for the proposed project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed project. This document is divided into the following sections:

- 1.0 Introduction** – This section provides an introduction and describes the purpose and organization of the document.
- 2.0 Project Information** – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, General Plan land use designation and zoning district, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required. This section also includes a list of the environmental resources that the project could affect.
- 3.0 Project Description** – This section describes the proposed project in detail, including the project components and their construction and operation.
- 4.0 Environmental Checklist** – This section describes the environmental setting and overview for each of the environmental resource areas and evaluates a range of impacts classified as “no impact,” “less than significant impact,” “less than significant impact with mitigation incorporated,” and “potentially significant impact” in response to the environmental checklist.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Environmental Checklist, is the analysis portion of this Initial Study. The section evaluates the potential environmental impacts of the project. Section 4.0 includes 20 environmental resource subsections, plus CEQA Mandatory Findings of Significance. The environmental resource area subsections, numbered 1 through 21, are:

- | | |
|---------------------------------------|----------------------------------------|
| 1. Aesthetics | 11. Land Use and Planning |
| 2. Agriculture and Forestry Resources | 12. Mineral Resources |
| 3. Air Quality | 13. Noise |
| 4. Biological Resources | 14. Population and Housing |
| 5. Cultural Resources | 15. Public Services |
| 6. Energy | 16. Recreation |
| 7. Geology and Soils | 17. Transportation/Traffic |
| 8. Greenhouse Gas Emissions | 18. Tribal Cultural Resources |
| 9. Hazards and Hazardous Materials | 19. Utilities and Service Systems |
| 10. Hydrology and Water Quality | 20. Wildfire |
| | 21. Mandatory Findings of Significance |

Each environmental resource subsection is organized in the following manner:

The discussion provides a detailed discussion of each checklist question. The level of significance for each topic is determined by considering the predicted magnitude of the impact. For each checklist question, the Initial Study reaches one of the following conclusions:

No Impact: The project would have no impact on the environment.

Less Than Significant Impact: The project would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

Less Than Significant Impact with Mitigation Incorporated: The project would have a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (CEQA Guidelines Section 15382). However, the incorporation of project-specific mitigation measures would reduce the impact to less than significant.

Potentially Significant Impact: The project’s impact would be “potentially significant” but no mitigation measures are readily available, or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth impact analysis is needed. In such cases, an EIR is required.

2.0 PROJECT INFORMATION

1. **Project title:** Joiner Ranch East
2. **Lead agency name and address:** City of Lincoln
600 Sixth Street
Lincoln, CA 95648
3. **Contact person and phone number:** Steve Prosser, Community Development Director
Community Development Department
City of Lincoln
(916) 434-2470
4. **Project location:** The 25.5±-acre proposed project site is located at the southeast corner of Nicolaus Road and Joiner Parkway in Lincoln (County Assessor's Parcel Numbers 021-310-077, 021-310-075, and 021-310-057); the site's coordinates are 38°53'44.4"N 121°18'39.8"W.
5. **Project sponsor's name and address:** Joiner Limited Partnership
2055 Nicolaus Road
Lincoln, CA 95648
6. **General Plan designation:** Community Commercial (CC), Medium Density Residential (MDR), and Parks and Recreation (PR)
7. **Zoning:** General Commercial (G-C), Residential-8 (RD-8), and Park (P)
8. **Project description:** The project would include a General Plan amendment, rezoning of the project site, an amendment to the Joiner Ranch General Development Plan, and approval of a tentative subdivision map for 199 single-family homes. The project would also construct some improvements to the driveway to the existing parking lot in Joiner Park.
9. **Surrounding land uses and setting:** The project site is located at the southeast corner of the intersection of Nicolaus Road and Joiner Parkway, west of Joiner Park. To the north is the Sierra Pacific Industries lumber mill, to the south is single-family residential, and to the west is a vacant parcel and rural residential.

10. Environmental factors potentially affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “potentially significant impact” as indicated by the checklist on the following pages.

- | | | |
|----------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

11. Determination: (To be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Steve Prosser

Printed Name

3.0 PROJECT DESCRIPTION

PROJECT LOCATION AND SETTING

The proposed project site comprises two parcels, 21 acres and 4.4 acres, and a 0.016±-acre portion of a City-owned parcel. In total, the project site is 25.5± acres. The County Assessor's Parcel Numbers are 021-310-077, 021-310-075, and 021-310-057 (City-owned) and the site's coordinates are 38°53'44.4"N 121°18'39.8"W. The site is undeveloped and has no existing improvements, except for the City-owned parcel, which contains turf from Joiner Park.

The site has relatively level terrain and slopes to the south with ground surface elevations ranging from approximately 140 to 150 feet mean sea level. **Figure 1** is a regional location map and **Figure 2** depicts the project site and the adjacent areas. The current General Plan land use designations for the project site are Community Commercial (CC), Medium Density Residential (MDR), and Parks and Recreation (PR) and the current zoning is General Commercial (G-C), Residential-8 (RD-8), and Park (P). The project site is also subject to the Joiner Ranch General Development Plan GDP.

PROJECT COMPONENTS

This section describes the planning elements and physical components of the project. The proposed project includes changing the land use designation to Medium Density Residential and zoning to Planned Development – Medium Density Residential to allow a development density range of 6 to 12.9 units per acre. The Joiner Ranch GDP would also be amended to provide development standards for the RD-8 development. The project density would be 7.8 units per acre. The Planned Development district would also establish development standards based on the City's Medium Density Residential zone, with exceptions tailored to the unique attributes of the site. The proposed project also includes a tentative subdivision map with 199 single-family lots (see **Figure 3**). Of the 199 residential lots, 97 would be approximately 2,940 square feet and 102 would be approximately 3,600 square feet.

Joiner Park Driveway Improvements

The proposed project would extend the existing driveway that provides access to Joiner Park from Nicolaus Road. The City will be taking bids for construction of the parking spaces separately, and parking lot construction would not be included as part of this project.

Property Transfer

The project applicant owns parcels 021-310-077 and 021-310-075 and the City owns parcel 021-310-057, which is developed as Joiner Park. The City would transfer to the project applicant a 0.016±-acre portion of the Joiner Park parcel and the project applicant would transfer a 0.111±-acre portion of parcel 021-310-077 to the City. The transfer would be necessary to accommodate the curve of one of the proposed streets.

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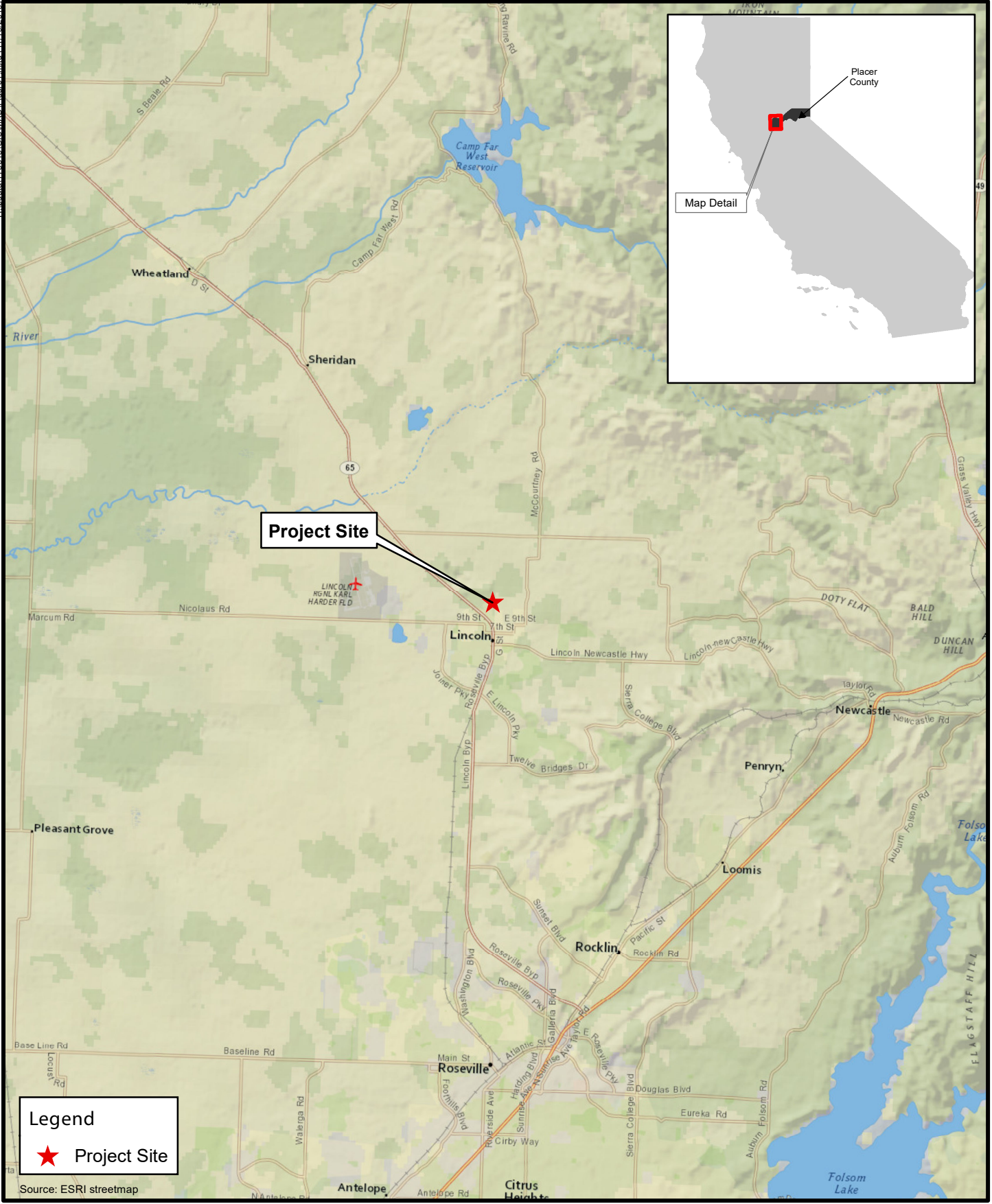


FIGURE 1
Regional Location Map

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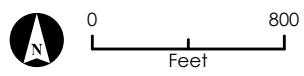


FIGURE 2
Project Location Map

Access and Parking

The proposed project would be accessed by two new access points on Nicolaus Road and Joiner Parkway that would lead to the proposed street network as shown on **Figure 3**. Pursuant to the City's parking requirements, each new house would be required to provide an attached two-car garage.

Pedestrian access to the proposed project would be provided by proposed sidewalks along the northern and western project site boundary and sidewalks along the proposed street network. Pedestrian access from the project site to Joiner Park would also be provided in the northeast portion of the project site.

Bicycle access would be provided by proposed bike lanes along Nicolaus Road and Joiner Parkway. The proposed bike lane along Joiner Parkway would also be able to accommodate neighborhood electric vehicles (NEVs). Additionally, a bike path would be provided along the southern border of the project site to connect Joiner Parkway to Joiner Park, located to the east of the project site.

Lighting and Landscaping

Project lighting would include typical street lighting and building-mounted exterior fixtures. All project lighting would be required to comply with the performance standards in the Lincoln General Plan Policy LU-11.3 (Lincoln 2008), which requires shielded light fixtures that direct light downward, and other applicable City standards.

The proposed landscaping would be consistent with the City's landscape ordinance. Landscaping would be installed along the project frontage on Nicolaus Road and Joiner Parkway to enhance the project entryway. Open space would also be provided along the proposed bike path along the southern project site boundary line.

Utilities

The project would connect to the existing water, sewer, electrical, and telecommunications networks. Pacific Gas and Electric Company (PG&E) would provide electrical and natural gas service and the City would provide potable water and sewer service. Water and sewer would be extended from existing infrastructure in Joiner Parkway. The City of Lincoln would provide solid waste and recycling pickup.

The proposed project includes construction of a stormwater collection system that would be designed according to the City's design criteria and procedures manual. All runoff from the project site would be routed to water quality swales before ultimately draining to a drainage channel along the southern project site boundary line.

PROJECT CONSTRUCTION

Construction of the project would occur based on market conditions, phasing, and financing. During construction, surrounding streets would remain open and construction workers and trucks

would use existing streets. The site would be cleared and graded to the planned elevation. Construction may require import of fill to provide the needed elevation for drainage.

Project construction would require the use of off-road equipment, such as haul trucks and small bulldozers, and could use groundborne vibration-generating construction equipment, such as rollers. The construction contractor would stage equipment and materials on-site.

The construction contractor would install erosion control best management practices, dig trenches and lay utilities, pour foundations and erect buildings, create walkways, plant landscaping, and pave access roads.

ADJACENT LAND USES

The project site is adjacent to Joiner Park, which is located to the east and houses a baseball diamond, two playgrounds, football/soccer fields, and a 4+ -acre vernal pool/intermittent wetland preserve. To the north is the Sierra Pacific Industries lumber mill, to the south is single-family residential, and to the west is a vacant parcel and rural residential.

PERMITS AND APPROVALS

This document will be used by the City of Lincoln to take the following actions:

- Adoption of the MND;
- Adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of a General Plan amendment from Community Commercial and Parks and Recreation to Medium Density Residential;
- Approval of a rezone from General Commercial, Residential-8, and Park to Planned Development – Medium Density Residential
- Approval of a tentative subdivision map; and
- Approval of the Joiner Ranch East Project.

The following agencies may be required to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board – Construction activities would be required to be covered under the National Pollution Discharge Elimination System;
- Regional Water Quality Control Board – Water quality certification pursuant to Section 401 of the Clean Water Act;
- Regional Water Quality Control Board – Permitting of state jurisdictional areas, including isolated wetlands pursuant to the Porter-Cologne Water Quality Act;
- Regional Water Quality Control Board – Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act; and
- United States Army Corps Of Engineers – Permitting of federal jurisdictional areas pursuant to Section 404 of the Clean Water Act.

4.0 CEQA CHECKLIST

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a, b) Would the project have a substantial adverse effect on a scenic vista? Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The City’s General Plan Land Use Element (Lincoln 2008) identifies Highway 193 as a scenic corridor within and in view of the City. The project site is approximately 5,000 feet east of the western terminus of Highway 193 and would not impact its views. Additionally, the project site is relatively flat and does not contain views of natural features that could be considered scenic resources. Further, the project site is not in the vicinity of an eligible or officially designated scenic highway as established by the City or the California Department of Transportation (Caltrans 2011). For these reasons, there would be no impact on scenic vistas or scenic routes within a state or locally designated scenic highway.

c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The proposed project is in an urbanized area of Lincoln. The City has adopted General Plan policies aimed at preserving and enhancing natural resources and views within the City, including:

- Policy LU-12.3: Open Space Views. To enhance views of hillsides, open space, and other distinctive views within the community, proposed project designs will be expected to maintain some viewshed by regulating building orientation, height, and mass.
- Policy LU-12.4: Creek Natural Edges. Where feasible, the City should preserve the existing natural edges along the city's creek system and wetland areas and restore impacted creeks by planting natural vegetation.
- Policy LU-14.5: Entrances. The City shall require that entrances to new neighborhoods be accented with distinctive landscaping, pavement, and signage treatments.

A vegetated drainage channel is located south of the project site. The natural elements of the channel would be preserved as part of the project and a proposed bike path would be constructed along the channel. The proposed project would follow all applicable design standards and guidelines and all other City regulations governing scenic quality. Impacts would be less than significant.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The proposed project would introduce new sources of light; however, lighting standards included in General Plan Policy LU-11.3 (Lincoln 2008) require outdoor lighting to use low-energy, shielded light fixtures to reduce the potential for glare that could cause unreasonable annoyance.

The proposed project would follow all applicable City light regulations; therefore, impacts related to light and glare would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>AGRICULTURE AND FORESTRY RESOURCES: <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

The project site is classified as “Grazing Land” by the Farmland Mapping and Monitoring Program of the California Resources Agency (CDC 2016). Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not enrolled in a Williamson Act contract. Additionally, the project site is zoned General Commercial (G-C), Residential-8 (RD-8), and Park (P), which do not include agricultural use. No impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project site is zoned Community Commercial (CC), Medium Density Residential (MDR), and Parks and Recreation (PR). The project site does not contain forestland or timberland as defined by Public Resources Code Section 4526. No impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

As discussed above, the project site does not contain forestland. The proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Implementation of the proposed project would allow construction of 199 single-family homes. As discussed in Section IV, Biological Resources, the project site is dominated by non-native grasses and does not contain farmland. Therefore, the proposed project would not result in conversion of farmland to non-agricultural use or forestland to non-forest use. No impact would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY: <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions, such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a, b) Would the project conflict with or obstruct implementation of the applicable air quality plan? Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The Placer County Air Pollution Control District (PCAPCD) is the regulatory agency that oversees air quality for the project area, which is in the Sacramento Valley Air Basin (SVAB). The SVAB has been designated a nonattainment area for federal ozone and fine suspended particulate matter (PM_{2.5}) air quality standards and for state ozone and particulate matter (PM₁₀) air quality standards (PCAPCD 2017).

The proposed project is subject to the ambient air quality standards established by the PCAPCD, and those adopted by the California Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA). The PCAPCD provides significance thresholds for both construction and operation of projects. If the PCAPCD thresholds are exceeded, a potentially significant impact could result. If a project proposes development in excess of the established thresholds, as outlined below in **Table 4-1**, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

Table 4-1 – Placer Air Pollution Control District Emissions Thresholds

Phase	Pollutant (lbs/day)		
	ROG	NO _x	PM ₁₀
Construction	82	82	82
Operational	55	55	82
Source: PCAPCD 2016			

Table 4-2 displays the project’s estimated maximum annual construction emissions and annual operational emissions.

Table 4-2 – Estimated Project Emissions

Activity	Emissions (lbs/day)		
	ROG	NO _x	PM ₁₀
Maximum Construction Emissions ¹	34.7	46.4	8.8
Annual Operational Emissions ¹	12.3	20.7	12.1
Exceed Thresholds?	No	No	No
1. Calculated by Michael Baker using CalEEMod (Version 2016.3.2) (Appendix A)			

As shown in **Tables 4-1** and **4-2**, the proposed project’s maximum annual construction emissions and annual operational emissions are below the established PCAPCD thresholds.

Further, PCAPCD Rule 228 (PCAPCD 2003) requires the implementation of basic dust control measures during project construction. The following measures would be implemented at the start and maintained throughout construction by the construction contractors of the proposed project:

- Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered. In geographic ultramafic rock units, or when naturally occurring asbestos, ultramafic rock, or serpentine is to be disturbed, the cover material shall contain less than 0.25 percent asbestos as determined using the bulk sampling method for asbestos in Section 502.
- The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.
- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
- Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.
- Construction vehicles leaving the site must be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.

- When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.
- No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either:
 - Covered with tarps; or
 - Wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.
- A person shall take actions such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.

For the reasons above, the proposed project would not conflict with an applicable air quality plan or result in a cumulative net increase of any criteria pollutant. Impacts would be less than significant.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Sensitive receptors are located northwest, west, south, and east of the project site. Construction activities associated with the project would generate airborne particulate, pollutants associated with the use of construction equipment on a short-term basis. However, because the project is below the PCAPCD's construction-related thresholds, construction emissions would be considered less than significant.

Operation of the proposed project would increase vehicle trips and therefore generate airborne particulates; however, operational emissions from the proposed project would also be below the PCAPCD's operational-related thresholds. Therefore, operational emissions from the project would be considered less than significant.

The project includes residential uses, which are considered sensitive land uses. There are no uses in the vicinity of the project site that would generate substantial amounts of pollutants. State Route 65 is the closest freeway and is located over 4,900 feet from the project site. The project is consistent with the CARB Minimum Separation Recommendations on Siting Sensitive Land Uses (CARB 2005). A health risk assessment is not warranted for any further assessment. Implementation of the proposed project would not result in an increased exposure of sensitive receptors to localized concentrations of pollutants. This would be a less than significant impact.

d) *Would the project result in other emissions, such as those leading to odors adversely affecting a substantial number of people?*

Project construction would generate localized emissions of diesel exhaust from construction equipment. Odors from these emissions may be noticeable periodically, but the exhaust would dissipate quickly and would not substantially affect people on- or off-site. Odors could be generated by the Sierra Pacific lumber mill. However, the California Supreme Court decision in the case of *California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369* clarified that lead agencies are not required by CEQA to analyze the impact of existing environmental conditions on a project's future users or residents unless the project will exacerbate the existing environmental hazards

or conditions. This limits the CEQA analysis of existing odor source impacts on new receptors from a project. The proposed project would not include sources of objectionable odors that would adversely affect a substantial number of people, so the project would not exacerbate existing environmental odors. Therefore, the project would have a less than significant impact with regard to the potential for odors.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES: <i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The analysis below is based on a Biological Resources Assessment of the project site conducted in February 2020 by Madrone Ecological Consulting (**Appendix B**). In February 2020, a Swainson’s hawk nest was reported in the California Natural Diversity Database (CNDDDB) approximately 0.15 miles northwest of the project site (CNDDDB Occurrence Number 1485); however, the last successful documented nesting at this location was in 2003 (CNDDDB 2018).

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

As identified in the Biological Resources Assessment (**Appendix B**), aquatic features on the project site could provide suitable habitat for the sensitive plant species of dwarf downingia, Bogg's Lake hedge-hyssop, Ahart's dwarf rush, and Legenere as well as the sensitive animal species of vernal pool fairy shrimp and western pond turtle. However, implementation of mitigation measures **BIO-1** through **BIO-3** and **BIO-8** would reduce potential impacts to these special to a less than significant level. Mitigation measure **BIO-1** requires the project applicant to ensure no net loss of waters of the US or riparian vegetation; **BIO-2** would require vernal pool branchiopod surveys prior to construction; **BIO-3** would require a western pond turtle survey prior to construction; and **BIO-8** would require worker environmental awareness training before beginning work on the project.

Swainson's hawk, burrowing owls, nesting raptors, other birds, and roosting bats could also be potentially impacted by the proposed project through the loss of foraging habitat and other disturbances; however, mitigation measures **BIO-4** through **BIO-8** would reduce potential impacts to these special-status species to a less than significant level. Mitigation measure **BIO-4** would require nesting bird surveys prior to construction; **BIO-5** and **BIO-6** would require replacement of Swainson's hawk and burrowing owl habitat, respectively; **BIO-7** would require roosting bat surveys prior to construction; and **BIO-8**, as mentioned above, would require worker environmental awareness training prior to construction.

- b, c) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

The project site consists primarily of non-native annual grassland. An unnamed tributary to Markham Ravine runs along the southern boundary of the project site, and a drainage ditch runs along the eastern boundary. Seasonal wetlands, vernal pools, and wetland swales are also scattered throughout the project site, which would be filled as part of the proposed project. However, implementation of mitigation measure **BIO-1** requires the project applicant to ensure no net loss of waters of the US or riparian vegetation, which could be satisfied through participation in the Placer County Conservation Program (PCCP), or requirements included in the Section 404 permit from the U.S. Army Corps of Engineers, and a Section 1600 Lake or Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). Compliance with this measure would reduce potential impacts to aquatic features to less than significant.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

The project site would not be considered a migratory wildlife corridor because of substantial development surrounding the site. No impact would occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Lincoln has adopted an Oak Tree Preservation Ordinance that establishes preservation regulations for oak trees within the City limits (Lincoln Municipal Code 18.69). As established in the Special-Status Plant Survey Report (**Appendix B**), no oak trees were identified on the project site. Therefore, no impact to oak trees would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Placer County with the City of Lincoln and other government agencies are proposing the PCCP, a Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP). This plan would cover the western portion of Placer County and streamline the permitting process for participating agencies. The PCCP could be adopted prior to adoption of this Mitigated Negative Declaration. In the case it is adopted, the proposed project could mitigate wetland impacts through the PCCP or through individual permits. Because the project would mitigate for all wetland impacts with no net loss, the project would not conflict with the provisions of an adopted HCP or NCCP. No impact would occur.

Mitigation Measures

BIO-1

Aquatic Resources

1. Waters of the US that will be impacted shall be replaced or rehabilitated on a “no-net-loss” basis, which may be achieved through participation in the Placer County Conservation Program (PCCP), or through implementation of requirements of a Section 404 permit from the US Army Corps of Engineers (USACE). Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods acceptable to the USACE.
2. The project applicant shall ensure there is no net loss of riparian vegetation. Mitigation as required in regulatory permits issued through the CDFW, the USACE, or the Regional Water Quality Control Board may be applied to satisfy this measure.
3. Evidence of compliance with this mitigation measure shall be provided to the City prior to construction and grading activities for the proposed project.

Timing/Implementation: Prior to approval of improvement plans. Construction minimization measures shall occur throughout construction.

Enforcement/Monitoring: City of Lincoln Planning Department

BIO-2**Federally Listed Vernal Pool Branchiopods**

Prior to the approval of grading permits, the project proponent may choose to conduct protocol presence-absence surveys for federally listed vernal pool branchiopods. The surveys shall be conducted in accordance with the 13 November 2017 Survey Guidelines for the Listed Large Branchiopods (Guidelines) (USFWS 2017). If no federally listed vernal pool branchiopods are found during the guideline surveys, no other mitigation is required.

If federally listed vernal pool branchiopods are found, or if presence is assumed, prior to any approval of grading permits, consultation with the US Fish and Wildlife Service (USFWS) regarding impacts to federally listed vernal pool branchiopods from the proposed project will be completed. The project shall obtain the appropriate take authorization (Section 7 Biological Opinion) from the USFWS prior to approval of grading permits. The project applicant shall comply with all terms of the biological opinion including any mitigation requirements and provide proof of compliance to the City of Lincoln prior to issuance of a grading permit.

Timing/Implementation: Prior to approval of grading permits

Enforcement/Monitoring: City of Lincoln Planning Department

BIO-3**Western Pond Turtle**

A western pond turtle survey shall be conducted within the unnamed tributary of Markham Ravine and within 150 feet of suitable habitat within 48 hours prior to construction. If no western pond turtles or nest are found, no further mitigation is necessary. If western pond turtle is observed within the proposed impact area, a qualified biologist shall relocate the individual to suitable habitat outside of the proposed impact area prior to construction. If a western pond turtle nest is observed within the proposed impact area, the nest shall be fenced off and avoided until the eggs hatch and young disperse into the drainage. A qualified biologist shall monitor to ensure that hatchlings do not disperse into the construction area. Relocation of hatchlings shall occur as stipulated above, if necessary.

Timing/Implementation: Prior to ground disturbance

Enforcement/Monitoring: City of Lincoln Planning Department

BIO-4**Nesting Raptors and Other Birds**

The following nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 30).

Swainson's Hawk

A targeted Swainson's hawk nest survey shall be conducted throughout all accessible areas within a quarter mile of the proposed construction area no later than 14 days prior to construction activities. If active Swainson's hawk nests are

found within a quarter mile of a construction area, construction shall cease within a quarter mile of the nest until a qualified biologist determines that the young have fledged, or it is determined that the nesting attempt has failed. If the applicant desires to work within a quarter mile of the nest, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced. The project applicant, project biologist, City, and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. If an active Swainson's hawk nest is found within the project site prior to construction and is in a tree that is proposed for removal, the project applicant shall implement additional mitigation recommended by a qualified biologist based on CDFW guidelines and obtain any required permits from CDFW.

Burrowing Owls

A targeted burrowing owl nest survey shall be conducted of all accessible areas within 500 feet of the proposed construction area within 14 days prior to construction activities utilizing 60-foot transects as outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012) (Staff Report). If an active burrowing owl burrow is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until a qualified biologist determines that the young have fledged, or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced. During the nonbreeding season (late September through the end of January), the applicant may choose to conduct a survey for burrows or debris that represent suitable nesting habitat for burrowing owls within areas of proposed ground disturbance, exclude any burrowing owls observed, and collapse any burrows or remove the debris in accordance with the methodology outlined in the Staff Report.

Other Birds

A preconstruction nesting bird survey shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than three days prior to the initiation of construction. If there is a break in construction activity of more than two weeks, subsequent surveys shall be conducted.

If active raptor nests or a tricolored blackbird nesting colony is found, no construction activities shall take place within 500 feet of the nest until the young have fledged. If active songbird nests are found, a 100-foot no-disturbance buffer will be established. These no-disturbance buffers may be reduced if a smaller buffer is proposed by the project biologist and approved by the City (and CDFW if it is a tricolored blackbird nesting colony) after taking into consideration the natural history of the species of bird nesting, the proposed activity level near the nest, habituation to existing or ongoing activity, and nest concealment (i.e., are there visual or acoustic barriers between the proposed activity and the nest). A qualified biologist can visit the nest as needed to determine when the young have fledged the

nest and are independent of the site; alternatively, the nest can be left undisturbed until the end of the nesting season.

Survey Report

A report summarizing the survey(s), including those for Swainson’s hawk and burrowing owls, shall be provided to the City within 30 days of the completed survey and be valid for one construction season. If no nests are found, no further mitigation is required.

Changes to Buffers and Completion of Nesting

Should construction activities cause a nesting bird to do any of the following—vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest—in a way that would be considered a result of construction activities, the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist in consultation with the City. Construction activities may only resume within the buffer zone after a follow-up survey by the project biologist has been conducted and a report has been prepared indicating that the nest (or nests) are no longer active, and that no new nests have been identified.

Timing/Implementation: *Prior to ground disturbance*

Enforcement/Monitoring: *City of Lincoln Planning Department*

BIO-5

Loss of Foraging Habitat – Swainson’s Hawk

Approximately 23.5 acres of non-native annual grassland that represents suitable foraging habitat for Swainson’s hawks will be impacted during construction of the proposed project. These impacts shall be mitigated through purchase and conservation of similar habitat as follows:

Prior to project construction, a qualified biologist shall conduct a review of Swainson’s hawk nest data available in the CNDDDB and contact the CDFW to determine if there is any additional nest data. If desired by the project proponent, the biologist may conduct a survey to determine if these nests are still present. The biologist shall provide the City with a summary of his/her findings. If it is determined that the project site is within 10 miles of an active Swainson’s hawk nest (an active nest is defined as a nest with documented Swainson’s hawk use within the past five years), the applicant shall mitigate for the loss of suitable Swainson's hawk foraging habitat by implementing one of the below measures:

- Participate in the Placer County Conservation Program (PCCP) to mitigate for potential Swainson’s hawk impacts.
- Active nest identified within 1 mile of the project site: One acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat

developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.

- Active nest identified within 5 miles (but greater than 1 mile) of the project site: 0.75 acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.
- Active nest identified within 10 miles (but greater than 5 miles) of the project site: 0.5 acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.

Timing/Implementation: Prior to ground disturbance

Enforcement/Monitoring: City of Lincoln Planning Department

BIO-6

Loss of Foraging Habitat – Burrowing Owl

If any nesting burrowing owls are found during the preconstruction survey, mitigation for the permanent loss of burrowing owl foraging habitat (defined as all areas of suitable habitat within 250 feet of the active burrow) shall be accomplished at a 1:1 ratio. The mitigation provided shall be consistent with recommendations in the Staff Report and may be accomplished within the Swainson’s Hawk Foraging Habitat mitigation area (as detailed in **BIO-5** above) if burrowing owls have been documented utilizing that area, or if the project biologist and the City collectively determine that the area is suitable.

Timing/Implementation: Prior to ground disturbance

Enforcement/Monitoring: City of Lincoln Planning Department

BIO-7

Roosting Bats

Preconstruction roosting bat surveys shall be conducted by a qualified biologist within 14 days prior to any tree removal that will occur during the breeding season (April through August). If preconstruction surveys indicate that no roosts of special-status bats are present, or that roosts are inactive or potential habitat is unoccupied, no further mitigation is required. If roosting bats are found, exclusion shall be conducted as recommended by the qualified biologist. Methods may include acoustic monitoring, evening emergence surveys, and the utilization of two-step tree removal supervised by the qualified biologist. Two-step tree removal involves removal on the first day of all branches that do not provide roosting habitat, and then cutting down the remaining portion of the tree the next day. Once the bats have been excluded, tree removal may occur.

Timing/Implementation: Prior to ground disturbance

Enforcement/Monitoring: City of Lincoln Planning Department

BIO-8

Worker Environmental Awareness Training

Prior to any ground-disturbing or vegetation-removal activities, a worker environmental awareness training (WEAT) shall be prepared and administered to the construction crews. The WEAT will include the following: discussion of the state and federal Endangered Species Act, the Clean Water Act, the project's permits and CEQA documentation, and associated mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife; location of any avoided Waters of the US; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a special-status wildlife species. The WEAT will also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers will sign a form stating that they attended the training, understand the information presented, and will comply with the regulations discussed. Workers will be shown designated "avoidance areas" during the WEAT training; worker access should be restricted to outside of those areas to minimize the potential for inadvertent environmental impacts. Fencing and signage around the boundary of avoidance areas may be helpful.

Timing/Implementation: Prior to ground disturbance

Enforcement/Monitoring: City of Lincoln Planning Department

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The setting and impact analysis in this subsection are based on several resources, including a records search conducted at the North Central Information Center (NCIC), historic map review, and field survey. Michael Baker International prepared a cultural resources study (Nayyar 2020) for the project, which is provided in **Appendix C**, with the results summarized throughout this section.

Cultural Resources Identification Efforts

Records Search

NCIC staff conducted a records search (File No. 19-109) on November 14, 2019. The NCIC, as part of the California Historical Resources Information System, California State University, Sacramento, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources records and reports for Placer County. No cultural resources were identified within the project area or the quarter-mile search radius of the project area. Two cultural resources studies have been completed in the project area, and two within a quarter-mile radius. See **Appendix C** for NCIC search results.

Historical Map Search

Michael Baker reviewed literature and historical maps for archaeological, ethnographic, and historical information about the project area and the vicinity. The project area is depicted as open land from 1855 to present in historical maps and aerials of the area. Literature reviewed did not identify information regarding the project area. See **Appendix C** for a detailed list of sources consulted.

Pedestrian Survey

Michael Baker cultural resources staff conducted an archaeological field survey of the project area on March 24, 2020. The project area was surveyed using 15-meter transect lines. Soil visibility ranged from 20 percent to 100 percent with lower visibility due to dense foliage. The site had been previously graded. No archaeological resources were observed on the surface of the project area.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The NCIC records search, field survey, and historical map review identified no historical resources within the project site. Therefore, there will be no impact to historical resources as a result of this project.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The NCIC records search, field survey, and historical map review identified no archaeological resources within the project area. However, during project-related construction, there is the potential to uncover archaeological resources within the project area; therefore, standard late discovery mitigation measure **CUL-1** is required. Mitigation measure **CUL-1** requires consulting an archaeologist in the event of a discovery, which would mitigate impacts on subsurface resources to less than significant.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The NCIC records search, field survey, and historical map review identified no human remains within the project area; however, ground-disturbing activities as part of the project could uncover human remains. The project would be required to comply with California Health and Safety Code Section 7050.5, which states that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact the Native American Heritage Commission. Complying with California Health and Safety Code Section 7050.5 would ensure a less than significant impact if human remains are encountered.

Mitigation Measures

CUL-1 If prehistoric or historical archaeological deposits are discovered during construction, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist shall assess the deposit, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts on archaeological deposits shall be avoided by the project, but if such impacts cannot be avoided, the deposits shall be evaluated for their eligibility for the California Register of Historical Resources (California Register). If the deposit is not California Register eligible, no further protection of the deposit is necessary. If the deposit is California Register eligible, it shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility.

Timing/Implementation: During grading and excavation

Enforcement/Monitoring: City of Lincoln

VI. ENERGY

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY: <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Construction Energy

During construction, the proposed project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as

concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

Transportation Energy Demand

The project would not result in any unusual characteristics that would result in excessive operational fuel consumption. The project would also comply with the Energy Independence and Security Act of 2007, federal vehicle standards, and California's Low Carbon Fuel Standard, which regulate fuel efficiencies for vehicles, including trucks. Thus, consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

The proposed project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The estimated energy usage of the project would be 1,608,700 kilowatt hours per year (**Appendix A**).

The project would be required to comply with the Building Energy Efficiency Standards (California Code of Regulations, Title 24, Parts 6 and 11), which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of these standards significantly reduces energy usage. For example, beginning in 2020, all new single-family and multifamily residences of three stories or fewer must include solar panels. In addition, the electricity provider in the City, PG&E, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources that are naturally replenished within a human timescale, such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance on such energy resources further ensures that projects would not result in the waste of the finite energy resources.

The proposed project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Additionally, the proposed project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure.

For the reasons described above, the proposed project would not place a substantial demand on regional energy supply or require significant additional capacity; significantly increase peak and base period electricity demand; cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance; or preempt future energy development or future energy conservation. Impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would comply with the most current version of Title 24's CALGreen standards (Title 24, Part 11), which would ensure the project incorporates energy-efficient windows, insulation, lighting, ventilation systems, and water-efficient fixtures, as well as green building standards. In addition, as noted above, beginning in 2020, all new single-family and multifamily residences of three stories or fewer must include solar panels. Adherence to the Title 24 energy/CALGreen requirements will ensure conformance with the state's goal of promoting energy, water, and lighting efficiency. Therefore, the proposed project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS:				
<i>Would the project:</i>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a)j) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist*

for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The project site is not within an established state of California Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults are known to occur beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. No impact would occur.

a)ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Earthquake-related ground shaking can be expected during the design life of structures constructed on the site from earthquakes along active faults in the region. Therefore, proposed structures must be designed to withstand anticipated ground accelerations. The state of California provides minimum standards for structural design and site development through the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2). All buildings constructed in the City are required to comply with the CBC, which incorporates design criteria for seismic loading and other geologic hazards, design criteria for geologically induced loading that govern sizing of structural members, and calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, structural damage would be reduced due to CBC criteria that recognize this potential. The CBC contains provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. Compliance with the provisions of the CBC would ensure that the proposed project would reduce the risk of loss, injury, or death involving earthquake-related ground shaking to the greatest extent possible. Impacts would be less than significant.

a)iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The project site is not located within a state of California Seismic Hazard Zone for liquefaction. The project site is composed of Cometa-Ramona sandy loams, Exchequer very stony loam, Redding and Corning gravelly loams, and Xerofluvents hardpan substratum. These soils are generally well drained, but have a high shrink/swell potential and a relatively moderate erosion hazard. However, the accepted engineering practices in the CBC require special design and construction methods for dealing with expansive soil behavior. The two most common methods to prevent damage due to expansive soil behavior are to design the building's foundation to resist soil movement and to control surface drainage in order to reduce seasonal fluctuations in soil moisture content. The proposed project would be required to submit a geotechnical report for the site. In addition, all development proposed on the site would be required to comply with the CBC and commonly accepted engineering practices.

Compliance with applicable building codes and recommendations included in the geotechnical report would ensure that soils at the project site would be capable of supporting the structures in the project area. Therefore, impacts resulting from expansive and unstable soils would be reduced to a less than significant level.

a)iv) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The project site and vicinity are relatively flat. The flat nature of the project site and surrounding areas would preclude the possibility of landslide within and off the project area. Therefore, there would be no impact related to landslides.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

The project site is currently undeveloped and is not at significant risk of erosion under the existing conditions. Construction activities including grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of topsoil that could adversely affect water quality in nearby surface waters. The Central Valley Regional Water Quality Control Board requires a project-specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs one or more acres. The SWPPP must include project-specific best management practices (BMPs) designed to control drainage and erosion. Furthermore, the proposed project will include a detailed project-specific drainage plan to control stormwater runoff and erosion, both during and after construction. The SWPPP and the project-specific drainage plan would reduce the potential for erosion to a less than significant level.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Impacts related to landslides and liquefaction are discussed above. As described above, the project would be constructed in accordance with the CBC, which would ensure safe construction and includes building foundation requirements appropriate to site conditions. For these reasons, potential impacts to people or structures due to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

As noted above, the on-site soils have a high shrink/swell potential. However, compliance with the CBC would require building foundations to be designed to resist soil movement and control surface drainage in order to reduce effects from seasonal fluctuations in soil moisture content. Compliance with applicable building codes would ensure that soils at the project site would be capable of supporting the structures in the project area. Therefore, impacts resulting from expansive soils would be reduced to a less than significant level.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The project site is in an area where public water and wastewater infrastructure is available. Septic and/or alternative waste disposal systems are not proposed for the project. No impact would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Lincoln General Plan EIR identifies that paleontological or unique geologic resources could be anywhere within the City of Lincoln Planning Area. The proposed project includes grading as well as trenching for utilities; therefore, there is potential that paleontological resources could be encountered during construction activities. General Plan Policy OSC-6.7 requires the suspension of grading and construction work within 100 feet of a paleontological discovery until the significance of the discovery can be determined by a qualified paleontologist. The paleontologist would make recommendations for measures necessary to protect the discovery. The proposed project would comply with Policy OSC-6.7 and impacts would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS: <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a, b) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would result in direct and indirect emissions of carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), and would not result in other greenhouse gases (GHG) that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct GHG emissions include those from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. **Table 4-3** presents the estimated CO₂, CH₄, and N₂O emissions of the proposed project. The CalEEMod outputs are contained in **Appendix A**.

TABLE 4-3:
PROJECT-RELATED GREENHOUSE GAS EMISSIONS

Source	CO ₂	CH ₄		N ₂ O		Total MTCO ₂ eq/yr
	MT/yr ¹	MT/yr ¹	MTCO ₂ eq/yr	MT/yr ¹	MTCO ₂ eq/yr	
Construction (amortized over 30 years)	37.69	0.006	0.17	0	0	37.87
Area	2.41	0.002	0.06	0	0	2.47
Mobile Source	2316.92	0.07	1.19	0	0	2318.83
Energy	612.06	0.02	0.59	0.007	0.18	614.75
Water Demand	30.23	0.33	8.48	0.08	0.21	41.17
Waste	41.62	2.46	61.49	0	0	103.12
<i>Total Emissions</i> ²	3040.93	2.9	71.98	0.02	0.39	3118.21

Notes:

1. Emissions calculated using California Emissions Estimator Model (CalEEMod) version 2016.3.2.

2. Totals may be slightly off due to rounding.

Refer to Appendix A, CalEEMod output data.

Direct Proposed Project-Related Sources of Greenhouse Gases

- **Construction Emissions.** Construction GHG emissions are typically summed and amortized over the lifetime of a project (assumed to be 30 years), then added to the operational emissions. As seen in **Table 4-3**, the proposed project would result in 37.87 MTCO₂eq per year (amortized over 30 years).
- **Area Source.** The project would directly result in 2.47 MTCO₂eq/yr from area source emissions; refer to **Table 4-3**. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include landscape maintenance equipment, such as lawnmowers, shredders, grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain landscaping of the site.
- **Mobile Source.** CalEEMod relies on project-specific land use data to calculate mobile source emissions. The proposed project would directly result in 2,318.83 MTCO₂eq per year of mobile source-generated GHG emissions; refer to **Table 4-3**.

Indirect Proposed Project-Related Sources of Greenhouse Gases

- **Energy Consumption.** Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via PG&E. The proposed project would indirectly result in 614.75 MTCO₂eq per year due to energy consumption; refer to **Table 4-3**.
- **Water Demand.** The proposed project's operations would result in a demand of approximately 3.5 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 41.17 MTCO₂eq/yr; refer to **Table 4-3**.
- **Solid Waste.** Solid waste associated with operations of the proposed project would result in 103.12 MTCO₂eq/yr; refer to **Table 4-3**.

Total Project-Related Sources of Greenhouse Gases

As shown in **Table 4-3**, the total amount of proposed project-related GHG emissions from direct and indirect sources combined would total 3,118.21 MTCO₂eq/yr.

Consistency with Applicable GHG Plans, Policies, or Regulations

Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, the California Air Resources Board (CARB) approved the Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target set by SB 32 (reduce GHG emissions to 40 percent below 1990 levels by 2030). These measures build upon those identified in the First Update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and actions, some measures have not yet been formally proposed or

adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets.

As shown in **Table 4-3**, the project would result in approximately 3,118.21 MTCO₂eq/yr. The breakdown of emissions by source category shows approximately 1 percent from area sources; 20 percent from energy consumption; 74 percent from mobile sources; 3 percent from solid waste generation; 1 percent from water supply, treatment, and distribution; and 1 percent from construction activities. **Table 4-4** evaluates applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the First Update to the Scoping Plan.

TABLE 4-4
PROJECT CONSISTENCY WITH THE SCOPING PLAN

Sector / Source	Category / Description	Project Consistency Analysis
Area		
PCAPCD Rule 225 (Wood Burning Appliances)	Restricts the installation of wood-burning devices in new development to devices meeting the emissions standards set by the EPA.	Not Applicable. The project would not include the installation of wood-burning appliances.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB) 350 and SB 100	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The project would utilize energy from PG&E, which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2017, 33 percent of PG&E's electricity came from renewable resources and approximately 78 percent came from sources that do not emit GHGs. The project would also meet the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code.
CCR, Title 24, Building Standards Code	Energy Efficiency Standards for Residential and Nonresidential Buildings.	Mandatory Compliance. The project must demonstrate that it will meet the applicable requirements of the Title 24 Building Energy Efficiency Standards and CALGreen Code.
Assembly Bill (AB) 1109	The Lighting Efficiency and Toxics Reduction Act prohibits manufacturing specified general purpose lights that contain levels of hazardous substances prohibited by the European Union. AB 1109 also requires a reduction in average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.	No Conflict. According to the California Energy Commission, energy savings from AB 1109 are achieved through codes and standards. Energy savings from AB 1109 are calculated as part of codes and standards savings. The project would incorporate energy-efficient lighting. As discussed above, the project would also meet the applicable requirements of the Title 24 Building Energy Efficiency Standards and CALGreen Code.
California Green Building Standards	All bathroom exhaust fans shall be ENERGY STAR compliant.	Mandatory Compliance. The project construction plans must demonstrate that energy efficiency appliances, including bathroom exhaust fans, and

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(CALGreen) Code Requirements		equipment would meet the applicable energy standards in the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code.
	HVAC systems will be designed to meet ASHRAE standards.	Mandatory Compliance. The project must demonstrate that energy efficiency appliances and equipment are incorporated and would meet the applicable energy standards in ASHRAE 90.1-2013 Appendix G and the Title 24 Building Energy Efficiency Standards and CALGreen Code.
	Energy commissioning shall be performed for buildings larger than 10,000 square feet.	Mandatory Compliance The project must meet this requirement as part of its compliance with the CALGreen Code.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 13 or higher.	Mandatory Compliance. The project must meet the requirement of MERV 13 as part of its compliance with the Title 24 Building Code.
	Refrigerants used in newly installed HVAC systems shall not contain any CFCs.	Mandatory Compliance. The project must meet this requirement as part of its compliance with the CALGreen Code.
Senate Bill (SB) 1368, CCR Title 20, Cap-and-Trade Program	The Cap-and-Trade Program places an economy-wide “cap” on major sources of GHG emissions (e.g., refineries, power plants, industrial facilities and transportation fuels) and minimizes the compliance costs of achieving AB 32 goals. Electricity generators and large industrial facilities emitting 25,000 MTCO ₂ e or more annually are subject to the Cap-and-Trade Program. Each year the cap is lowered by approximately 3 percent, ensuring that California is reducing GHGs.	Not Applicable. As shown in Table 4-3, the proposed project would generate approximately 3,118.21 MTCO ₂ e/yr, which is below the 25,000 MTCO ₂ e/yr Cap-and-Trade screening level for electricity generators and large industrial facilities. As such, the proposed project would not be subject to the requirements of the Cap-and-Trade Program.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	Consistent. The project would be required to comply with CALGreen Code Residential Mandatory Measure 4.106.4 <i>Electric Vehicle (EV) Charging for New Construction</i> .
Assembly Bill (AB) 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	Not Applicable. These regulations apply to automobile manufacturers, not individual land uses. Mobile emissions associated with the project in Table 4-3 reflect compliance with this regulation. GHG emissions related to vehicular travel by the project would benefit from this regulation because vehicle trips associated with the project would be affected by AB 1493. Mobile source emissions generated by the project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32.

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<p>Low Carbon Fuel Standard (LCFS) (Executive Order S-01-07)</p>	<p>Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels. This executive order establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.</p>	<p>Not Applicable. The LCFS applies to manufacturers of automotive fuels, not to individual land uses. Mobile emissions associated with the project in Table 4-3 reflect compliance with this regulation.</p> <p>GHG emissions related to vehicular travel by the project would benefit from this regulation and mobile source emissions generated by the project would be reduced with implementation of the LCFS consistent with reduction of GHG emissions under AB 32.</p>
<p>Advanced Clean Cars (ACC) Program</p>	<p>In 2012, CARB adopted the ACC program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle regulations, which reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years.</p>	<p>Not Applicable. The standards would apply to manufacturers of vehicles used by visitors and residents associated with the project. Mobile emissions associated with the project in Table 4-3 reflect compliance with this regulation.</p>
<p>Senate Bill (SB) 375</p>	<p>SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's metropolitan planning organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.</p>	<p>Consistent. As discussed below, the project would be consistent with the 2016 MTP/SCS and would not conflict with the goals of SB 375.</p>
<p>Water</p>		
<p>CCR, Title 24, Building Standards Code</p>	<p>Title 24 includes water efficiency requirements for new residential and non residential uses.</p>	<p>Mandatory Compliance. See discussion under Title 24 Building Standards Code and CALGreen Code above.</p>
<p>Senate Bill X7-7</p>	<p>The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.</p>	<p>Consistent. See discussion under Title 24 Building Standards Code and CALGreen Code.</p>

Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandated that state agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50 percent of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a statewide goal for 75 percent disposal reduction by the year 2020.	Mandatory Compliance. The waste regulations are not applicable at the project level due to municipal agencies acting as the enforcement body. The project would be required to comply with all waste regulations, including solid waste reduction at landfills (i.e. AB 341). As a result, project GHG emissions (i.e. methane) would be reduced.
Sources: California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017; California Air Resources Board, California's 2017 Climate Change Scoping Plan, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017; California Energy Commission, 2017 Power Content Label Pacific Gas and Electric, accessed February 21, 2019; Pacific Gas and Electric. Where your electricity comes from, https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2018/10-18_PowerContent.pdf ; California Energy Commission, 2013 California Energy Efficiency Potential and Goals Study, Appendix Volume I, August 15, 2013.		

2020 MTP/SCS

The MTP/SCS is required to be a 20-year multimodal transportation plan that is financially feasible, achieves health standards for clean air, and addresses statewide climate goals. The MTP/SCS Reduces greenhouse gas emissions from passenger vehicles, which account for roughly 30 percent of greenhouse gas emissions in California. Under SB 375, the California Air Resources Board (CARB) is responsible for issuing greenhouse gas targets to MPOs that aim to reduce vehicle emissions, consistent with state climate goals, by 2035 as compared to a 2005 baseline. For the 2020 MTP/SCS, CARB assigned SACOG a target of 19 percent per capita greenhouse gas reduction

At the regional level, the MTP/SCS is a plan adopted for the purpose of reducing GHGs. To assess the project's potential to conflict with the MTP/SCS, this section also analyzes the project's land use assumptions for consistency with those utilized by SACOG in the MTP/SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the MTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

The project is located in an already developed residential community served by a fully developed street network and would not develop homes in an outlying location that could result in higher than normal vehicle miles traveled (VMT) to reach primary destinations such as grocery stores, schools, and jobs. Thus, the project is the type of land use development encouraged by the MTP/SCS to reduce VMT and expand multimodal transportation options in order to achieve regional GHG reductions from the land use and transportation sectors pursuant to SB 375, which, in turn, advances the state's long-term climate policies. Therefore, the project would not conflict with the GHG reduction-related actions and strategies contained in the 2016 MTP/SCS.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the project complies with or would not conflict with the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2016 MTP/SCS or the 2017 Scoping Plan. The project would not conflict with any applicable plan,

policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the project is consistent and does not conflict with these plans, policies, and regulations, the project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, project-specific impacts related to climate change would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS:				
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The project proposes residential uses which would involve storage and use of small amounts of commercially available household cleaning and landscaping supplies. The proposed project would place residential uses in an area of the city that currently contains residential uses. Residential land uses do

not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Therefore, potential impacts related to routine transport, use, or disposal of hazardous materials would be less than significant.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Construction of the project would include the transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Construction activities, including chemical transport, storage, and use, would be required to comply with applicable regulations regarding transport, storage, and use of hazardous materials. Compliance with these regulations would minimize the potential for hazardous material releases and ensure that human health and the environment are not exposed to hazardous materials. Therefore, this impact would be less than significant.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The project site is located more than 0.25 miles from the nearest school, Creekside Oaks Elementary School, which is approximately 2,400 feet (0.45 miles) southwest of the project site. Therefore, the project would have no impact on schools due to the release of hazardous materials.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No hazardous material sites compiled pursuant to Government Code Section 65962.5 were identified on or in the vicinity of the project site (DTSC 2019; SWRCB 2019; CalEPA 2019). Therefore, no impact would occur.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The project site is approximately 1.6 miles east of the Lincoln Regional Airport. According to the Lincoln Regional Airport Land Use Compatibility Plan (Placer County 2014), the project site is within Compatibility Zone D, which does not limit residential development. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area, and there would be no impact.

f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project would not change existing transportation routes and, therefore, would not interfere with established evacuation or response plans. If a temporary or partial road closure is required, the project applicant would coordinate with the City of Lincoln Public Works Department to ensure traffic operations are not adversely affected. Impacts would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project site is within a Local Responsibility Area and is designated as a Moderate Fire Hazard Severity Zone (Cal Fire 2007). However, the project site is relatively flat and adjacent to other urban development. Additionally, the proposed project would be constructed in accordance with the California Fire Code, which includes building design features to prevent the spread of fire. Therefore, development of the project site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY:				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The State Water Resources Control Board (SWRCB) and, by extension, the Central Valley Regional Water Quality Control Board regulate and protect waters in California. These boards issue and enforce waste discharge permits, National Pollutant Discharge Elimination System (NPDES) permits, and Clean Water Act Section 401 water quality permits. Pursuant to SWRCB Construction General Permit Order No. 99-

08-DWQ, the City is required to reduce or eliminate pollutant discharges into stormwater and non-stormwater runoff from construction sites.

Compliance with the Construction General Permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require development of a Stormwater Pollution and Prevention Plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

Construction and operation of the project could result in water quality degradation. Construction activities associated with the project would include grading, excavation, and vegetation removal, which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering the public stormwater system and downstream waterways. In addition, refueling and parking of construction equipment and other vehicles on-site during construction could result in oil, grease, and other related pollutant leaks and spills that could enter runoff. However, as discussed above, the project contractors would be required to prepare and comply with the SWPPP, which would include pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills), demonstrate compliance with all applicable local and regional erosion and sediment control standards, identify responsible parties, and include a detailed construction timeline. The SWPPP must also include implementation of BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges.

Typical construction BMPs included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. SWPPP BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Strict SWPPP compliance, coupled with the use of appropriate BMPs, would reduce potential water quality impacts during construction activities.

Compliance with the existing regulatory environment described above would ensure that the project complies with all applicable water quality standards and waste discharge requirements. The project's impact would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potable water for the proposed project would be supplied from the City's municipal water system. Water is provided by the Placer County Water Agency (PCWA) (17.8 million gallons per day, or MGD)

and five City-owned municipal wells (8 MGD). Water supplied by PCWA comprises the City's base water supply and is derived from PCWA and Nevada Irrigation District entitlement to surface water fed by the Sierra snowpack. The City has a 2012 contract with PCWA for delivery of treated surface water that currently entitles the City to a maximum daily delivery of 18,501,424.5 gallons of PCWA water and includes opportunities for the City to purchase additional supplies. Water deliveries have been significantly lower than the full entitlement, with a total peak day demand in the summer of 2020 of 15.5 million gallons combined between PCWA surface water and well water, and there is substantial additional, unallocated capacity in PCWA's system (1.6 MGD in 2014). The City also uses groundwater from the American River sub-basin to augment water supplies during peak flows. During normal years, the City limits groundwater to 10 percent of buildout demand, or approximately 4,000 acre-feet (AF) (Lincoln 2015). Additionally, the Western Placer County Groundwater Management Plan, in which the City of Lincoln is a participant, has set the sustainable yield of the American River sub-basin as 400,000 AF/year and set the sustainable yield for the Placer County portion of the sub-basin at 95,000 AF/year (Lincoln 2007). Therefore, at buildout conditions, the City of Lincoln would use only a small portion of the sustainable yield for Placer County.

The project site is currently unpaved, and the proposed project would introduce impervious surfaces. The City requires new development projects to implement low-impact development (LID) features to limit the volume of stormwater runoff in order to reduce potential impacts on creeks (Placer County 2018). The proposed project would be designed with LID requirements limiting impervious surfaces and maximizing infiltration and stormwater reuse.

For these reasons, the project would result in less than significant impacts associated with the depletion of groundwater supplies and/or the interference of groundwater recharge.

c)i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

An unnamed tributary to Markham Ravine runs along the southern boundary of the project site, and a drainage ditch runs along the eastern boundary; however, the project would not include any alterations to these features. There are no streams or rivers near the site that would be subject to alteration due to the project. The proposed project would include construction of an on-site drainage system that would connect to the existing public stormwater drainage system. Because of the LID features required by the City, the project would not result in a substantial increase in surface runoff that would result in flooding on- or off-site. The proposed project would be designed to convey stormwater into the City's stormwater conveyance system. Additionally, compliance with the NPDES permit would ensure that erosion and siltation does not occur on- or off-site during construction activities. Impacts would be less than significant.

c)ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The proposed project would introduce impervious surface area to the currently undeveloped project site. However, the project would be subject to Municipal Code Chapter 13.30, Construction Storm Water Runoff Control, which requires that BMPs be designed and implemented in accordance with the Construction General Permit and either the California Storm Water Quality Association's Construction BMP Handbook or Caltrans's Construction Site BMP Manual. Further, operational BMPs are required for new development under the County's Municipal Stormwater Permit (NPDES Permit No. CAS0000004). Provision E.12 of the Municipal Stormwater Permit requires the quality and quantity of stormwater flow from new development and redevelopment sites to be controlled. Specifically, the permit requires stormwater pollutant discharges to be reduced by incorporation of treatment measures and other appropriate source control and site design measures, and that increases in runoff flows are managed to the maximum extent practicable. Conditions of approval for development projects require the implementation of site design/landscape characteristics where feasible which maximize infiltration (where appropriate), provide retention or detention, slow runoff, and minimize impervious land coverage, so that post-development pollutant loads from a site are reduced to the maximum extent practicable. Therefore, the project would not increase the rate of runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

c)iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As discussed above, the proposed project would be designed with LID requirements limiting impervious surfaces and maximizing infiltration and stormwater reuse. The project would also be designed with pollution prevention measures, such as bioswales, retention ponds, and erosion and sedimentation controls as required by the City for all new development projects to limit pollutants in runoff (Placer County 2018). The proposed project would comply with all City stormwater policies and regulations. Impacts would be less than significant.

c)iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The project site is in an area of 0.2 percent annual chance of flood and is not prone to flooding. The project would not alter the course of any streams or rivers and would not impede or redirect flood flows. No impact would occur.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Additionally, the project site is in an area of minimal flood hazard; therefore, the

risk of project inundation and risk release of pollutants is low (FEMA 2018). Impacts would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed above, the project would comply with existing regulations, plans, and policies related to water supply, erosion, and water quality protection; therefore, the project would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING: <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Would the project physically divide an established community?*

The project site is vacant and adjacent land uses include Joiner Park to the east and housing to the south. The proposed project would not divide an established community. Therefore, there would be no impact related to the physical division of an established community.

b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project site is designated in the General Plan as Community Commercial (CC), Medium Density Residential (MDR), and Parks and Recreation (PR) and zoned General Commercial (G-C), Residential-8 (RD-8), and Park (P). Community Commercial (CC) and Parks and Recreation (PR) designations and General Commercial (G-C) and Park (P) zoning districts do not all allow single residential uses and, therefore, the proposed project requires a General Plan amendment and zone change. The Joiner Ranch GDP currently provides for GC (commercial), CPUD (school), and RD-8. The City would amend the General Plan land use designation to Medium Density Residential, change the zoning to Planned Development, and amend the Joiner Ranch GDP to provide development standards for the RD-8 development and open space on the southern portion of the project site. The project would be required to comply with all applicable regulations and mitigation measures identified in this Initial Study to ensure there would be no significant environmental effects. The project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES: <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

According to the Mineral Lands Classification maps for Placer County, the project site and the surrounding area are classified as MRZ-4 (CDC 1995). The MZ-4 designation is defined as “areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources.” No mineral extraction operations exist at the property. Additionally, there are no oil and gas extraction wells within or in the vicinity of the property. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the region or the state. No impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE: <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Short-Term Noise Generation/Exposure

Project construction would temporarily increase noise levels on the project site. However, noise generated by construction would be temporary, and would not add to the permanent noise environment or be considered as part of the cumulative context. The City of Lincoln does not have standards for construction noise. Nonetheless, noise generated by construction activities could result in a nuisance to nearby residents if it occurs during noise-sensitive hours. Mitigation measure **NOI-1** would restrict construction activities to between 7 a.m. to 7 p.m. Monday through Saturday and require that stationary noise sources have manufacturer-installed mufflers. With implementation of mitigation measure **NOI-1**, construction-related noise impacts would be less than significant.

Long-Term Noise Generation

According to the City of Lincoln General Plan, normally acceptable noise exposure for low-density single family residential is 56 to 60 dB Community Noise Equivalent Level (CNEL) and conditionally acceptable between 61 and 70dB CNEL. Traffic noise levels in the vicinity of the project are 55.9 dB CNEL on Joiner Parkway along the project frontage and 60.9 dB on Nicolaus Road (Lincoln 2017).

The proposed project would generate an increase in vehicle trips, thereby resulting in an increase in traffic-generated noise. However, as shown in **Tables 4-7** and **4-11** in Section XVII, Transportation, the

increase in daily trips on nearby roadways ranges between as little as 1 percent up to approximately 12 percent of the total trips predicted with the project and other reasonably foreseeable projects. An increase of 3 dB represents a doubling of sound intensity; therefore, it would require a doubling of daily trips on nearby roadways to produce a noticeable increase in noise (3 dBA). The proposed project would include sound walls along these roadways, consistent with other development in the area, which would reduce noise levels at residences to within the normally acceptable levels identified in the General Plan. Given the proportion of trips generated by the project relative to the existing trips on area roads, the potential increase in noise along local streets from project-generated traffic alone would not be substantial such that it would exceed standards established in the City's General Plan.

The Sierra Pacific lumber mill is located north of the project site, which could generate noise that could affect future residents of the project. However, as noted previously, the California Supreme Court confirmed in a December 2015 opinion [California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (No. S 213478)] that CEQA, with specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards. The proposed project would not exacerbate noise levels generated at the lumber mill and, therefore, would not be subject to CEQA. Nonetheless, the soundwall that would be constructed along the northern boundary of the project site would substantially reduce noise effects from the mill at the project site. Therefore, short-term and long-term noise exposure would be less than significant.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Ground vibration spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely result in structural damage. A vibration threshold of 0.2 inches/second (in/sec) peak particle velocity (ppv) is typically considered sufficient to protect against structural damage.

The proposed project includes the construction of single-family housing. As a residential project, operation of the proposed project would not create groundborne vibration or groundborne noise. The use of construction equipment could produce groundborne vibration and noise. However, for most construction projects, groundborne vibration levels would not pose a significant risk to nearby structures or occupants. The type of construction equipment that would likely be used on-site that would produce the strongest vibration would be a vibratory roller, which can produce approximately 0.21 in/sec ppv at 25 feet. However, the nearest sensitive receptors, south of the project site, are over 100 feet from the proposed project. Given the distance between construction activities and sensitive receptors, vibration would not be substantial. Implementation of mitigation measure **NOI-1** would further reduce the potential for

vibration to affect residents by restricting construction between 7 a.m. to 7 p.m. Monday through Saturday. Impacts would be less than significant.

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

The project site is approximately 1.6 miles east of the Lincoln Regional Airport. According to the Lincoln Regional Airport Land Use Compatibility Plan (Placer County 2014), the project site is within Compatibility Zone D, which does not limit residential development. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and there would be no impact.

Mitigation Measures

NOI-1

All project construction activities shall comply with the following:

- Construction hours shall be limited to 7 a.m. to 7 p.m., Monday through Saturday (unless extended by a special permit).
- All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.
- Equipment warm-up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.

The above requirements shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Division.

Timing/Implementation: During construction activities

Enforcement/Monitoring: City of Lincoln

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING: <i>Would the project:</i>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The project site would be rezoned to Planned Development and redesignated Medium Density Residential. The new land use designation would allow a residential density of 6 to 12.9 dwelling units per acre. The proposed density is approximately 8 units per acre. Based on the estimate of 2.62 persons per unit (CDOF 2019), the proposed project would generate a population increase of 522.

An increase of 522 residents would represent approximately 1.1 percent of the City’s existing population (US Census 2018). This growth would not be substantial and the development of this project in a currently developed area that includes infrastructure to support the project would not induce further growth through the extension of infrastructure. Impacts would be less than significant.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The project site is currently vacant and no housing exists on site. Therefore, there would be no impact related to the displacement of people or housing.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a)i) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

The Lincoln Fire Department provides fire protection and emergency medical services in Lincoln. The department maintains a minimum of six firefighters on shift every day at three fire stations located throughout the City (Lincoln 2019). The Lincoln Fire Department received a total of 4,711 calls for service in 2018. Policy PFS-8.4 of the Lincoln General Plan establishes five minutes or less as the standard response time to calls for service.

The project site is in an area already served by fire protection services. Development of the project and the related increase in population is expected to result in an increased demand for fire protection. As required by the California Fire Code, the project would be required to include site-specific design features such as ensuring appropriate emergency access, requiring structures to be built with approved building materials, and installing fire sprinklers, as applicable. Conformance with the Fire Code reduces the risks associated with fire hazards. Because the project site is in an area already served by fire protection services, the proposed project would not result in a need to construct a new fire station or physically alter an existing fire station. The Lincoln Fire Department would receive development impact fees and property tax revenues from each parcel on the project site. The

combination of those funds is intended to pay for project impacts on fire protection service. Therefore, project impacts related to the provision of fire protection services would be less than significant.

a)ii) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*

Police protection services are provided by the Lincoln Police Department (LPD). As of 2018, the department had staff of 24 sworn officers, with an additional 3 unfilled officer positions, and 9 professional staff personnel (Lincoln 2018). The LPD station is at the northeast corner of H Street and 7th Street. Policy PFS-8.14 of the Lincoln General Plan establishes five minutes or less as the standard response time to calls for service.

Development of the project and the related increase in population would result in an increased demand for police protection. However, because the project site is in an area already served by police protection services and patrols, the LPD would be able to serve the project without requiring additional facilities. Additionally, the project applicant would be required to pay applicable Public Facilities Element (PFE) fees. As such, impacts related to police protection services are considered less than significant.

a)iii) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*

Public schools in the project area are maintained by the Western Placer Unified School District (WPUSD). The WPUSD includes eight elementary schools serving students from kindergarten through fifth grade, two middle schools serving students from sixth to eighth grade, and two high schools (WPUSD 2019).

The proposed project includes the construction of 199 single-family homes. Based on a student generation rate of 0.423 per new housing unit, the proposed project would generate approximately 85 new students (WPUSD 2016). The WPUSD projects that by the 2020-2021 school year, school facilities will be over capacity by 1,154 students. To address capacity issues, WPUSD plans on constructing an additional elementary school and high school.

The proposed project alone would not trigger the need for additional school facilities, and exceeding school capacity is not considered a physical impact under CEQA. California Government Code Section 65995(h) states that “the payment or satisfaction of a fee, charge or other requirement levied or imposed ... [is] deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities.”

As a residential project, payment of school impact fees would be required at the time building permits are issued. These fees would contribute to the construction of new school facilities. Under state law, payment of impact fees would render project impacts on schools less than significant.

a)iv) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*

The City of Lincoln Department of Public Works is responsible for developing and operating parks, trails, and recreation facilities, serving the City of Lincoln. The Recreation Division of the City is responsible for operating the recreational programs. The City maintains 1,838 acres of open space, approximately 180 acres of parks, and 6 city facilities, including a public pool. The City's parkland standard is 5 acres per 1,000 persons.

Project implementation would result in increased use of existing parks and may exacerbate unmet park needs per City standards. Based on the City's standard of 5 acres of parkland per 1,000 residents, the project's demand would be for approximately 2.6 acres. When parkland is not constructed within the project site, the City requires the payment of in-lieu park fees. Therefore, the proposed project would be required to pay a park facilities fee or dedicate parkland to help maintain existing facilities and/or add new facilities to keep up with growing demand. The project's contribution of fees would ensure that impacts to parks would be less than significant.

a)v) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

The Lincoln Public Library serves the City with one central library located at 485 Twelve Bridges Drive. The library houses an adult library, children's library, meeting rooms, study rooms, and homework center. While the added population from the project would place an additional demand on library services, the demand would not be substantial as to require new or expanded facilities associated with library services. Therefore, project impacts would be considered less than significant.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

As discussed in Section XV, Public Services, population growth caused by the proposed project would increase demand for park facilities. However, the project applicant would be required to pay applicable PFE fees, which would ensure that physical deterioration of park facilities would not occur. This impact would be less than significant.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

The proposed project would include a bike trail at the southern portion of the project site; however, as discussed throughout this Initial Study, the proposed project, including the bike path, would not have substantial adverse effects on the environment. Impacts would be less than significant.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION: <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

While this Appendix G Checklist Question has been modified by the California Natural Resources Agency to address consistency with CEQA Guidelines Section 15064.3, subdivision (b), which relates to the use of vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City of Lincoln has not yet adopted a VMT methodology to address this updated question. Thus, the analysis is based on Lincoln’s acceptable level of service (LOS) standard outlined in the General Plan.

The analysis below is based on a Traffic Impact Analysis (TIA) performed by Michael Baker in February 2020 (see **Appendix D**).

As part of the TIA prepared for the project, a field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing, and other factors that could affect intersection or roadway segment capacity. The existing intersection lane geometry is illustrated in **Figure 4**.

Roadway Description

The characteristics of the roadway system in the project vicinity are described in **Table 4-5**.

**TABLE 4-5
ROADWAY SYSTEM CHARACTERISTICS – PROJECT AREA**

Roadway	Direction	No. of Lanes in Project Study Area	Curbside Parking Permitted?	Posted Speed Limit (mph)
State Route 65 (SR-65)	East-West	Four-lane freeway	N/A	65
Nelson Lane	North-South	Four-lane divided roadway	No	55
Nicolaus Road	East-West	Four-lane divided roadway/two-lane undivided (east of Joiner Parkway)	No	40/35 (east of Joiner Parkway)
Joiner Parkway	North-South	Four-lane divided roadway	No	40/45 (near Ferrari Ranch Road)
Ferrari Ranch Road	East-West	Six-lane divided roadway/five-lane divided roadway (from SR-65 northbound ramps to Courtyards Way)	No	35

Existing Conditions Traffic Volumes

AM and PM peak hour intersection movement counts were collected on December 11, 2019, at 13 intersections. **Figure 5** shows existing AM and PM peak hour volumes at the study intersections, and **Table 4-6** summarizes the existing intersection conditions. The operating conditions of the roadway facility is described in terms of LOS, with a scale ranging from LOS A (free-flow conditions) to LOS F (severely congested conditions).

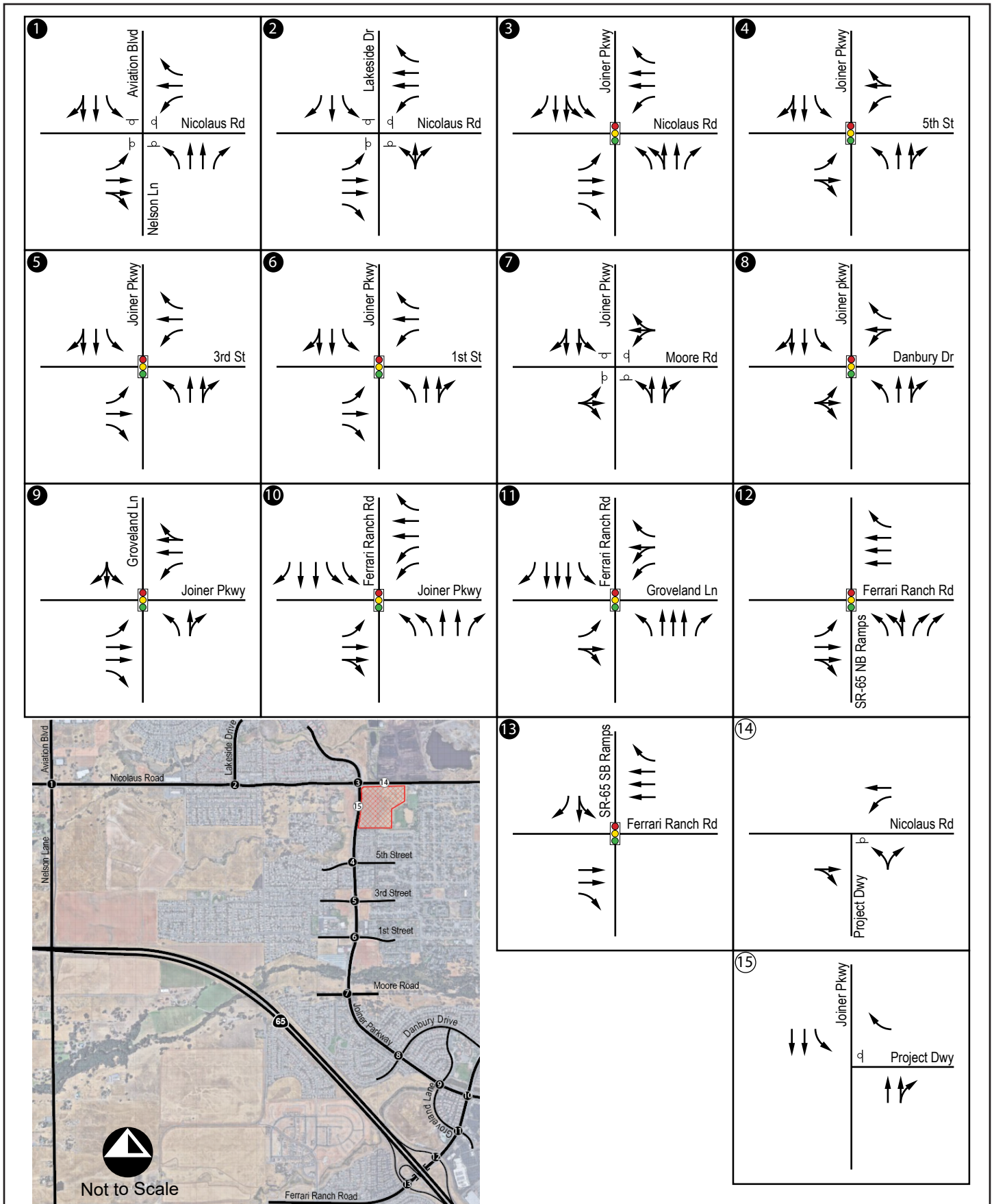


Figure 4
Existing Intersection Lane Configurations

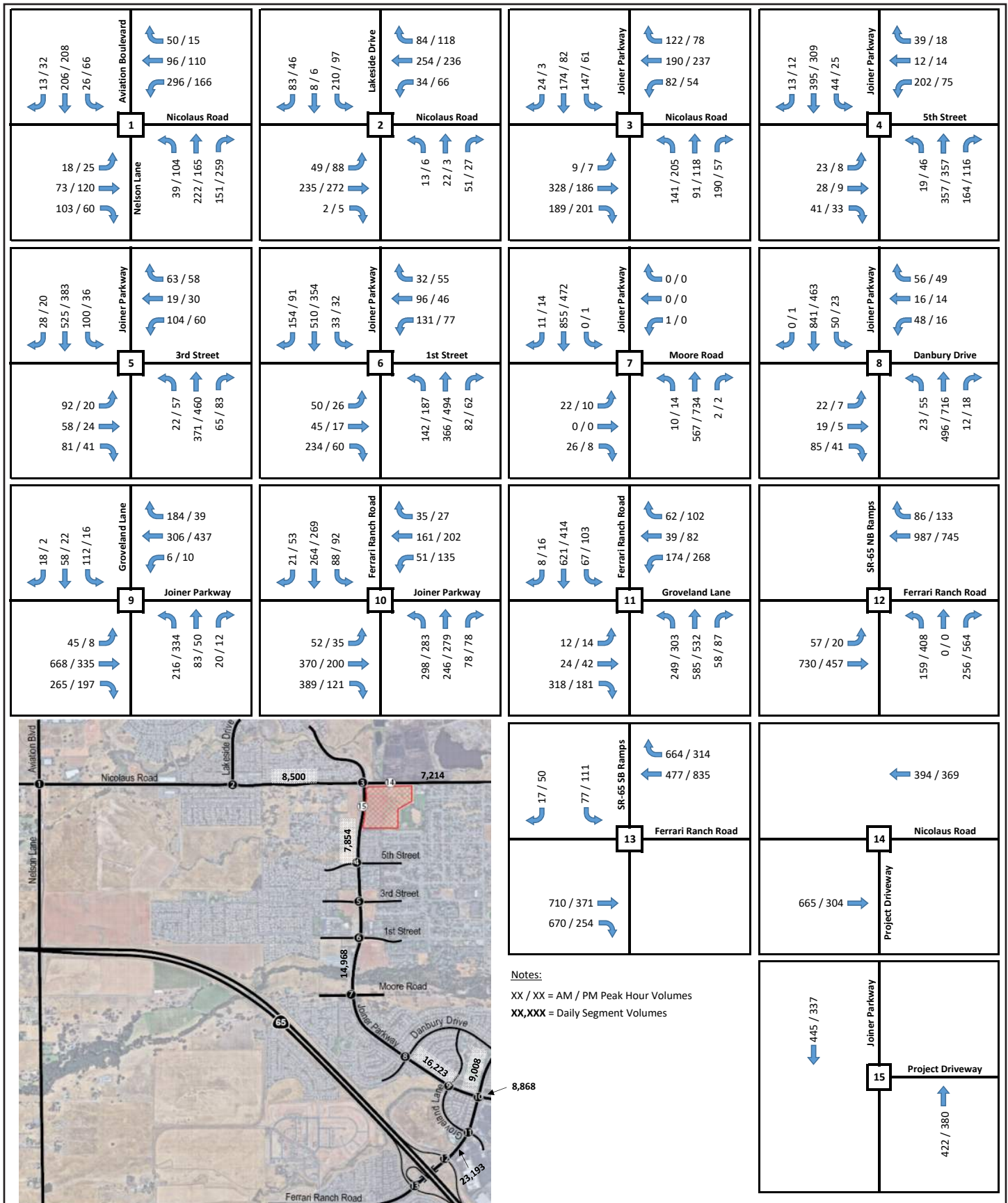


Figure 5
Existing Daily & AM/PM Peak Hour Volumes

TABLE 4-6
EXISTING PEAK HOUR INTERSECTION CONDITIONS

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Delay ¹	LOS	Delay ¹	LOS
1	Nicolaus Road/Nelson Lane	AWSC	12.1	B	10.4	B
2	Nicolaus Road/Lakeside Drive	AWSC	7.7	A	6.8	A
3	Joiner Parkway/Nicolaus Road	Signal	24.3	C	17.6	B
4	Joiner Parkway/5 th Street	Signal	20.5	C	12.4	B
5	Joiner Parkway/3 rd Street	Signal	17.2	B	13.8	B
6	Joiner Parkway/1 st Street	Signal	26.6	C	16.1	B
7	Joiner Parkway/Moore Road	AWSC	34.9	D	12.6	B
8	Joiner Parkway/Danbury Drive	Signal	17.7	B	14.4	B
9	Joiner Parkway/Groveland Lane	Signal	23.3	C	17.6	B
10	Joiner Parkway/Ferrari Ranch Road	Signal	23.3	C	23.2	C
11	Ferrari Ranch Road/Groveland Lane	Signal	35.8	D	37.4	D
12	Ferrari Ranch Road/SR-65 Northbound Ramps	Signal	41.9	D	29.6	C
13	Ferrari Ranch Road/SR-65 Southbound Ramps	Signal	5.3	A	6.0	A

Note: Deficient intersection operation indicated in bold.

¹ Average seconds of delay per vehicle.

LOS = level of service.

AWSC = all-way stop control.

As shown in **Table 4-6**, most intersections are currently operating at an acceptable level of service (LOS C or better) for existing conditions except for:

- #7 – Joiner Parkway/Moore Road: LOS D in AM peak hour
- #11 Ferrari Ranch Road/Groveland Lane: LOS D in AM and PM peak hours

Table 4-7 summarizes the existing roadway segment conditions in terms of LOS, volume to capacity ratio (V/C), and average daily trips (ADT).

**TABLE 4-7
EXISTING ROADWAY SEGMENT CONDITIONS**

Segment	Location	Classification	LOSE Capacity Per Lane	# of Lanes	Total LOSE Capacity	Existing Conditions		
						ADT	V/C	LOS
Nicolaus Road	Lakeside Drive to Joiner Parkway	Arterial – High Access Control	10,000	4	40,000	8,500	0.21	A
	Joiner Parkway to O Street	Arterial – Moderate Access Control	9,000	2	18,000	7,214	0.40	A
Joiner Parkway	Nicolaus Road to 5th Street	Arterial – High Access Control	10,000	4	40,000	7,854	0.20	A
	1st Street to Moore Road	Arterial – High Access Control	10,000	4	40,000	14,968	0.37	A
	Danbury Drive to Groveland Lane	Arterial – High Access Control	10,000	4	40,000	16,223	0.41	A
	Ferrari Ranch Road to Lincoln Boulevard	Arterial – High Access Control	10,000	4	40,000	8,868	0.22	A
Ferrari Ranch Road	Joiner Parkway to Danbury Drive	Arterial – High Access Control	10,000	4	40,000	9,008	0.23	A
	SR 61 NB Ramps to Groveland Lane	Arterial – High Access Control	10,000	6	60,000	21,193	0.39	A

Note: Deficient roadway segment operations shown in bold.

ADT = Average Daily Traffic

LOS = Level of Service

V/C = Volume to Capacity Ratio

As shown in **Table 4-7**, all road segments are currently operating at an acceptable level of service (LOS C or better).

Transit Facilities

Transit service in the City of Lincoln consists of the “Lincoln Route” which is operated by Placer County Transit. Although this route serves downtown and other areas of the City, it does not currently extend to the vicinity of the project site. The closest transit route to the project site is located approximately 1.2 miles to the southeast near the corner of 3rd Street/R Street in downtown Lincoln.

Pedestrian and Bicycle Facilities

Sidewalks are currently provided on both sides of the streets in the residential neighborhoods to the east, west, and north of the project site. On Nicolaus Road, east of the project site, there are sidewalks on the south side of the roadway. A Class I multi-use path is provided for pedestrians along the north side of Nicolaus Road west of Joiner Parkway and also on the east side of Joiner Parkway north of Nicolaus Road. Sidewalks are not currently provided on either side of Joiner Parkway.

Class II bike lanes are provided on several roadways adjacent to the project site, including Joiner Parkway and Nicolaus Road. In addition, Class I multi-use paths currently exist along Nicolaus Road between Waverly Drive and Joiner Parkway, which are used by both bicyclists and pedestrians.

Thresholds of Significance

According to the City of Lincoln General Plan (2008), the City has adopted LOS C or better as acceptable operating conditions for roadway segments and signalized intersections during the PM peak hour. For purposes of this analysis, the LOS C standard also applies to all intersections in the City of Lincoln, including unsignalized intersections in both peak hours. General Plan Policy T-2.4 states that the City shall coordinate with Caltrans with the goal of maintaining a minimum of LOS D conditions for SR-65. For the purpose of this analysis, LOS D is the minimum LOS standard at the Ferrari Ranch Road/SR-65 interchange. The City of Lincoln has not established significance thresholds to determine project-related impacts. Therefore, this analysis uses Placer County's methodologies for determining significance of traffic impacts which include the below:

Signalized Intersections:

- If a project would worsen an intersection peak hour LOS to D or worse, it is considered a significant impact that must be mitigated, or
- If a project would increase the overall average intersection delay of 4 seconds or more to an intersection currently operating below LOS D, it is considered a significant impact that must be mitigated.

Unsignalized Intersections:

- If a project would worsen an all-way stop or side street stop-controlled intersection peak hour LOS to D or worse and cause the intersection to meet Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants, it is considered a significant impact that must be mitigated, or
- If a project would worsen an already deficient all-way stop or side street stop-controlled intersection to an overall increase of 2.5 seconds or more with the project and meets MUTCD signal warrants, it is considered a significant impact that must be mitigated.

Roadway Segments:

- If a project would worsen a roadway segment to operating at a deficient LOS D or worse that is operating at an acceptable LOS D or better without the project, it is considered a significant impact that must be mitigated, or
- If a project would worsen an already deficient roadway segment to experience an increase in V/C ratio of 0.05 or greater, it is considered a significant impact that must be mitigated, or

- If a project would worsen an already deficient roadway segment to experience an increase in ADT of 100 or more project-generated trips, per lane, it is considered a significant impact that must be mitigated.

a, b) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Project Trip Generation

Table 4-8 summarizes the forecast project trip generation for the proposed project, which was calculated using trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition) (ITE 2017). The trip rate for a single-family dwelling unit was used.

As shown in **Table 4-8**, the proposed project is forecast to generate approximately 1,958 daily trips, which includes approximately 146 AM peak hour trips and 197 PM peak hour trips, during typical weekday conditions.

**TABLE 4-8
FORECAST PROJECT TRIP GENERATION**

Land Use	ITE Land Use Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				Total	In (AM)	Out (AM)	Total	In (PM)	Out (PM)
Single Family Dwelling Unit	210	DU	9.84/DU	0.73	25%	75%	0.99	63%	37%
Estimated Project Trips/Generation									
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Dwelling Unit	199	DU	1,958	146	36	110	197	124	73

Notes: DU – dwelling units

Project Trip Distribution and Assignment

The project trip distribution was developed based on the existing roadway network, existing traffic pattern, and discussions with City of Lincoln staff. **Figure 6** shows the corresponding assignment of project-generated weekday AM and PM peak hour trips.

Existing Plus Approved Conditions traffic volumes are derived by adding trips from approved projects that are assumed to be constructed as well as pending projects. **Table 4-9** summarizes the identified approved projects and corresponding trips forecast to be generated.

**TABLE 4-9
FORECAST APPROVED AND PENDING PROJECTS TRIP GENERATION**

Project	Land Use	Intensity	ADT	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Independence	Single Family Residential	575 DU	5,475	431	108	323	576	362	213
	Sports Fields	2 Soccer Fields	70	0	0	0	35	25	10
Fullerton Ranch	Single Family Residential	81 DU	771	61	15	46	81	51	30
Lincoln Crossing Village 11	Single Family Residential	166 DU	1,657	123	31	92	165	104	61
Total			7,973	615	154	461	857	542	314

Notes: DU – dwelling units

As shown in **Table 4-9**, the three approved/pending projects would generate approximately 7,973 daily trips with 615 AM peak hour trips and 857 PM peak hour trips.

Table 4-10 summarizes Existing Plus Approved Projects Plus Project Conditions AM/PM peak hour level of service for all intersections.

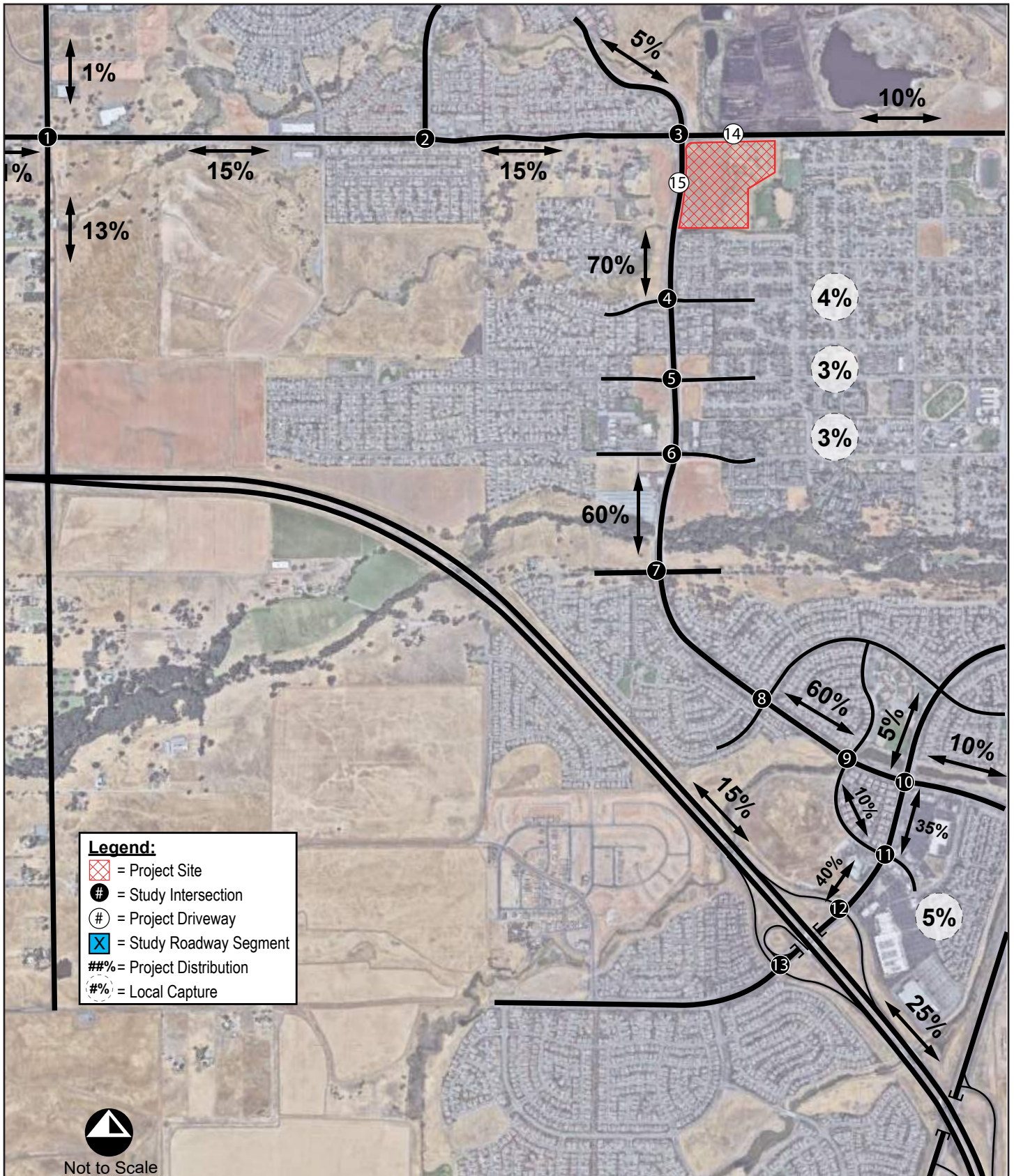


Figure 6
 Trip Distribution
Michael Baker
 INTERNATIONAL

TABLE 4-10
EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PROJECT AM/PM PEAK HOUR INTERSECTION LOS

ID	Intersection	Existing + Approved Projects Conditions		Existing + Approved Projects + Project Conditions		Δ Delay (sec)	Significant Impact?
		Delay ¹	LOS	Delay ¹	LOS		
AM Peak Hour							
1	Nicolaus Road/Nelson Lane	26.8	D	37.4	E	10.6	No
2	Nicolaus Road/Lakeside Drive	9.4	A	9.5	A	0.1	No
3	Joiner Parkway/Nicolaus Road	27.6	C	32.3	C	4.7	No
4	Joiner Parkway/5 th Street	20.9	C	21.6	C	0.7	No
5	Joiner Parkway/3 rd Street	18.0	B	18.4	B	0.5	No
6	Joiner Parkway/1 st Street	28.6	C	30.1	C	1.5	No
7	Joiner Parkway/Moore Road	36.3	E	48.6	E	12.3	No
8	Joiner Parkway/Danbury Drive	17.8	B	18.2	B	0.4	No
9	Joiner Parkway/Groveland Lane	24.1	C	24.9	C	0.8	No
10	Joiner Parkway/Ferrari Ranch Road	23.3	C	23.7	C	0.4	No
11	Ferrari Ranch Road/Groveland Lane	46.4	D	46.9	D	0.5	No
12	Ferrari Ranch Road/SR-65 Northbound Ramps	48.5	D	53.89	D	5.3	No
13	Ferrari Ranch Road/SR-65 Southbound Ramps	5.4	A	5.5	A	0.1	No
14	Nicolaus Road/Site Driveway #1	Does Not Exist		1.6	A	1.6	No
15	Joiner Parkway/Site Driveway #2	Does Not Exist		0.5	A	0.5	No
PM Peak Hour							
1	Nicolaus Road/Nelson Lane	16.0	C	15.1	C	-0.9	No
2	Nicolaus Road/Lakeside Drive	8.3	A	8.2	A	-0.1	No
3	Joiner Parkway/Nicolaus Road	19.3	B	20.4	C	1.1	No
4	Joiner Parkway/5 th Street	12.7	B	12.8	B	0.1	No
5	Joiner Parkway/3 rd Street	13.9	B	13.9	B	0.0	No
6	Joiner Parkway/1 st Street	16.4	B	16.6	B	0.2	No
7	Joiner Parkway/Moore Road	12.8	B	14.1	B	1.3	No
8	Joiner Parkway/Danbury Drive	14.4	B	14.7	B	0.3	No
9	Joiner Parkway/Groveland Lane	18.0	B	18.8	B	0.8	No
10	Joiner Parkway/Ferrari Ranch Road	23.3	C	23.7	C	0.4	No

TABLE 4-11
EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PROJECT ROADWAY SEGMENT LOS

Segment	Location	Total LOS E Capacity	Existing Plus Approved/Pending Projects			Existing Plus Approved/Pending Project Plus Project			Δ V/C	Project ADT	Significant Impact?
			ADT	V/C	LOS	ADT	V/C	LOS			
Nicolaus Road	Lakeside Drive to Joiner Parkway	40,000	11,836	0.30	A	12,130	0.30	A	0.007	294	No
	Joiner Parkway to O Street	18,000	8,669	0.48	A	9,648	0.54	A	0.054	979	No
Joiner Parkway	Nicolaus Road to 5th Street	40,000	10,008	0.25	A	11,437	0.29	A	0.036	1,429	No
	1st Street to Moore Road	40,000	17,129	0.43	A	18,304	0.46	A	0.029	1,175	No
	Danbury Drive to Groveland Lane	40,000	18,384	0.46	A	19,559	0.49	A	0.029	1,175	No
	Ferrari Ranch Road to Lincoln Boulevard	40,000	9,489	0.24	A	9,685	0.24	A	0.005	196	No
Ferrari Ranch Road	Joiner Parkway to Danbury Drive	40,000	9,425	0.24	A	9,523	0.24	A	0.002	98	No
	SR-61 NB Ramps to Groveland Lane	60,000	25,062	0.42	A	25,845	0.43	A	0.013	783	No

Note: Deficient roadway segment operations shown in bold.

ADT = Average Daily Traffic

LOS = Level of Service

V/C = Volume to Capacity Ratio

As shown in **Table 4-11**, all road segments are projected to operate at an acceptable LOS (LOS C or better) with the addition of project traffic.

The proposed project would have a less than significant impact.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed project includes the construction and operation of up to 199 single-family dwelling units and, as such, would not result in a change in air traffic patterns. No impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Access to the project site is proposed via two new roads on Joiner Parkway and Nicolaus Road. There are no critical street curves or obstacles in the line of sight distance of the proposed access points.

Therefore, the project would not be expected to substantially increase hazards due to a design feature or incompatible use. Impacts would be less than significant.

e) Would the project result in inadequate emergency access?

The proposed project would be designed to provide adequate emergency access. Furthermore, the Fire Department would review the site plan to confirm there is an adequate turning radius for emergency vehicles. Therefore, sufficient access, including emergency access, would be provided to the project site. Impacts would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Accommodations for pedestrians and bicyclists would be provided on the project site sides of Joiner Parkway and Nicolaus Road as well as within the project site. The project would not conflict with any adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. No impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCE:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

Assembly Bill 52 Native American Consultation

Assembly Bill (AB) 52 requires the lead agency (in this case, the City) to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[d]).

On March 19, 2020, the City notified the tribe of the proposed project. On March 23, 2020, the United Auburn Indian Community (UAIC) requested AB 52 tribal consultation with the City. UAIC subsequently stated in an email that project area has the potential for the presence of unrecorded Tribal Cultural Resources (TCRs) and provided mitigation measures to be included in the environmental document, which are included below. The City and UAIC agreed to conclude consultation on October 14, 2020.

- a)i,ii) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Auburn Rancheria requested consultation pursuant to AB 52, and requested that Mitigation Measures **TCR-1** and **TCR-2** be included in the Initial Study. Implementation of these mitigation measures would reduce impacts on tribal cultural resources to a less than significant level.

Mitigation Measures

TCR-1

Cultural Resource Awareness

- A Tribal Cultural Resource Awareness brochure and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure will be distributed and the training will be conducted by Native American Representatives, or Tribal Monitors from culturally affiliated Native American Tribes before any stages of project implementation and construction activities begin on the project site.
- The program shall include relevant information regarding sensitive Tribal Cultural Resources (TCRs), applicable regulations and protocols for avoidance, as well as consequences of violating State laws and regulations. The program will describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential TCRs or archaeological resources are encountered. The program will underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native Americans Tribal values. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

Timing/Implementation: Prior to construction activities

Enforcement/Monitoring: City of Lincoln Planning Department

TCR-2

Discoveries

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A Tribal Representative from culturally affiliated tribes shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations regarding the treatment of the discovery. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied.

The contractor shall implement any measures deemed by the City of Lincoln to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.

Timing/Implementation: During construction activities

Enforcement/Monitoring: City of Lincoln Planning Department

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS:				
<i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The proposed project would connect to existing utility lines—including water, wastewater, electric power, natural gas, and telecommunications lines—located on Joiner Parkway. As discussed in Section X, Hydrology and Water Quality, and below, the project would not require the expansion of water, wastewater, or storm drain facilities.

As discussed in Section VI, Energy, the proposed project would not increase demand for electricity or natural gas services such that new facilities or supplies would be required. PG&E would be able to serve the project without the relocation or expansion of infrastructure. Impacts would be less than significant.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The City of Lincoln provides potable water to all residents and commercial customers within the City limits. The City receives its water supply from PCWA and Nevada Irrigation District as well as groundwater and recycled water (Lincoln 2015). The City's Urban Water Management Plan (2015) states that the City would have adequate water supply during normal, dry, and multiple dry years up to 2040. The proposed project would add approximately 522 persons to the City's population. The Urban Water Management Plan sets forth a 2020 water target use of 192 gallons/capita/day. Based on that rate, the proposed project's daily water demand would be 100,224 gallons or 112.26 AF annually. The Urban Water Management Plan indicates that annual water supplies are anticipated to range from 11,192 AF to 20,561 AF between 2020 and 2040. Thus, a "worst-case" water demand of 112.26 AF would represent approximately 1 percent of the City water supply totals forecasted under all water year scenarios between 2020 and 2040. Accordingly, adequate water supplies would be available to serve the project from existing and planned supplies during normal, dry, and multiple dry years. Impacts would be less than significant.

c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Wastewater generated by the proposed project would be conveyed to the City's Wastewater Treatment and Reclamation Facility (WWTRF), located on Fiddymont Road, between Athens Avenue and Moore Road, for treatment and disposal. The plant's current permitted treatment capacity is 4.2 MGD, but has expansion capacity up to 30 MGD. The average dry weather flow (ADWF) is 2.8 MGD/day (Lincoln 2013). Additionally, in 2013, the City of Lincoln certified the Midwestern Placer Regional Sewer Project Environmental Impact Report, which would expand the WWTRF's permitted treatment capacity to 8.4 MGD/day. The expansion was planned in order to begin treating wastewater from Sewer Maintenance District 1 and the Auburn Wastewater Treatment Plant, as well as to meet the projected demand of Lincoln General Plan buildout.

The City estimates that the average residential dwelling unit's flow factor is 250 gallons per day (GPD) (Lincoln 2006). The proposed project would construct 199 single-family homes, which would produce a total average flow of 49,750 GPD/day or 0.049 MGD/day, a 1.8 percent increase from the current ADWF. With flows from the proposed project, the overall flows to the WWTRF would not exceed the current capacity. Nonetheless, the project applicant would also be required to pay applicable PFE fees. Therefore, the City would be able to accommodate the project, and impacts would be less than significant.

d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The City's Solid Waste Division serves all residential and commercial customers in the City and picks up solid waste, recyclables, and yard waste. Recyclable, mixed, and yard wastes are taken to the Western Placer Waste Management Authority's Material Recovery Facility (MRF) located at 3033 Fiddymont Road, and all other materials are taken to the Western Regional Sanitary Landfill located at 3195 Athens Avenue.

The MRF has a daily permitted throughput of 1,750 tons/day for recyclable waste and a maximum permitted throughput of 205 gallons/day for green waste (CalRecycle 2019a). The MRF does not have a remaining capacity, as materials are eventually transferred out of this facility. The Western Regional Sanitary Landfill has a maximum permitted throughput of 1,900 tons/day for solid waste and 29,093,819 cubic yards of remaining capacity (CalRecycle 2019b).

The project would generate a demand for solid waste collection services. According to the California Department of Resources Recycling and Recovery (CalRecycle), the statewide per resident disposal rate was 5.2 pounds per resident per day in 2017 (CalRecycle 2019c). With an estimated 522 residents, the project would generate 2,714 pounds of solid waste per day, or approximately 495 tons per year. Given the capacity of the facilities that would serve the project site, waste facilities with adequate capacity are available to accommodate the additional solid waste. Therefore, impacts would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The state of California has mandated a 75 percent waste diversion rate that must be met by 2020. The City has complied with AB 1826, which requires commercial facilities to recycle their organic waste, and AB 341, which requires businesses and multi-family complexes to implement a recycling program. The project would be required to follow all other federal, state, and local regulations regarding solid waste disposal. Compliance with these regulations would ensure that impacts would be less than significant.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE: <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-d) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project site is within a Local Responsibility Area and is not designated as a very high fire hazard severity zone (Cal Fire 2007). Additionally, the project site is relatively flat and is adjacent to other urban development. Therefore, impacts related to wildfire would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Mitigation measures identified in Section IV, Biological Resources, would reduce potential impacts to plant and wildlife species to less than significant. None of the potential impacts identified for the proposed project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of rare or endangered plants or animals.

Mitigation measures identified in Sections V, Cultural Resources, and Section XVII, Tribal Cultural Resources, would reduce potential impacts on cultural resources to less than significant. The proposed project would not eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

The proposed project would contribute to cumulative greenhouse gas emissions; however, the project's contribution to this cumulative impact was determined to be less than significant. Therefore, the proposed project's contribution to GHG emissions would not be cumulatively considerable, and this would be a less than significant impact.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

No impacts identified in this Initial Study would cause substantial adverse effects on human beings. Impacts would be less than significant.

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