

# Appendix A

## Notice of Preparation and Scoping Comment Letters





# Appendix A Part 1

## Notice of Preparation





## City of Lincoln

### Notice of Preparation of a Draft Environmental Impact Report

**Date:** May 22, 2014

**Project Title:** Village 5 & Special Use District B (SUD-B) Specific Plan

**To:** Responsible Agencies, Organizations, and Interested Parties

**Lead Agency:**

City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648  
(916) 434-2400

**Contact:** Rod Campbell

The City of Lincoln is the lead agency for the proposed Village 5 & SUD-B Specific Plan (proposed project) and intends to prepare an Environmental Impact Report (EIR) for the proposed Project. The City of Lincoln has prepared this Notice of Preparation (NOP) to notify responsible agencies, trustee agencies, and other interested parties that a Draft EIR is being prepared.

The City of Lincoln welcomes public input during this review period both on the environmental issues that the Draft EIR should address and on the range of alternatives that the Draft EIR should evaluate. Written comments or questions concerning the scope of the Draft EIR for the proposed project should be directed to the following address by **5:00 p.m. on June 23, 2014:**

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648  
Phone: (916) 434-2400  
E-mail: [rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)

Please include the name, email address, phone number, and mailing address of the contact person submitting the written response. In the event no response or request for additional time is received by any responsible agency or trustee agency by 5:00 p.m. on June 23, 2014, the City of Lincoln may presume that the responsible agency or trustee agency has no response.

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

Date: Thursday, June 12, 2014  
Time: 5:30 p.m.  
Place: First Floor Meeting Room at City Hall  
600 Sixth Street, Lincoln, CA

## **Project Location**

The proposed Village 5 & SUD-B Specific Plan includes approximately 4,943 acres in the western area of Placer County, immediately west of the City of Lincoln (see Figure 1). The project site is located within the adopted Sphere of Influence of the City of Lincoln. The project site is near the Lincoln Regional Airport, residential homes, and agricultural land to the north; the City of Lincoln, residential homes, agricultural land, and vacant land to the east; the City of Lincoln Wastewater Treatment and Reclamation Facility and agricultural land to the south; and agricultural land to the west (see Figure 2). The project site is traversed by Auburn and Markham Ravines and bisected by Highway 65. The project site is south of the Lincoln Regional Airport and a portion of the project site is within the Airport's overfly zone.

## **Project Site**

The project site is comprised of 141 parcels and many different landowners. The largest landowner is the project applicant, Richland Developers, Inc., which owns and/or controls approximately 1,539 acres (approximately 31% of the total) within the project boundaries.

The current land uses on the properties on the project site include grazing, rice farming, small ranches, and rural residential homes.

The project site is designated in the City of Lincoln General Plan Diagram for Village 5 Specific Plan (Village 5) and Special Use District B (SUD-B). A portion of the project site is within SUD-A, but would be transferred to be within SUD-B. The Land Use Element further defines the mix of land use types for each specific plan village and special use district. The current Placer County zoning designations for the project site include F (Farm) –B (Building site) –X (Size) 5 acre minimum, F-B-X-SP (Special Purpose) 5 acre min., F-B-X 20 acre min., F-B-X 80 acre min., and F-B-X-SP 80 acre min.

A portion of the currently proposed project site may be removed from the Village 5 & SUD-B Specific Plan EIR. The 186-acre area at the northeast corner of the Nelson Lane/Highway 65 intersection may be removed from the analysis depending on whether a separate application submitted to the City for development of that parcel proceeds. However, inclusion of that parcel is included in this NOP to fully disclose the potential project site boundary and potential environmental impacts of the Village 5 & SUD-B Specific Plan.

## **Proposed Project**

The proposed project would create a mix of land uses, consistent with development patterns in Lincoln. As a way to organize new development areas, the proposed specific plan would create

a number of neighborhoods characterized by a mix of land uses, pedestrian and transit accessibility, and unique neighborhood design.

The proposed project would be comprised of residential and employment-generating uses along with recreational, open space, public and educational land uses (see Figure 3). The variety of housing types and densities proposed would be intended to accommodate families, singles, seniors and people with special needs. Housing types proposed include rural residential homes, country estates, and low, medium and high density residential detached and attached single-family homes including apartments, condominiums, townhouses and live-work buildings. Buildout of the land use plan is estimated to accommodate development of approximately 8,318 dwelling units (see Table 1).

A wide variety of employment-generating land uses including retail commercial, village commercial, office/commercial, business professional and mixed-use are planned within the project site. These employment uses are primarily located near Highway 65 and the Lincoln Regional Airport. The new employment opportunities would serve the City of Lincoln residents, the surrounding region as well as village and neighborhood needs and services. The largest, primary retail, office/commercial and Village Center area would be located near the Highway 65/Nelson Lane interchange. The second major employment area would be located near the Highway 65/Nicolaus Road interchange. The Village Center/Village Mixed-Use land use located along Dowd Road is intended to serve the western portion of the project site and is centrally located within the primary residential village portion of the project site. Approximately 4.8 million square feet total of employment-generating and commercial land uses are proposed.

## **Transportation**

Highway 65 bisects the site and provides access to the project site at Nicolaus Road and Nelson Lane. Other existing roads that serve the project site are Fiddyment Road, Moore Road and Dowd Road. The proposed circulation system would provide a network of streets, trails, and safe street crossings. The proposed circulation system would support the use of alternative modes of transportation (walking, biking and neighborhood electric vehicle (NEV) use) through the provision of an interconnected on-street and off-street trail/path network. Most homes within the project site would be within a five minute walk (1/4 mile) of an open space area – a park, greenbelt, linear parkway or natural open space.

## **Public Services and Public Utilities**

Schools: The project site is located in the Western Placer Unified School District. The proposed project includes three sites of approximately 12 acres each designated for elementary schools, one site designated for a middle school (approximately 25 acres), and one site designated for a high school (approximately 50 acres). The sites have been located to provide accessibility from most homes within the project site. The middle school and high school would also serve students from outside the project site. Also incorporated into the proposed project, on the western edge of the project site, is the existing 280-acre Lincoln High School Farm property (LHS Farm).

Parks and Recreation: The project site would be served by the City of Lincoln Parks Department. A total of ten neighborhood parks are proposed within the project site. Additionally, one Village Park and a Regional Park/Sports Complex are proposed as part of the project. A 70+ acre Regional Park/Sports Complex would be within the project site, located in proximity to Highway 65 and directly adjacent to future commercial services, and is anticipated to contain

several soccer fields to serve the region. The proposed Village Park may contain a community center or other public amenities. The proposed neighborhood parks would be located within walking or biking distances of most proposed residential uses. Numerous passive recreation opportunities would be available due to the proximity of the Auburn and Markham Ravine creek corridors which traverse the project site east to west. A comprehensive system of non-vehicular trails would be provided throughout the project site. Class I trails would be provided along the east-west oriented Auburn Ravine and Markham Ravine corridors and within linear parkways provided throughout the project site to interconnect the trail system. Additional trail corridors, greenbelts and linear parkways would be designated at the neighborhood level.

Habitat Preservation/Open Space: Existing natural resources within the project site include creeks (Auburn and Markham Ravines), seasonal wetlands, vernal pools, swales, marshes, oak trees and other natural vegetation. The project would be consistent with the proposed Placer County Conservation Plan (PCCP) that would designate approximately 854 acres of open space reserve on the project site along the ravine corridors. The proposed project would set aside additional open space reserve areas, adjacent to the designated open space reserve, in order to preserve additional wetland and aquatic resource features that contribute to the integrity of the watersheds. These additional open space areas may include wetland creation (with appropriate buffers) and may also provide space for compatible passive recreation amenities such as trails, benches and viewing areas to enhance the Auburn and Markham Ravine corridors for the adjacent community.

Fire Protection and Law Enforcement: The project site would be served by City of Lincoln Fire Department and Police Department. A public/quasi-public site would be provided within the project site for a fire station.

Water Supply: Water would be provided by the City of Lincoln. Two domestic water points of connection are currently stubbed to the project site boundary and would be extended throughout the project site via a water supply distribution network. An above ground water storage tank would likely be located in the southwestern portion of the project site.

Wastewater/Reclaimed Water: The City of Lincoln would provide wastewater and recycled water service to the proposed project. The Lincoln Wastewater Treatment and Reclamation Facility (WWTP) is located a short distance to the south of the project site at the southeast corner of Fiddyment Road and Moore Road. A sewer point of connection capable of serving the entire proposed project is currently provided at the northern edge of the WWTP. Lift stations would likely be required to serve the western portions of the project site. Reclaimed water would be available to the project site from the WWTP and would be distributed through a purple pipe network that would be constructed as part of the project infrastructure.

Storm Drainage: The project site is within the watersheds of Auburn and Markham Ravines. Storm drainage for the proposed project would utilize a subsurface storm drainage pipe network and a detailed network of detention ponds for each of the sub-shed areas. The proposed project would also rely on regional improvements constructed by the City of Lincoln adjacent to Lakeview Farms in the Coon Creek watershed.

## **Phasing and Sequencing**

The Village 5 & SUD-B Specific Plan would provide for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. In general, the phasing/development sequencing plan has been structured to ensure that the backbone



infrastructure improvements in each phase would support associated development in compliance with City policies and standards, and that the development in each phase of the Specific Plan would support the costs of the required improvements. The proposed project is anticipated to be developed over a 15- to 25-year period. The first areas of the project site to develop would be those that are closest to existing infrastructure and are in proximity to Highway 65. Additional development phases may move forward independently and in any order after the initial development phase, provided that parcels meet the City's public services requirements and the sequencing policies outlined in the Specific Plan. Development phasing will be described in more detail in the EIR.

### **Requested Entitlements and Actions**

The proposed project would involve the following approvals:

1. General Plan Amendment;
2. Certification of the Environmental Impact Report (EIR);
3. Adoption of the Village 5 & SUD-B Specific Plan for the approximately 4,943 acre project site;
4. Adoption of the Village 5 General Development Plan for a portion of the project site;
5. Rezoning for a portion of the project site;
6. Approval of a Large Lot Tentative Subdivision Map;
7. Adoption of a Development Agreement for the Village 5 & SUD-B Specific Plan by and between the City of Lincoln and the landowners;
8. Adoption of a Public Facilities Financing Plan;
9. Approval of a Water Supply Assessment; and
10. Approval of annexations by the Local Agency Formation Commission (LAFCO).

### **Project Objectives**

The following summarizes the project objectives that will guide the planning of the Village 5 & SUD-B Specific Plan:

1. Establish a 4,943+ acre mixed-use village that incorporates feasible, smart growth principles which results in an economically stable, sustainable community with a broad range of compatible land uses that provide a balance of jobs and housing, including residential, commercial, office, mixed-use, recreation and public/quasi-public.
2. Provide a Land Use Plan and Design Standards & Guidelines which are consistent with Lincoln General Plan goals and policies, incorporate market acceptable design features to provide a high level of energy efficiency and foster an attractive, well maintained community.
3. Establish a land use and circulation system that promotes convenient mobility, links Village 5/SUD-B with other villages and the existing areas of Lincoln and provides a variety of non-vehicular modes within a setting that is safe, accessible and convenient for all modes of travel.
4. Promote a diversity of housing opportunities responsive to the needs of Lincoln, the region and market conditions; including single-family dwellings, apartments, condominiums, townhouses and live-work units to serve a broad range of family incomes.
5. Provide a comprehensively planned infrastructure system to serve the entire Plan Area and ensure funding for the on-going maintenance needs of the parks, open space facilities, public services and infrastructure.

## **Project Alternatives**

A reasonable range of alternatives to the proposed project will be evaluated in the EIR. Consistent with State CEQA Guidelines section 15126.6(c), the range of potential alternatives to the proposed project will include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR will include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. As required under CEQA, the alternatives analysis will include a discussion of a “no project alternative” to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project (State CEQA Guidelines section 15126.6(e)).

## **Probable Environmental Effects**

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

Aesthetics and Visual Resources: Development of the project site could change the visual character and quality of the site, including views to and from the area. Development of the project site could also introduce lighting and glare that could be visible to nearby rural residential residences and motorists on Highway 65.

Air Quality: Construction and operation of the proposed project could result in air pollutant emissions from mobile, stationary, and area sources. Odor-related impacts to future residents could result from nearby agricultural operations or from the Lincoln Wastewater Treatment Plant. Health risk impacts to sensitive receptors could result from toxic air contaminants (high volume roads and commercial/industrial land uses) and their proximity to sensitive receptors.

Agricultural Resources: Development of the proposed project would convert existing agricultural land to urban uses and would place urban uses adjacent to existing off-site agricultural uses, potentially creating a conflict between existing and proposed uses.

Biological Resources: Development of the project site could result in the loss of foraging and nesting habitat for avian species and could affect other special-status species. Onsite wetlands could be affected through fill or from runoff. Sensitive biological resources in Auburn and Markham Ravines could be affected by proposed adjacent development.

Cultural Resources: Sensitive historic, archaeological, or paleontological resources could be located on the project site. Ground-disturbing activities could disturb or destroy those resources, resulting in a potentially significant impact.

Energy: Energy consumed during construction and operation of the proposed project could result in and adverse effect to energy supplies.

Geology, Soils and Seismicity: Geologic and soil characteristics of the project site, such as ground shaking, subsidence, or erosion, could affect development of the proposed project, including potentially affecting building stability.

Greenhouse Gas Emissions and Climate Change: Construction and operation of the proposed project could result in greenhouse gas (GHG) emissions that could contribute to global climate change.

Growth Inducement and Urban Decay: Growth inducement could occur due to the removal of obstacles to growth in areas around the project site. The proposed new commercial space could compete with older, existing commercial spaces, potentially resulting in urban decay of existing buildings.

Hazards and Hazardous Materials: Permitted underground storage tanks; hazardous waste generators, transporters, and treatment, storage, and disposal facilities; and contaminated sites on or in the vicinity of the project site could affect workers and residents of the proposed project. Potential safety issues with proposed land uses identified in the specific plan in relation to aircraft operations associated with Lincoln Regional Airport will be analyzed.

Hydrology, Drainage and Water Quality: Development of the proposed project could change existing drainage patterns of surface water resources, including flow regimes in the watersheds of Markham and Auburn Ravines. Groundwater aquifer conditions and recharge potential could be affected by development of the proposed project.

Land Use and Planning: Development of the proposed project could result in land use incompatibilities between the proposed project and surrounding areas due to the differences in land use types, densities, and intensities. Consistency of the proposed project with applicable land use plans, including affordable housing requirements and the Placer County Airport Land Use Compatibility Plan (ALUCP) will be analyzed.

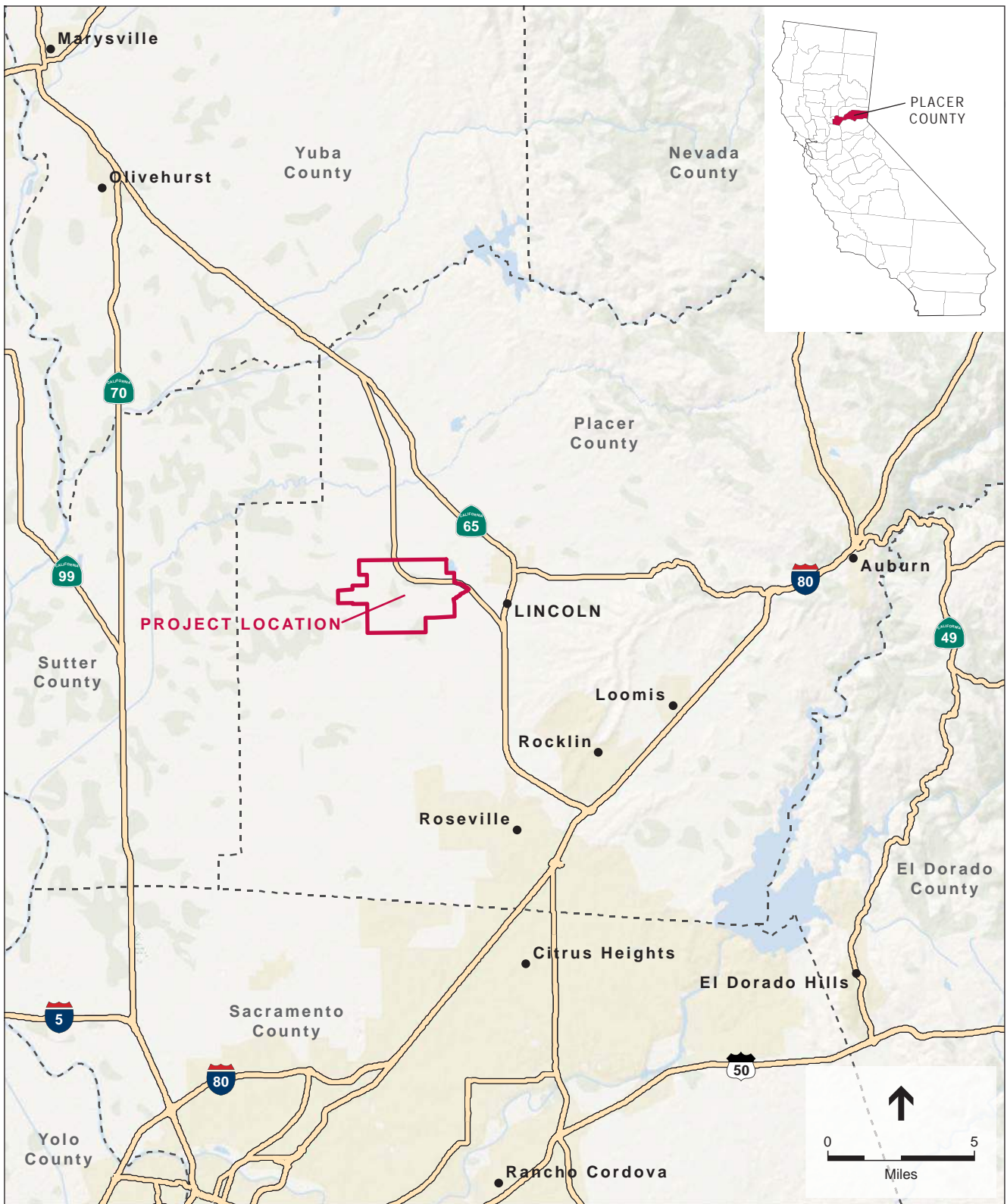
Noise: Development of the proposed project could result in construction and/or operational noise increases in the area that could adversely affect existing or proposed sensitive land uses such as residences and schools. There is also a potential for aircraft noise effects on proposed future land uses.

Population, Housing and Employment: Development of the proposed project would result in an increase in the total population, employment, and housing that would be generated within the proposed specific plan area.

Public Services: Development of the proposed project would result in an increased demand for police protection services, fire protection services, schools, libraries, and parks.

Transportation and Circulation: Development of the proposed project could result in increases in traffic volumes, delay, and level of service degradations for intersections and roadway segments on the project site and in the project vicinity. The provision of new roadways on the project site could affect traffic patterns, resulting in adverse impacts to the roadway network. Increased demand for capacity on Highway 65 could result in level of service degradation or increased traffic volumes on a Caltrans facility.

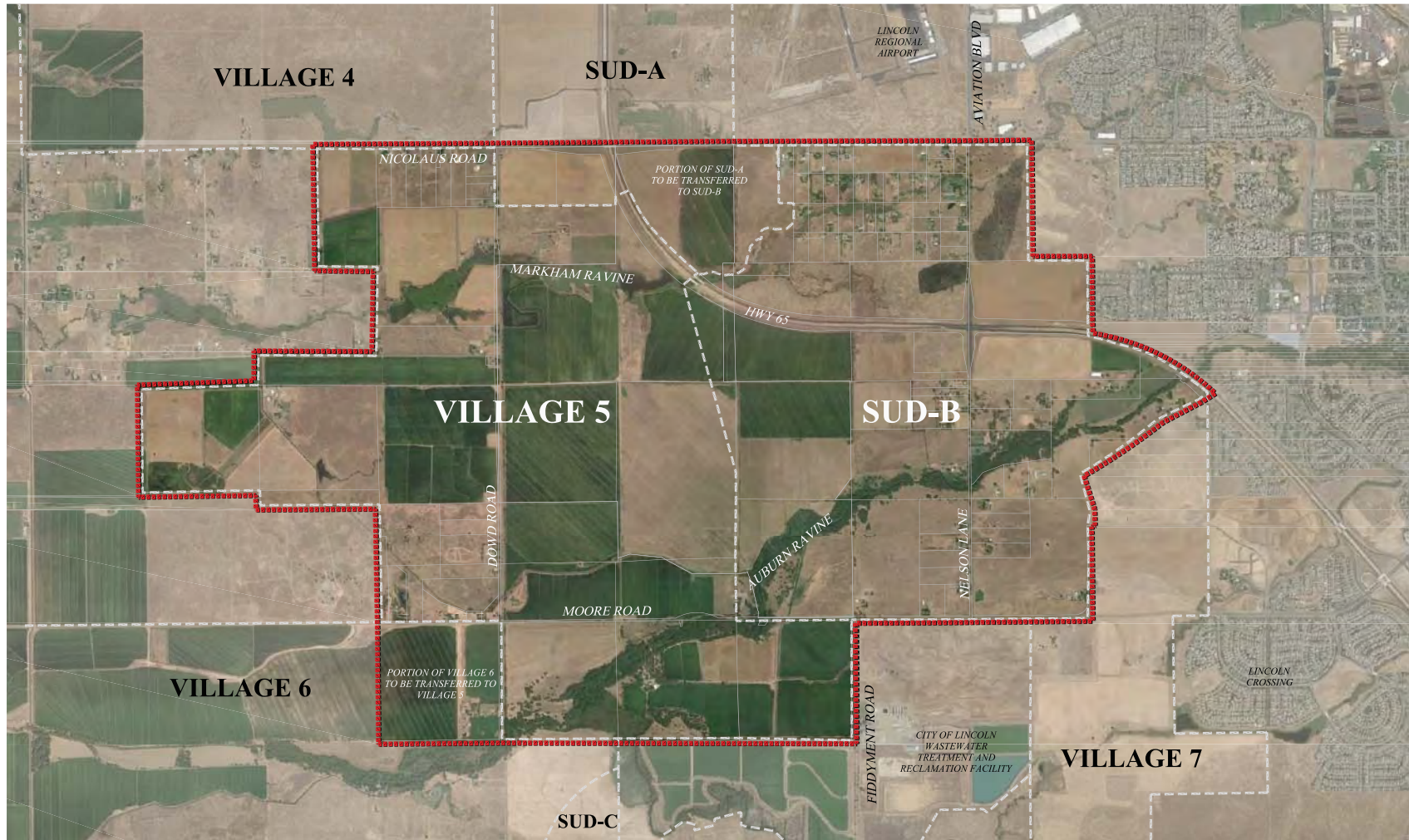
Utilities and Infrastructure: Development of the proposed project could result in an increased demand for water, wastewater, electricity, and natural gas.



SOURCE: ESRI, 2014; ESA, 2014

Lincoln Village 5 EIR . 130368

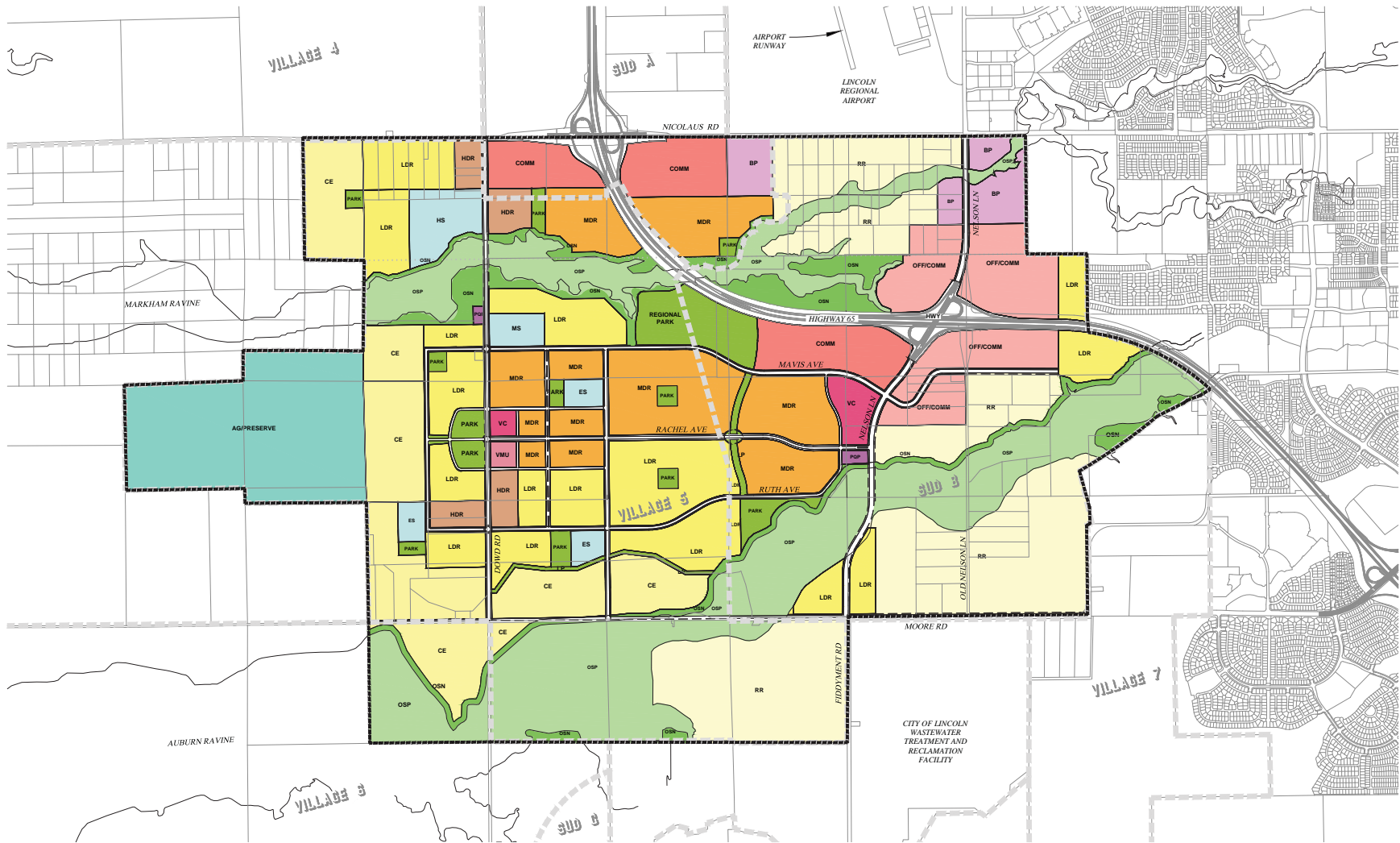
**Figure 1**  
Regional Location Map



**LEGEND**

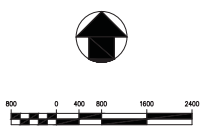
- SPECIFIC PLAN BOUNDARY
- VILLAGE & SUD AREA BOUNDARY





**LEGEND**

- |                                  |                                |                           |                           |  |
|----------------------------------|--------------------------------|---------------------------|---------------------------|--|
| RESIDENTIAL RURAL (RR)           | VILLAGE MIXED USE (VMU)        | OPEN SPACE PRESERVE (OSP) | ELEMENTARY SCHOOL (ES)    | VILLAGE BOUNDARY                         |
| COUNTRY ESTATE (CE)              | VILLAGE COMMERCIAL (VC)        | NATURAL OPEN SPACE (OSN)  | MIDDLE SCHOOL (MS)        | VILLAGE 5 & SUB B SPECIFIC PLAN BOUNDARY |
| RESIDENTIAL LOW DENSITY (LDR)    | COMMERCIAL (COMM)              | PARK (PARK)               | HIGH SCHOOL (HS)          | RR LAND USE                              |
| RESIDENTIAL MEDIUM DENSITY (MDR) | OFFICE/COMMERCIAL (OFF/COMM)   | LINEAR PARK (LP)          | PUBLIC/QUASI-PUBLIC (POP) |  |
| RESIDENTIAL HIGH DENSITY (HDR)   | BUSINESS AND PROFESSIONAL (BP) | AG/PRESERVE (OSA)         |                           |  |



SOURCE: Cunningham Engineering, 2014

Lincoln Village 5 EIR . 130368  
**Figure 3**  
 Land Use Plan

**TABLE 1  
LAND USE SUMMARY AND DESIGNATIONS**

| Land Use Designation       | Land Use | Density (du/ac) | FAR <sup>4</sup> | Residential  |               | Office/Commercial |               | Gross Acres                                  | %             | Net Acres <sup>1</sup> | %            |
|----------------------------|----------|-----------------|------------------|--------------|---------------|-------------------|---------------|--|---------------|------------------------|--------------|
|                            |          |                 |                  | Units        | %             | SF                | %             |  |               |                        |              |
| Residential Rural          | RR       | 0.5             |                  | 324          | 3.9%          |                   |               | 766.0  | 15.5%         | 660.7                  | 13.4%        |
| Country Estate             | CE       | 2               |                  | 895          | 10.8%         |                   |               | 465.4  | 9.4%          | 448.8                  | 9.1%         |
| Residential Low Density    | LDR      | 5               |                  | 2,772        | 33.3%         |                   |               | 584.0  | 11.8%         | 556.0                  | 11.2%        |
| Residential Medium Density | MDR      | 7               |                  | 2,830        | 34.0%         |                   |               | 441.6  | 8.9%          | 405.3                  | 8.2%         |
| Residential High Density   | HDR      | 21              |                  | 1,441        | 17.3%         |                   |               | 68.7   | 1.4%          | 68.7                   | 1.4%         |
| Village Mixed Use          | VMU      | 7.5             | 0.175            | 56           | 0.7%          | 57,100            | 1.0%          | 7.5  | 0.2%          | 7.5                    | 0.2%         |
| Village Commercial         | VC       |                 | 0.23             |              |               | 299,900           | 5.5%          | 33.9   | 0.7%          | 29.9                   | 0.6%         |
| Commercial                 | COMM     |                 | 0.23             |              |               | 1,764,700         | 32.2%         | 196.3  | 4.0%          | 176.2                  | 3.6%         |
| Office/Commercial          | OFF/COMM |                 | 0.30             |              |               | 2,525,300         | 46.1%         | 237.1  | 4.8%          | 193.3                  | 3.9%         |
| Business and Professional  | BP       |                 | 0.25             |              |               | 834,500           | 15.2%         | 89.1   | 1.8%          | 76.7                   | 1.6%         |
| Elementary School          | ES       |                 |                  |              |               |                   |               | 35.9   | 0.7%          | 35.5                   | 0.7%         |
| Middle School              | MS       |                 |                  |              |               |                   |               | 20.0   | 0.4%          | 20.0                   | 0.4%         |
| High School                | HS       |                 |                  |              |               |                   |               | 48.7   | 1.0%          | 48.7                   | 1.0%         |
| Public / Quasi-Public      | PQP      |                 |                  |              |               |                   |               | 6.2  | 0.1%          | 5.6                    | 0.1%         |
| Park                       | PARK     |                 |                  |              |               |                   |               | 149.3  | 3.0%          | 131.7                  | 2.7%         |
| Linear Park                | LP       |                 |                  |              |               |                   |               | 19.5   | 0.4%          | 18.6                   | 0.4%         |
| Ag/Preserve                | OSA      |                 |                  |              |               |                   |               | 343.5  | 6.9%          | 343.5                  | 6.9%         |
| Open Space Preserve        | OSP      |                 |                  |              |               |                   |               | 853.5  | 17.3%         | 853.5                  | 17.3%        |
| Natural Open Space         | OSN      |                 |                  |              |               |                   |               | 215.0  | 4.3%          | 201.5                  | 4.1%         |
| Right of Way               | ROW      |                 |                  |              |               |                   |               | 225.8  | 4.6%          | 225.8                  | 4.6%         |
| Highway 65                 | HWY      |                 |                  |              |               |                   |               | 135.8  | 2.7%          | 135.8                  | 2.7%         |
|                            |          |                 | <b>TOTAL:</b>    | <b>8,318</b> | <b>100.0%</b> | <b>5,481,500</b>  | <b>100.0%</b> | <b>4,942.8</b>                               | <b>100.0%</b> | <b>4,643.2</b>         | <b>93.6%</b> |
|                            |          |                 |                  |              |               |                   |               | Open Space <sup>2,3</sup> :                  | 1,848.4       | 40.3%                  |              |
|                            |          |                 |                  |              |               |                   |               | Open Space (w/o Airport Required Open Land): | 1,611.6       | 35.2%                  |              |
|                            |          |                 |                  |              |               |                   |               | Acreage (SUD-A) <sup>5</sup> :               | 246.4         |                        |              |
|                            |          |                 |                  |              |               |                   |               | Acreage (Net SUD-A) <sup>5</sup> :           | 4,696.3       |                        |              |
|                            |          |                 |                  |              |               |                   |               | Open Space (Net SUD-A) <sup>5</sup> :        | 1,834.0       | 42.3%                  |              |

Notes:

1. Net Area: excludes detention ponds.
2. Open space: Minimum 40% of gross area (General Plan LU-15.14).
  - May include: Public Parks; public and private golf courses; Natural areas to be permanently retained; land utilized for trails, within buffer areas, utility corridors, or utilized for natural open space; areas in excess of required rights-of-way.
  - Excludes: Land owned by individual homeowners, except areas with a public access easement can be counted; required road rights-of-way, including medians; pocket parks.

**TABLE 1  
LAND USE SUMMARY AND DESIGNATIONS**

| Land Use Designation  | Land Use | Density<br>(du/ac) | FAR <sup>4</sup> | Residential |   | Office/Commercial |   | Gross<br>Acres | % | Net<br>Acres <sup>1</sup> | % |
|---|----------|--------------------|------------------|-------------|---|-------------------|---|----------------|---|---------------------------|---|
|   |          |                    |                  | Units       | % | SF                | % |                |   |                           |   |
| 3. Open Space percentage excludes highways and rights-of-way; and does not include any parkway strips. Includes detention ponds and airport required open land.<br>4. VMU FAR based on General Plan Table 4-3; COMM FAR assumes no internal roadways; OFF/COMM FAR assumes mix of two and three story buildings; BP FAR assumes single story buildings.<br>5. Based on Draft Airport Land Use Compatibility Plan (August 2013 Draft). Required Open Land: Zone A = All remaining; Zone B1 = 25%; Zone B2 = No requirement; Zone C1 = 15%; Zone C2 = 10%; Zone D = No requirement.<br>du/ac = dwelling units per acre; FAR = floor area ratio; SF = square footage<br>Source: Cunningham Engineering, 2014; data adapted by ESA, 2014. |          |                    |                  |             |   |                   |   |                |   |                           |   |



# Appendix A Part 2

## Public Scoping Letters







Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Notice of Preparation

May 22, 2014

To: Reviewing Agencies

Re: Village 5 & Special Use District B (SUD-B) Specific Plan EIR  
SCH# 2014052071

Attached for your review and comment is the Notice of Preparation (NOP) for the Village 5 & Special Use District B (SUD-B) Specific Plan EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Rod Campbell**  
**City of Lincoln**  
**600 Sixth Street**  
**Lincoln, CA 95648**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014052071  
**Project Title** Village 5 & Special Use District B (SUD-B) Specific Plan EIR  
**Lead Agency** Lincoln, City of

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**Type** NOP Notice of Preparation  
**Description** The proposed Village 5 & SUD-B Specific Plan includes approximately 4,943 acres in the western area of Placer County, immediately west of the City of Lincoln. The project site is located within the adopted Sphere of Influence of the City of Lincoln. The proposed project would create a mix of land uses including residential, retail commercial, office/business professional, recreational, open space, and public/quasi-public, consistent with development patterns in Lincoln. The project site would be annexed to the City of Lincoln.

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**Lead Agency Contact**

**Name** Rod Campbell  
**Agency** City of Lincoln  
**Phone** 916 434 2400 **Fax**  
**email**  
**Address** 600 Sixth Street  
**City** Lincoln **State** CA **Zip** 95648

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**Project Location**

**County** Placer  
**City** Lincoln  
**Region**  
**Cross Streets** Nicolaus Road/Nelson Lane and Dowd Road/Moore Road  
**Lat / Long**  
**Parcel No.** several  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** Hwy 65  
**Airports** Lincoln Regional  
**Railways**  
**Waterways** Auburn Ravine, Markham Ravine  
**Schools** Lincoln HS  
**Land Use** City of Lincoln GPD: Village 5 Specific Plan (Village 5) and Special Use District B (SUD-B). Placer County Z: F-B (building site) - X (Size) 5 acre minimum, F-B-X-SP (Special Purpose) 5 acre min., F-B-X-20 acre min., F-B-X 80 acre min., and F-B-X-SP 80 acre min

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**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Other Issues; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

---

**Reviewing Agencies** Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 2; Office of Emergency Services, California; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3 N; Air Resources Board; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

---

**Date Received** 05/22/2014 **Start of Review** 05/22/2014 **End of Review** 06/20/2014

**NOP Distribution List**

SCH# 2014052071

County: PLACER

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Nicole Wong
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Tanya Trujillo
- Dept. of Conservation  
Elizabeth Carpenter
- California Energy Commission  
Eric Knight
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources Resources Agency  
Nadell Gayou

Fish and Game

- Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division
- Fish & Wildlife Region 1  
Donald Koch

- Fish & Wildlife Region 1E  
Laurie Harnsberger
- Fish & Wildlife Region 2  
Jeff Drongesen
- Fish & Wildlife Region 3  
Charles Amor
- Fish & Wildlife Region 4  
Julie Vance
- Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Wildlife Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M  
Heidi Sickler  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M  
George Isaac  
Marine Region

Other Departments

- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Depart. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- Dept. of Public Health  
Jeffery Worth  
Dept. of Health/Drinking Water
- Delta Stewardship Council  
Kevan Samsam

Independent Commissions, Boards

- Delta Protection Commission  
Michael Machado
- Cal EMA (Emergency Management Agency)  
Dennis Castrillo

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Suzana Ikeuchi  
Office of Special Projects
- Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3 <sup>Y</sup>  
Eric Federicks - South  
Susan Zanchi - North
- Caltrans, District 4  
Erik Alm
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson

- Caltrans, District 8  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Maureen El Harake

Cal EPA

Air Resources Board

- All Projects  
CEQA Coordinator
- Transportation Projects  
Nesamani Kalandiyur
- Industrial Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
 \_\_\_\_\_  
Conservancy

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 3 – SACRAMENTO AREA OFFICE  
2379 GATEWAY OAKS DRIVE, STE 150 - MS 19  
SACRAMENTO, CA 95833  
PHONE (916) 274-0638  
FAX (916) 263-1796  
TTY 711



*Flex your power!  
Be energy efficient!*

June 20, 2014

032014-PLA-0030  
SCH# 2014052071

Rodney Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

**Village 5 & Special Use District B (SUD-B) Specific Plan – Notice of Preparation (NOP)**

Dear Mr. Campbell:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the Village 5 & Special Use District B (SUD-B) Specific Plan NOP. The proposed specific plan (project) is located in unincorporated Placer County, west of the City of Lincoln and south of Nicolaus Road. The NOP states that the project will be built over a 15 to 25 year timeframe, and will require approval of annexations by the Local Agency Formation Commission (LAFCO), among other entitlement and permit approvals. The project is 4,943 acres in size and comprised of a variety of housing types, professional and retail commercial uses, mixed-use, recreational, open space, public and educational land uses. Buildout of the specific plan is estimated to accommodate development of approximately 8,318 dwelling units and 5.4 million sq ft of Office/Commercial space. Two major employment areas are proposed: one at the planned Nelson Road/State Route (SR) 65 interchange, and another at a proposed Nicolaus Road/ SR 65 interchange. The Village 5 & SUD-B development area is surrounded by several other proposed growth areas which are in various stages of development, including Villages 4, 6, and 7, and Special Use Districts A and G. The following comments are based on the NOP received.

***Nicolaus Road/SR 65 Interchange***

Regarding an interchange at the Nicolaus Road/SR 65 location, the NOP mentions that a "second major employment area would be located near the Highway 65/ Nicolaus Road interchange," and that "Highway 65 bisects the site and provides access to the project site at Nicolaus Road and Nelson Lane" (page 3). The NOP also provides a visual of the proposed interchange on the Land Use Plan (Figure 3, page 10). It is understood that in the Lincoln General Plan, which was adopted in March 2008, the Land Use & Community Design Element mentions that Special Use District A, when planned for, should consider and address interchanges at Wise Road and Nicolaus Road (pages 4-41

& 4-42). Furthermore, under the Transportation & Circulation Element, under Policy T-2.9 “SR 65 Bypass,” it mentions:

*“The City shall support construction of the SR 65 Bypass with interchanges provided at Ferrari Ranch Road, the realigned Nelson Lane, Nicolaus Road and Wise Road.”*

Currently, Nicolaus Road is an overcrossing only, and has no access to or from SR 65. The Freeway Agreement for SR 65, signed by Caltrans and Placer County in May 2007, shows that Nicolaus Road is planned to remain as a separated overcrossing with no plans for an interchange at SR 65 (see Attachment A). The Nicolaus Road overcrossing location was not designed to be an interchange: it was not included in the SR 65 Bypass Traffic Operational Analysis due to funding constraints and its proximity to the planned Nelson Road interchange. Interchanges are only planned at Nelson, Wise, and Riosa roads, in addition to the existing Ferrari Ranch Road and Lincoln Boulevard interchanges.

We question the feasibility of constructing an interchange at the Nicolaus Road overcrossing location due to the constraints mentioned above, in addition to construction of the planned Nelson Road interchange, within the proposed 15 to 25 year timeframe of the project.

If the City of Lincoln intends to build an interchange at the Nicolaus Road/SR 65 location, then the Freeway Agreement for SR 65 must be amended. Amending the Freeway Agreement will require a traffic study, project report, and environmental document to be completed for the project. Amending the Freeway Agreement would also be subject to approval by the California Transportation Commission (CTC) and the Federal Highway Administration (FHWA) if federal funds are used. Please contact Tom Brannon, Caltrans District 3 Deputy Director of Program/Project Management, to discuss initiating the locally funded project development process. He can be reached at (530) 740-4846.

### ***Traffic Impact Study***

At full buildout, the proposed project will result in significant increases in traffic volumes, delay, and level of service degradations for intersections and roadway segments in the project vicinity. The provision of new roadways on the project site could affect traffic distributions, possibly resulting in adverse impacts to the regional roadway network.

The NOP indicates that the EIR will evaluate the Transportation and Circulation impacts from the proposed project. We request that a Traffic Impact Study (TIS) be conducted to analyze direct and cumulative project impacts to the local road network, SR 65, and Interstate 80. We recommend using Caltrans’ *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. It is available at the following website address: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

The TIS should analyze this project's impacts and identify mitigations to SR 65 and I-80 for each of the different project development phases/sequences being proposed. The TIS must also document all assumptions, including the timing, programming, and permit approval assumptions, made regarding construction of transportation improvements, including both Nelson and Nicolaus Road interchanges,

Mr. Rodney Campbell – City of Lincoln  
Village 5 & Special Use District B (SUD-B) Specific Plan – Notice of Preparation (NOP)  
June 20, 2014  
Page 3

vis-à-vis the phased development of the Village 5& SUD-B Specific Plan. For example, the planned Nelson Road interchange still requires funding and additional permit approvals, the timing of which must be coordinated with incoming development and documented in the TIS.

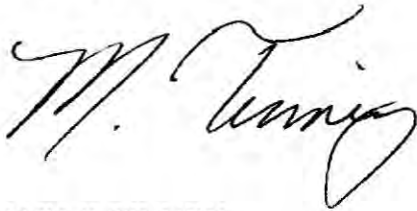
As the feasibility of constructing an interchange at the Nicolaus Road/SR 65 location is not certain at this juncture, we recommend that the TIS include an analysis of the project without the interchange.

Since it appears that a Caltrans Permit will be required, the scope of work for the analysis of state facilities should be reviewed and approved by Caltrans District 3 Highway Operations. We strongly request to be included in the formulation of the scope for the TIS.

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

If you have any questions regarding these comments or require additional information, please contact Jeffrey Morneau, Intergovernmental Review Coordinator for Placer County at (916) 274-0679 or by email at: [jeffrey.morneau@dot.ca.gov](mailto:jeffrey.morneau@dot.ca.gov).

Sincerely,



MARLO TINNEY  
Chief, Office of Transportation Planning – East

Cc: Scott Morgan, State Clearinghouse



# Attachment A

03 - Pla -65 - PM R14.5/R23.8 (KP R23.3/R38.3)  
Freeway In Placer County on State Route 65  
From 1 mile South of Nelson Lane to  
the Bear River

## **FREEWAY AGREEMENT**

THIS AGREEMENT, made and entered into on this 8th day of May, 2007, by and between the STATE OF CALIFORNIA acting by and through the Department of Transportation (herein referred to as "STATE"), and the County of Placer (herein referred to as "COUNTY"),

WITNESSETH:

WHEREAS, the highway described above has been declared to be a freeway by Resolution of the California Transportation Commission on July 19,2006; and

WHEREAS, a plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects roads of the COUNTY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a Freeway Agreement in accordance with the revised plan of said freeway;

NOW, THEREFORE, IT IS AGREED:

1. COUNTY agrees and consents to the closing of COUNTY roads, relocation of COUNTY roads, construction of frontage roads and other local roads, and other construction affecting COUNTY roads, all as shown on the plan map attached hereto marked Exhibit A and made a part hereof by this reference.
2. STATE shall, in construction of the freeway and at STATE'S expense, make such changes affecting COUNTY roads in accordance with the plan map attached hereto marked Exhibit A.
3. STATE agrees to acquire all necessary right of way as may be required for construction, reconstruction, or alteration of COUNTY roads, frontage roads, and other local roads, and COUNTY hereby authorizes STATE to acquire in its behalf all such necessary right of way.
4. It is understood between the parties that the right of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway projects, the obligations of STATE hereunder shall be carried out at such time and for such unit or units of the projects as funds are budgeted and made lawfully available for such expenditures.
5. COUNTY will accept control and maintenance over each of the relocated or reconstructed COUNTY roads, and the frontage roads, and other STATE constructed local roads on receipt of written notice to COUNTY from STATE that the work thereon has been completed, except for any portion which is

# Attachment A

03 - Pla -65 - PM R14.5/R23.8 (KP R23.3/R38.3)  
Freeway In Placer County on State Route 65  
From 1 mile South of Nelson Lane to  
the Bear River

adopted by STATE as a part of the freeway proper. COUNTY will accept title to the portions of such roads lying outside the freeway limits upon relinquishment by STATE.

6. This Agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary for the best accomplishment, through STATE and COUNTY cooperation, of the whole freeway project for the benefit of the people of the STATE and of the COUNTY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA  
Department of Transportation

WILL KEMPTON  
Director of Transportation  
By

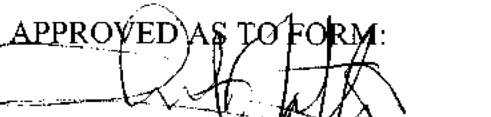
  
For MARK LEJA  
Chief Design Engineer

APPROVED AS TO FORM:

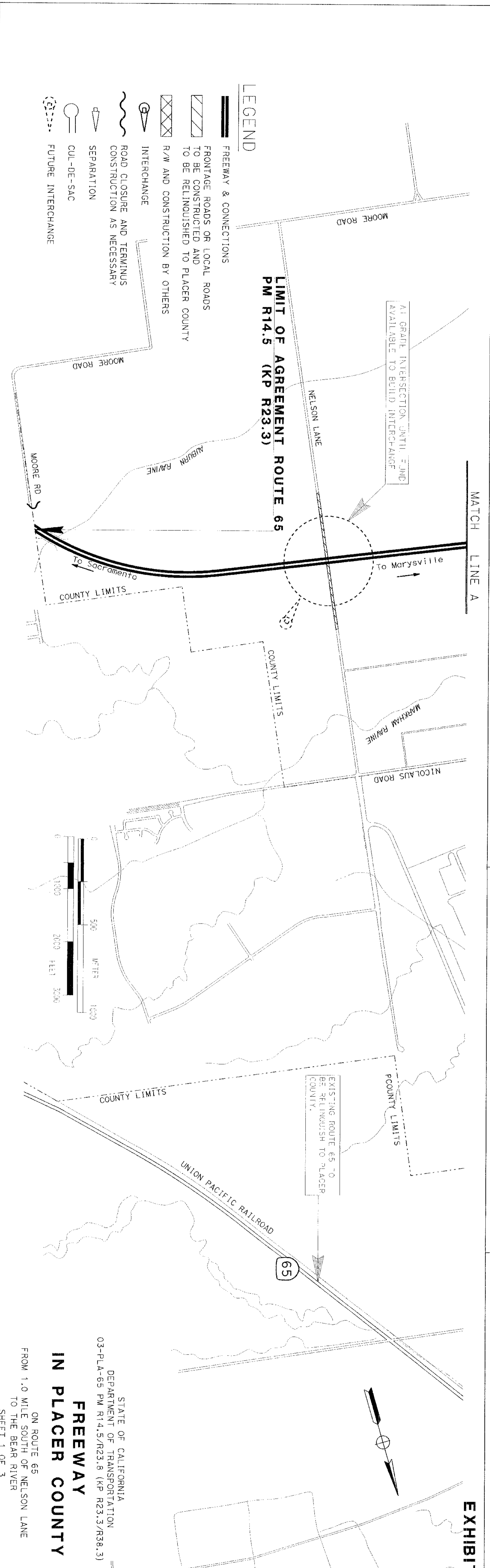
  
Attorney (State)

THE COUNTY OF PLACER  
By

  
Ken Duhon

APPROVED AS TO FORM:  
  
Attorney (County)

**EXHIBIT A**



STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 03-PLA-65 PM R14.5/R23.8 (KP R23.3/R38.3)

**FREEWAY  
 IN PLACER COUNTY**

ON ROUTE 65  
 FROM 1.0 MILE SOUTH OF NELSON LANE  
 TO THE BEAR RIVER  
 SHEET 1 OF 3

**EXHIBIT A**

MATCH LINE B

ROUTE 65  
To Marysville

COON CREEK

UNION PACIFIC RAILROAD

65

EXISTING ROUTE 65 TO  
BE RELINQUISHED TO  
PLACER COUNTY

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
03-PLA-65 PM R14.5/R23.8 (KP R23.3/R38.3)

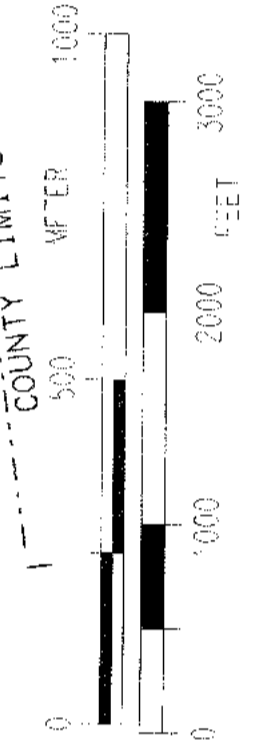
**FREEWAY  
IN PLACER COUNTY**

ON ROUTE 65  
FROM 1.0 MILE SOUTH OF NELSON LANE  
TO THE BEAR RIVER  
SHEET 2 OF 3

WEST WISE ROAD

COUNTY LIMITS

AT GRADE INTERSECTION UNTIL FUND  
AVAILABLE TO BUILD INTERCHANGE



COUNTY LIMITS

**LINCOLN  
AIRPORT**

AIRPORT CREEK

AIRPORT CREEK

NICOLAUS ROAD

COUNTY LIMITS

DOWD ROAD

MARKHAM RAVINE


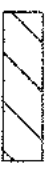





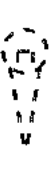
To Sacramento

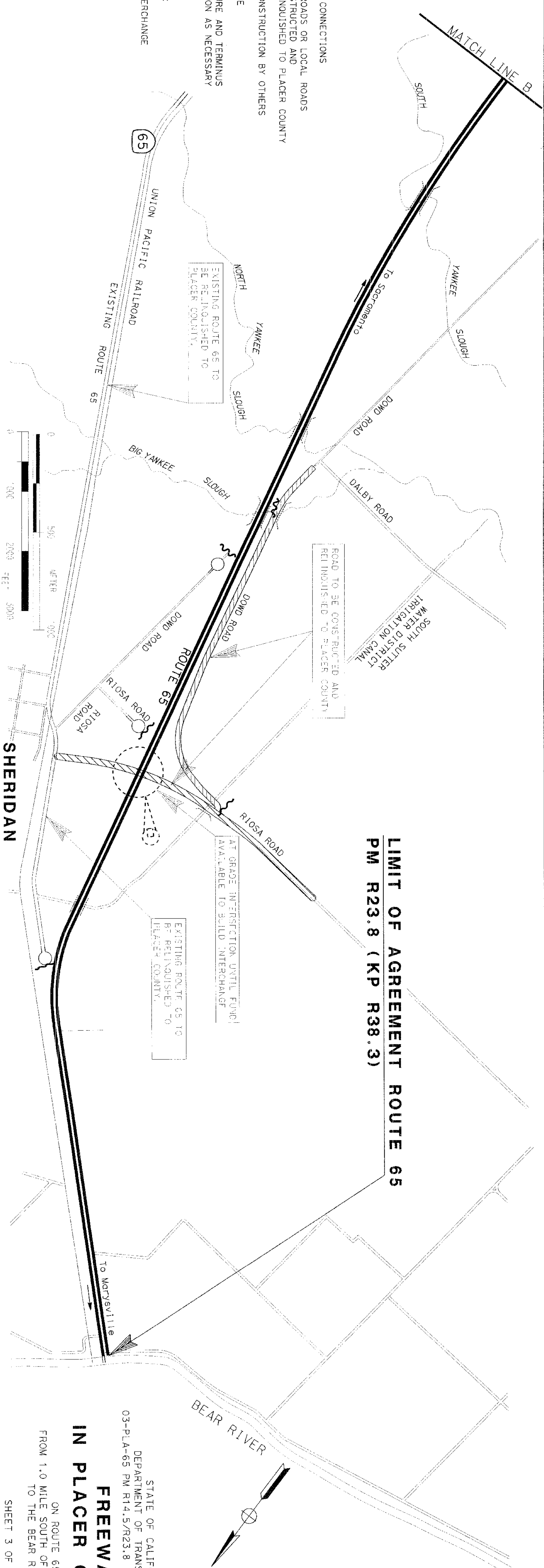
MATCH LINE A

**LEGEND**

- FREEWAY & CONNECTIONS
- FRONTAGE ROADS OR LOCAL ROADS TO BE CONSTRUCTED AND TO BE RELINQUISHED TO PLACER COUNTY
- R/W AND CONSTRUCTION BY OTHERS
- INTERCHANGE
- ROAD CLOSURE AND TERMINUS CONSTRUCTION AS NECESSARY
- SEPARATION
- CUL-DE-SAC
- FUTURE INTERCHANGE

**LEGEND**

-  FREEWAY & CONNECTIONS
-  FRONTAGE ROADS OR LOCAL ROADS TO BE CONSTRUCTED AND TO BE RELINQUISHED TO PLACER COUNTY
-  R/W AND CONSTRUCTION BY OTHERS
-  INTERCHANGE
-  ROAD CLOSURE AND TERMINUS CONSTRUCTION AS NECESSARY
-  SEPARATION
-  CUL-DE-SAC
-  FUTURE INTERCHANGE



**LIMIT OF AGREEMENT ROUTE 65  
PM R23.8 (KP R38.3)**

SHERIDAN

EXISTING ROUTE 65 TO BE RELINQUISHED TO PLACER COUNTY.

ROAD TO BE CONSTRUCTED AND RELINQUISHED TO PLACER COUNTY

AT GRADE INTERSECTION UNTIL FUND AVAILABLE TO BUILD INTERCHANGE

EXISTING ROUTE 65 TO BE RELINQUISHED TO PLACER COUNTY.

**FREEWAY  
IN PLACER COUNTY**

ON ROUTE 65  
FROM 1.0 MILE SOUTH OF NELSON LANE  
TO THE BEAR RIVER

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
03-PLA-65 PM R14.5/R23.8 (KP R23.3/R38.3)



June 19, 2014

SENT VIA E-MAIL:rcambell@ci.lincoln.ca.us

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

**SUBJECT: Village 5 & Special Use District B Specific Plan,  
Response to Notice of Preparation**

Dear Mr. Campbell,

Thank you for submitting the **Notice of Preparation for the Village 5 & Special Use District B Specific Plan** (Project) to the Placer County Air Pollution Control District (District) for review. The applicant is requesting approval of a Specific Plan for a mixed use development consisting of 8,318 dwelling units and 4.8 million square feet of commercial land uses as well as approval of associated applications including a General Plan Amendment, adoption of a Specific Plan, adoption of a Development Plan, a Rezone application, a Large Lot Tentative Map, a Development Agreement, and approval of an annexation by LAFCO. The District provides the following comments for consideration.

### **Environmental Review**

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

1. The Project is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. The SVAB is designated as nonattainment for federal and state ozone (O<sub>3</sub>) standards, nonattainment for the federal particulate matter standard (PM<sub>2.5</sub>) and state particulate matter standard (PM<sub>10</sub>). Within the Air Quality section of the Initial Study, the District recommends the discussion include the area designations for the federal and state standards for the SVAB.
2. The District recommends the following Project-level Thresholds of Significance when analyzing the Project related construction and operational activities to determine potential air quality impacts.

| PCAPCD Recommended Project-Level Thresholds |   |
|---|---|
| 82 lbs/day                                  | Nitrogen Oxide (NO <sub>x</sub> )<br>Reactive Organic Gas (ROG)<br>Particulate Matter (PM <sub>10</sub> ) |

3. The District currently does not have a recommended threshold for construction or operational related greenhouse gas (GHG) emissions. However, a determination of significance should be disclosed and based on the Project's potential to interfere with GHG reduction goals established by regulatory requirements. Mitigation measures should be included to reduce potentially significant levels of GHG emissions. The CAPCOA guidance document "Quantifying Greenhouse Gas Mitigation Measures" provides additional resources to identify feasible mitigation measures and quantify emission reductions<sup>1</sup>.
4. The District recommends the following Cumulative-level Thresholds for the purposes of identifying if additional mitigation measures are necessary. Additional information on the District's Cumulative Threshold can be found in Chapter 2 of the District's CEQA Handbook (October, 2012)<sup>2</sup>.

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

5. The California Emissions Estimator Model (CalEEMod) is recommended when estimating the Project related construction and operational emissions. CalEEMod quantifies criteria pollutant emissions, including greenhouse gases (GHGs) from construction and operation (including vehicle use), as well as GHG emissions from energy production, solid waste handling, vegetation planting and/or removal, and water conveyance. In addition, CalEEMod calculates the benefits from implementing mitigation measures, including GHG mitigation measures, developed and approved by CAPCOA. Please contact the District for information on appropriate default settings applicable to the project area. A free download of CalEEMod is available at <http://www.capcoa.org/caleemod/>.
6. The analysis should use the vehicle miles traveled (VMT) data from the Project's traffic study, based on a reasonable worst-case scenario, as well as emission factors from the most recent version of EMFAC. The analysis should document all emission factors, assumptions, and modeling inputs and outputs (i.e., expected traffic, mix of light-duty and heavy-duty vehicles, existing and future nearby land uses, etc.).
7. In the event that the air quality analysis demonstrates the potential for the Project to cause or generate significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the related appendices.
8. As previously stated, the Project is located within the SVAB and is designated nonattainment for the PM<sub>2.5</sub> standard. PM has been linked to a range of serious respiratory and cardiovascular health problems<sup>3</sup>. Wood burning devices are a source of PM emissions which

1 <http://www.capcoa.org/documents/>

2 <http://www.placer.ca.gov/~/-/media/apc/documents/Planning/CEQAHandbook/Final/PCAPCDCEQAHandbook2.ashx>

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

contribute to the region's air pollution. The District, therefore, strongly recommends the City prohibit the construction or use of wood burning devices within the proposed development

Wood burning or Pellet appliances are not permitted. Only natural gas or propane fired fireplace appliances shall be allowed. These appliances shall be clearly delineated on the Floor Plans submitted in conjunction with the Building Permit application.

9. The District recommends a CALINE 4 modeling analysis for carbon monoxide (CO) concentration be performed and discussed within the environmental document if any intersection or roundabout is determined by the traffic study to degrade to a level of service "E" or "F" as a result of this project, alone or cumulatively; or where the total project-level CO emissions exceed 550 lbs/day.
10. If existing or future sensitive receptors are located within close proximity to the Project area, where there is the potential for exposure to toxic air contaminants (TAC) and other hazardous air pollutants (e.g., such as diesel particulate matter (DPM) from diesel exhaust), the District recommends the environmental document describe the level of analysis, such as a Health Risk Assessment (HRA) or other modeling analysis, necessary to determine if the Project will have the potential to cause adverse health impacts.
11. The Lincoln Wastewater Treatment and Reclamation Facility is located adjacent to the proposed project. Any potential health risk impacts associated with this facility need to be analyzed within the EIR. In addition, the District occasionally receives odor complaints from the public relating to various sources such as wastewater treatment plants, landfills, and other sources of odors. The EIR should attempt to include management practices which will help reduce any potential for odors associated with this proposal.

### **Construction Related Conditions of Approval**

12. The District recommends the requirement of a Dust Control Plan to be submitted and approved by the District prior to the commencement of any ground disturbance.
  - 1a. Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County Air Pollution Control District. The applicant shall not break ground prior to receiving District approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.
  - 1b. The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
  - 1c. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20%



of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

13. The District recommends including the following standard notes on the Improvement/Grading Plan, or as an attached form:

- a. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- b. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
- c. Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.
- d. Idling of construction related equipment and construction related vehicles should not occur within 1,000 feet of any sensitive receptor.

14. The District's Rules and Regulations are requested to be included as standard notes, or as an attached form to all subsequent Grading/Improvement Plans. A list of the District's Rules and Regulations can be found in the following appendix of the District's CEQA Handbook.

**Appendix B. District Rules & Regulations (Construction)**

**Operational Related Conditions of Approval**

15. The District's Rules and Regulations are requested to be included as standard notes or as an attached form to all subsequent Building Permits for the operational phase of the Project. A list of the District's Rules and Regulations can be found in the following appendix of the District's CEQA Handbook.

**Appendix D. District Rules & Regulations (Operational)**

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

Sincerely,



Angel Green  
Associate Planner  
Planning & Monitoring Section

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

**CENTRAL VALLEY FLOOD PROTECTION BOARD**

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



June 17, 2014

Mr. Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, California 95648

RECEIVED

JUN 18 2014

City of Lincoln  
DEV SVCS

Subject: CEQA Comments: Village 5 & Special Use District B (SUD-B) Specific Plan EIR, Notice of Preparation, SCH No. 2014052071

Location: Placer County

Dear Mr. Campbell:

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

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

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

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

Mr. Rod Campbell  
June 17, 2014  
Page 2 of 2

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

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

#### Additional Considerations Related to Potential Impacts of Vegetation and Hydraulics

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

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

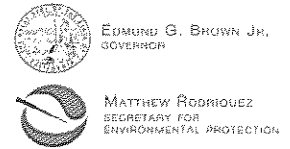
If you have any questions please contact James Herota at (916) 574-0651, or via email at [james.herota@water.ca.gov](mailto:james.herota@water.ca.gov).

Sincerely,



Len Marino, P.E.  
Chief Engineer

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



## Central Valley Regional Water Quality Control Board

30 May 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

CERTIFIED MAIL  
7013 2250 0000 3465 1476

### **COMMENTS TO NOTICE OF PREPARATION FOR THE ENVIRONMENTAL IMPACT REPORT, VILLAGE 5 & SPECIAL USE DISTRICT B (SUD-B) SPECIFIC PLAN EIR PROJECT, SCH NO. 2014052071, PLACER COUNTY**

Pursuant to the State Clearinghouse's 22 May 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Notice of Preparation for the Draft Environmental Impact Report* for the Village 5 & Special Use District B (SUD-B) Specific Plan EIR Project, located in Placer County.

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

#### **Construction Storm Water General Permit**

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

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

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

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

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

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

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

### **Industrial Storm Water General Permit**

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

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

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

### **Clean Water Act Section 404 Permit**

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

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

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

### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

### **Waste Discharge Requirements**

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

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

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

### **Low or Limited Threat General NPDES Permit**

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

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

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

A handwritten signature in black ink, appearing to read "Trevor Cleak". The signature is written in a cursive, flowing style.

Trevor Cleak  
Environmental Scientist

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



May 27, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

RE: SCH# 2014052071 Village 5 & Special Use District B (SUD-B) Specific Plan EIR, Placer County.

Dear Mr. Campbell:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink that reads "Katy Sanchez".

Katy Sanchez  
Associate Government Program Analyst

CC: State Clearinghouse



**Native American Contact List**  
Placer County  
May 28, 2014

|   |                 |   |  |
|---|-----------------|---|--|
| Rose Enos<br>15310 Bancroft Road<br>Auburn , CA 95603<br>(530) 878-2378 | Maidu<br>Washoe | April Wallace Moore<br>19630 Placer Hills Road<br>Colfax , CA 95713<br>530-637-4279 | Nisenan - So Maidu<br>Konkow<br>Washoe |
|---|-----------------|---|--|

|   |                |   |                |
|---|----------------|---|----------------|
| United Auburn Indian Community of the Auburn Rancheria<br>Gene Whitehouse, Chairperson<br>10720 Indian Hill Road<br>Auburn , CA 95603<br>530-883-2390<br>530-883-2380 - Fax | Maidu<br>Miwok | Colfax-Todds Valley Consolidated Tribe<br>Judith Marks<br>1068 Silverton Circle<br>Lincoln , Ca 95648<br>916-580-4078 | Miwok<br>Maidu |
|---|----------------|---|----------------|

|   |       |   |                |
|---|-------|---|----------------|
| T' si-Akim Maidu<br>Eileen Moon, Vice Chairperson<br>PO Box 1246<br>Grass Valley , CA 95945<br>530-274-7497 | Maidu | United Auburn Indian Community of the Auburn Rancheria<br>Jason Camp, THPO<br>10720 Indian Hill Road<br>Auburn , CA 95603<br>jcamp@auburnrancheria.com<br>916-316-3772 - cell<br>530-883-2390<br>530-888-5476 - Fax | Maidu<br>Miwok |
|---|-------|---|----------------|

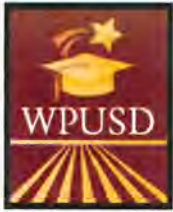
|   |       |  |       |
|---|-------|--|-------|
| T' si-Akim Maidu<br>Grayson Coney, Cultural Director<br>P.O. Box 1316<br>Colfax , CA 95713<br>akimmaidu@att.net<br>(530) 383-7234 | Maidu | T' si-Akim Maidu<br>Don Ryberg, Chairperson<br>1239 East Main St.<br>Grass Valley , CA 95945<br>530-274-7497 | Maidu |
|---|-------|--|-------|

United Auburn Indian Community of the Auburn Rancheria  
Marcos Guerrero, Tribal Preservation Committee  
10720 Indian Hill Road  
Auburn , CA 95603  
mguerrero@auburnrancheria.com  
530-883-2364  
530-883-2320 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 20140520171 Village 5 & Special Use District B (SUD-B) Specific Plan EIR, Placer County.



## WESTERN PLACER UNIFIED SCHOOL DISTRICT

600 SIXTH ST, SUITE 400, LINCOLN CA 95648  
PH: 916-645-6350

**Board of Trustees:** Paul Long  
Brian Haley  
Paul Carras  
Kris Wyatt  
Damian Armitage

**Superintendent:** Scott Leaman

June 23, 2014

**By Hand Delivery & Email: [rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)**

Mr. Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

Re: Response of Western Placer Unified School District to "Notice of Preparation of a Draft Environmental Impact Report" for Village 5 & Special Use District (SUD-B) Specific Plan

Dear Mr. Campbell:

This letter provides comments from the Western Placer Unified School District ("District") regarding the "Notice of Preparation of a Draft Environmental Impact Report" ("NOP"), received by the District on May 23, 2014, regarding the environmental impact report ("EIR") that the City of Lincoln ("City") plans to draft for the proposed Village 5 and Special Use District (SUD-B) Specific Plan ("Plan"). According to the NOP, the Plan consists approximately 4,943 acres in the western area of Placer County, immediately west of the City of Lincoln with anticipated residential, employment-generating, recreational, open space, public and educational uses ("Project").

The District appreciates the opportunity to express its views as to the scope and content of the EIR. The District further notes that the Project applicant has been actively engaging the District in discussions related to the content of this letter and its plans for mitigating potential impacts on schools caused by the Project. The District is appreciative of such efforts. Below are specific scoping requests for the EIR.

### **Population**

#### **1. Describe historical, current, and future population projections for the District.**

The District specifically requests that historical, current, and future population projections for the District be addressed. Population growth or shrinkage is a primary consideration in determining the impact that development may have on a school district, as a booming population can directly impact the District and its provision of educational services, largely because of resulting school overcrowding, while a district otherwise experiencing declining enrollment may depend on new development to avoid school closure or program cuts. Overcrowding can constitute a significant impact within the meaning of the California Environmental Quality Act ("CEQA"). (See Cal.Code Regs., tit.14, § 15064(e).) This is particularly true where the overcrowding results in unsafe conditions, decreased quality of education, the need for new bus routes, and requires new

school construction. The same can hold true for potential school closures or program cuts resulting from a declining population.

### **Housing**

- 2. Describe the type and number of anticipated dwelling units.**
- 3. Describe the average square footage for anticipated dwelling units, broken down by type of unit.**
- 4. Estimate the amount of development fees to be generated by development in accordance with implementation of the Project.**
- 5. Describe the phasing of residential and development over time from inception to build-out of the Project.**
- 6. Identify the Project's target residential market segments including senior housing, first-time home buyers, move-up buyers and anticipated number of units available for low-income housing and the different impacts on the District from this mix.**

The foregoing categories of information (Request Nos. 2-6) are critical for determining the extent of both physical and fiscal impacts on the District. California school districts are dependent on developer fees authorized by the provisions of Government Code Sections 65995, *et seq.*, and Education Code sections 17620, *et seq.*, for financing new school facilities and maintenance of existing facilities. The developer fees mandated by Section 65995 provide the District the bulk of its local share of financing for facilities needs related to development.

The adequacy of the statutory development fees to offset the impact of new development on local school districts can be determined only if the types of housing and average square footage can be taken into consideration. For instance, larger homes often generate approximately the same number of students as smaller homes. At the same time, however, a larger home will generate a greater statutory development fee, better providing for facilities to house the student being generated. It is for these reasons that the Government Code now requires a school district to seek – and presumably to receive – such square footage information from local planning departments. (Gov. Code § 65995.5 (c)(3).)

While the foregoing funding considerations are fiscal issues, they translate directly into physical, environmental impacts, in that inadequate funding for new school construction can result in overcrowding of existing facilities. Furthermore, fiscal and social considerations are relevant to an EIR, particularly when they either contribute to or result from physical impacts. (Pub. Resources Code § 21001(g); Cal.Code Regs., tit.14, §§ 15021(b), 15131(a)-(c), 15142 & 15382.)

Phasing of development is also a crucial consideration in determining the extent of impact on schools. The timing of the development will determine when new students are expected to be generated, and therefore is an important consideration particularly when considering the cumulative impact of a project in conjunction with other approved or pending development.

### **Transportation/Circulation/Traffic Analysis**

7. **Describe the existing and the anticipated vehicular traffic and student pedestrian movement patterns to and from school sites, including consideration of bus routes.**
8. **Assess the impact of increased vehicular movement and volumes, including potential conflicts with school pedestrian movement, school transportation, and busing activities.**
9. **Estimate travel demand and trip generation, trip distribution and trip assignment by including consideration of school sites and home-to-school travel.**
10. **Assess cumulative impacts on schools and the community in general resulting from increased vehicular movement and volumes expected from additional development already approved or pending.**

The District makes the foregoing requests to ensure that traffic impacts on schools are adequately addressed in the EIR. Traffic issues are a particular concern for school districts in that increased traffic volume may interfere with established school bus routes, require new and additional routes, and may increase safety concerns for students walking or riding bicycles or other modes of transportation to and from school.

Regarding inclusion of school sites in estimating trip demand, generation, distribution and assignment, District assumes that school sites would be one category used in determining impacts, but if not, requests that it be considered one.

#### **Public Services - Schools**

11. **Describe existing and future conditions within the District, on a school-by-school basis, including size, location and capacity of facilities.**
12. **Describe the adequacy of both existing infrastructure serving schools and anticipated infrastructure needed to serve future schools.**
13. **Describe the District's past and present enrollment trends.**
14. **Describe the District's current uses of its facilities.**
15. **Describe projected teacher/staffing requirements based on anticipated population growth and existing State and District policies.**
16. **Describe any impacts on curriculum as a result of anticipated population growth.**
17. **Identify the cost of providing capital facilities to accommodate students on a per-student basis, by the District.**
18. **Identify the expected shortfall or excess between the estimated development fees to be generated by the Project and the cost for provision of capital facilities.**

19. **Assess the District's present and projected capital facility, operations, maintenance, and personnel costs.**
20. **Assess financing and funding sources available to the District, including but not limited to those mitigation measures set forth in Section 65996 of the Government Code.**
21. **Identify any expected fiscal impacts on the District, including an assessment of projected cost of land acquisition, school construction, and other facilities needs.**
22. **Assess cumulative impacts on schools resulting from additional development already approved or pending.**

The District wishes to make certain that each of these issues is directly discussed in the EIR. Regarding Requests 11 - 14, each of these requests go to the issue of the current condition of the District. Infrastructure is included for consideration precisely because it is an often overlooked factor. While it may appear that a school site has sufficient space to accommodate additional students, an inadequate infrastructure – which might include cafeterias, restroom facilities, sewerage, electrical capacity, and the like – may preclude such growth. Placing too great a strain on the infrastructure is itself a physical impact to be addressed in an EIR.

Relative to Request 11, the Draft EIR should also address the location of current planned school sites to determine both the adequacy of the space existing or available for school facilities and also to address traffic, student safety and related impacts affected by a school's location.

The population elements addressed in Request 13 are essential because the ultimate impact of growth can best be determined by comparing existing student enrollment, expected future enrollment, and total school capacity.

Request 14 is a necessary consideration because certain school facilities may have been designated for particular community uses, or otherwise be unavailable for full classroom service, meaning that they cannot be considered in determining the District's total capacity. Also, some classrooms are dedicated as labs, meaning that they cannot hold the full compliment of students that would occupy a traditional classroom, again affecting a school's total capacity.

Requests 15 and 16 are included because they are relevant to the social impacts which may stem from the Project. Again, such impacts are relevant to the extent they are caused by or result from physical impacts, which would include growth. (Pub. Res. Code § 21001(g); Cal.Code Regs., tit.14, §§ 15021(b), 15131(a)-(c), 15142 & 15382.) If classrooms become overcrowded, or certain programs cannot be offered because of overwhelming student demand, the community's educational services are harmed, a clear social impact. Further, overcrowded classrooms create additional safety concerns, both for students and teachers.

Requests 17 through 21 deal with fiscal impacts on the District. The most immediate means of determining whether school overcrowding will occur is to determine first whether the District has adequate available capacity, and second, if not, whether it has adequate sources of funding available to construct new facilities or expand existing ones. This requires consideration of how much it costs to house each student, and how much of that amount can be covered by existing funding sources. To the extent that the existing sources prove insufficient, the difference is an unmitigated impact on the District.

Finally, Request 22 again seeks to ensure that a cumulative impact analysis is conducted, as there has been significant development approved and projected within the District's borders.

### Noise

23. **Identify any noise sources and volumes which may affect school facilities, classrooms and outdoor school areas.**

Request 23 is intended to clarify that the EIR's consideration of noise issues take into account various ways in which noise may impact the schools, including, for instance, increases in noise levels in the immediate vicinity of playing fields.

### Social

24. **Identify how school facilities are currently utilized as civic centers, and are projected to serve in that capacity in the future, and assess the impacts of the Project on that use.**
25. **Identify how the District's grounds are currently utilized for recreation (parks) and open space, and are projected to serve in that capacity in the future, and assess the impacts of the Project on that use.**

These two requests are made in light of school districts' roles in providing recreational space and civic centers to the community. As overcrowding increases at school sites, the community's ability to so utilize school facilities becomes limited, which is both a physical and a social impact on the community. For example, the addition of relocatable classrooms to house new students may reduce available playing field or recreational space. Similarly, moving schools to multi-track class schedules, or having to set aside additional space for new alternative education students, may interfere with the community's ability to gain access to school facilities for civic use. The District notes that this analysis is separate and apart from any proposed joint use of the school sites between the District and any other public agency. No current agreement exists for such joint use purposes and the District does not currently anticipate such an agreement.

### Agricultural Resources

26. **Identify the impact of the Project on agricultural resources including specifically the District's school farm which is located within the boundaries of the proposed Project.**

The District owns a 280 acre property within the Project that is utilized as a school farm. This request seeks for the EIR to evaluate the unique nature of the property, all land use limitations the property and the programs operated by the District on the property to determine the potential impacts of the Project on the property and the propriety of including the property in the overall annexation of the Project.

### Conclusion

The District is prepared to provide any information necessary to assist the City in preparation of the EIR and in addressing each of the comment and scope/content issues set forth above. The District is committed to working with the City and the Project applicant to ensure that the District's needs are met and that development located in the area of the proposed Project as well

as all of the residents of the community can receive adequate and appropriate educational facilities.

Finally, we request that all notices and copies of documentation with regard to this Project be mailed both to the District directly, and also to our legal counsel's attention as follows:

Megan Macy  
Lozano Smith  
One Capitol Mall, Suite 640  
Sacramento, CA 95814

Please feel free to contact me directly if we can be of any assistance. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Steer", with a large, sweeping flourish on the left side.

Heather Steer  
Director of Facilities, Western Placer Unified School District

cc: Scott Leaman, Superintendent  
Audrey Kilpatrick, Assistant Superintendent  
Megan Macy, Lozano Smith



## MEMORANDUM

**TO:** Maywan Krach, Environmental Coordination Services

**FROM:** Alex Fisch, Planning Services Division

**DATE:** June 20, 2014

**SUBJECT:** **NOP Comments on City of Lincoln Village 5 and Special Use District B Specific Plan**

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Thank you for the opportunity to review the Notice of Preparation (NOP) for the Village 5 Specific Plan. The Planning Services Division offers the following comments on the NOP:

### Agricultural Resources

1. The proposed Specific Plan area includes significant agricultural land resources that are important to maintaining the balance and available supply of economically productive agricultural lands within unincorporated Placer County. Existing commercial agricultural production within the plan area includes irrigated and unirrigated grazing, feed crops and rice. A significant amount of farmland acreage within the plan area is classified by the Department of Conservation as Prime Farmland, Farmland of Local Importance, and Unique Farmland. These resource designations indicate the high production values and soil quality of these lands and their relative importance and scarcity in the total inventory of lands that are suitable for commercial agricultural production. The Draft EIR should analyze the impacts resulting from the conversion of these lands to nonagricultural uses and explore mitigation strategies that would include in perpetuity conservation in another location with the City of Lincoln General Plan boundary or Placer County. Mitigation strategies should consider conservation of lands with equivalent agricultural land value, soil quality and production value.
2. The EIR should explore mitigation strategies to conserve the topsoil from these lands for beneficial agricultural reuse on other Placer County or regional agricultural properties to improve topsoil quality, crop production values and overall farming conditions. The DEIR analysis should quantify impacts to air quality, greenhouse gas emissions, noise, and transportation and traffic from such activities to ensure that the impacts of the mitigation program are fully analyzed.



3. Build out of the plan area is expected to occur over an estimated 15-25 year period. The DEIR should analyze the land use conflicts that will occur between existing agricultural operations and new urban development as the plan area builds out. Impacts to agricultural operations resulting from agricultural/urban interface should be analyzed for agricultural operations within the plan area and for agricultural operations bordering the plan area that are located in unincorporated Placer County. Mitigation measures, including buffering mechanisms, project phasing and separation of incompatible land uses, should be proposed that would mitigate conflicts to a less than significant level in order to deter premature conversion of agricultural land uses to nonagricultural land uses.
4. The Specific Plan area includes an estimated 1,400 acres of farmlands and open space lands that are enrolled in Placer County's Williamson Act Program, which is administered in accordance with the California Land Conservation Act, governing rules of the Department of Conservation Land Resources Division, and the Placer County Williamson Act Ordinance (County Code §17.64.020 et. Seq.). An estimated 195 acres of these lands have filed for contract nonrenewal, which is the process by which the contracts are terminated over a nine-year contract rollout period. The DEIR should analyze the impacts of plan area implementation to the remaining 1,205 acres of active contracts, including the potential for forced nonrenewal or contract cancellation. Under such scenarios, the economic impacts and property tax effects of early nonrenewal, forced nonrenewal, and contract cancellation should be analyzed and disclosed in the DEIR.
5. Upon project annexation to the City of Lincoln, the City would become a successor agency to the management of all Placer County Williamson Act contracts located within the plan area boundary. Accordingly, the City would be responsible for enforcing all contract provisions and land use restrictions in accordance with contract terms. Prior to development of projects within the plan area it may be necessary to serve nonrenewal to contract properties and to commence cancellation proceedings if the maintenance of certain agricultural and open space properties would conflict with the plan area policies and timing for urban growth. The DEIR should include a discussion of the cancellation provisions of Government Code §51280 and how they may be applied to future projects within the plan area.

### Biological Resources

6. Placer County and the City of Lincoln have been working together to develop the Placer County Conservation Plan (PCCP). The PCCP is a habitat conservation plan and natural communities conservation plan that is intended address impacts on state and federally-listed and sensitive species. In 2011, an administrative draft document was submitted to the Wildlife Agencies for review. A public review draft document is expected to be released in 2015. The Specific Plan DEIR should present a consistency review with the 2014 administrative draft PCCP document and acknowledge that for coverage under the fully executed

PCCP, the Specific Plan will have to be consistent with the terms of the final permit.

7. The Specific Plan area has properties that are located within areas known as the Potential Future Growth and Reserve Acquisition Area in the administrative draft PCCP as well as properties adjacent to Markham and Auburn Ravine within the County Aquatic Resources Program stream boundary. The Specific Plan EIR should present a consistency review for the requirements for these areas with the 2014 administrative draft PCCP.
8. The Specific Plan EIR should present a wetland impact analysis consistent with the 2014 administrative draft PCCP Chapter 5 which defines the baseline year.
9. The Specific Plan boundary contains Unit 12B of the federal critical habitat boundary that is described in the 2005 Vernal Pool Recovery Plan. The DEIR should analyze impacts on sensitive species in this area.



**MEMORANDUM**

TO: MAYWAN KRACH, ECS DATE: JUNE 19, 2014

FROM: PHILLIP A. FRANTZ, ESD ~ ENGINEERING & SURVEYING DEPARTMENT

**SUBJECT: CITY OF LINCOLN ~ NOP: VILLAGE 5 & SPECIAL USE DISTRICT B SPECIFIC PLAN**

---

Thank you for the opportunity to review the above-mentioned project for concerns relating to Placer County. After reviewing the submitted information, the Community Development Resource Agency ~ Engineering & Surveying Department and the Department of Public Works offer the following comments for your consideration regarding the proposed project:

1. The development of the project will have traffic impacts on the transportation network in Placer County and the Environmental Impact Report should analyze the intersections and roadway segments listed below for project specific impacts:

**Intersections**

- ✓ West Wise Rd and Dowd Rd
- ✓ Dowd Rd and Riosa Rd
- ✓ Fiddymment Rd and Athens Ave
- ✓ Fiddymment Rd and Sunset Blvd West
- ✓ Athens Ave and Foothills Blvd North
- ✓ Athens Ave and Casino Driveway Access
- ✓ Athens Ave and Thunder Valley Ct
- ✓ Athens Ave and Industrial Blvd
- ✓ Foothills Blvd North and Future Placer Parkway
- ✓ Sunset Blvd and Cincinnati

**Roadway Segments**

- ✓ Dowd Rd from the project limits to Riosa Rd
- ✓ West Wise Rd from Dowd Rd to SR65
- ✓ Fiddymment Rd from Athens Ave to the City of Roseville
- ✓ Athens Ave from Fiddymment Rd to Foothills Blvd North
- ✓ Athens Ave from Foothills Blvd North to Industrial Blvd
- ✓ Foothills Blvd North from Athens Ave to Sunset Blvd
- ✓ Sunset Blvd from Foothills Blvd North to SR65

2. The mitigation section of the transportation section should include a discussion of the use of offsite roadways by traffic which has an origin or destination within the City. A fair share cost analysis should be undertaken based upon the degree of usage and cost of the facility.

Memo to Maywan Krach

Re: City of Lincoln ~ NOP: Village 5 Specific Plan

June 19, 2014

Page 2 of 2

3. As annexations occur, the new City limits will fall along County roadways. It is a LAFCO policy that the road should then be annexed into the City along with the adjacent land. The EIR should discuss this policy and the City intentions in this regard.
4. There should be a discussion of transit both internal and external to the Village 5 & Special Use District B Specific Plan area and identify impacts with mitigation.

cc: Richard Moorehead, DPW ~ Transportation Division

ref: city of Lincoln nop village 5 specific plan.doc

**MEMORANDUM  
DEPARTMENT OF FACILITY SERVICES  
COUNTY OF PLACER**

**TO: MAYWAN KRACH, CDRA                      DATE: JUNE 19, 2014**

**FROM: REBECCA LILLIS, PLACER COUNTY DEPT. OF FACILITY SERVICES  
/ ENVIRONMENTAL ENGINEERING**

**SUBJECT: VILLAGE 5 AND SPECIAL USE DISTRICT B SPECIFIC PLAN,  
LINCOLN – NOTICE OF PREPARATION**

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Thank you for the opportunity to review and comment on the above mentioned Notice of Preparation. We respectfully submit the following comments:

1. Placer County provides staff and management to the Western Placer Waste Management Authority (WPWMA). The WPWMA is a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. WPWMA provides recycling and waste disposal opportunities to communities in western Placer County. Please refer to the attached document to ensure the consultant prepares a complete and accurate analysis on Solid Waste Utilities.
2. The Utilities section of the Draft EIR should discuss the amount of solid waste anticipated to be generated during construction, as well as after project completion at build out with all homes, schools, and commercial buildings occupied.
3. The Utilities section of the Draft EIR should discuss the anticipated impacts to the Materials Recovery Facility, where waste will be delivered and processed to recover recyclables prior to disposal, as well as to the landfill itself.
4. Placer County is currently collaborating with the City of Lincoln on the Midwestern Placer Regional Sewer Project, which will consolidate wastewater treatment for areas of Placer County and the City of Lincoln. Placer County has approved development projects which are planned to convey wastewater to the City of Lincoln's Wastewater Treatment and Reclamation Facility (WWTRF) for treatment. The Utilities and Infrastructure discussion of the Draft EIR should include detail about anticipated flows generated by the proposed project, as well as whether the existing WWTRF has the capacity to accommodate this, and previously approved projects.
6. The project is located near agricultural uses and the Sunset Industrial Area, is adjacent to the City of Lincoln's Wastewater Treatment and Reclamation Facility (WWTRF), and is 1.7 miles north of the Western Regional Sanitary Landfill. The Draft EIR should determine if the project is compatible with surrounding land uses,

development, and zoning, as well as disclose the proximity of potential odor sources from the uses and facilities mentioned above.

7. Any project with the potential to expose a substantial number of people to an existing source of objectionable odors would be considered to have a significant impact under CEQA Guidelines Appendix G. Because of the proximity to industrial and agricultural activities, the Air Quality Section should determine if the project would expose sensitive receptors to odors and/or other air pollutants.

Should you have any questions, please feel free to contact me at 530-886-4984.

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

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

**Collection**

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

**Management**

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

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

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

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

**Permit Limits and Site Constraints** (updated May 2014)

The WRSL is permitted to accept 1,900 tons per day and 624 vehicles per day; it currently receives an average of 638 tons per weekday and 86 vehicles per day (2013 average). The landfill has a permitted design capacity of 36,350,000 cubic yards and a remaining capacity of 25,677,557 cubic yards (December 2013). Under current land use and development conditions, the landfill has a permitted lifespan extending to 2058.

The MRF has a permitted processing capacity of 1,750 tons per day and 1,014 vehicles per day; for the period of January 1 through December 31, 2013, the average weekday tonnage received at the MRF was 844 tons and the average weekday vehicle count at the MRF was 592. The MRF expanded in 2007, increasing its processing capacity of municipal solid waste and construction and demolition debris to 2,200 tons per day. The compost portion facility of the facility has a permitted processing capacity of 75,000 cubic yards or approximately 37,500 tons and a design capacity of approximately 164,000 cubic yards or 82,000 tons.

The MRF typically diverts approximately 30 percent from the MRF processing lines; however this does not include the additional recyclables received and diverted via the facility's buy-back center, drop-off center, compost facility, and landfill diversion (inert waste and construction/demolition waste). The facility-wide diversion rate achieved in 2012 was over 42 percent.

### **EIR Analysis**

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

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

### **Other Recycling and Disposal Facilities**

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

For more information, please see [www.placer.ca.gov/recycle](http://www.placer.ca.gov/recycle) or [www.wpwma.com](http://www.wpwma.com).





PLACER COUNTY  
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

---

Ken Grehm, Executive Director  
Brian Keating, District Manager  
Andrew Darrow, Development Coordinator

June 19, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

**RE: Village 5 & Special Use District B Specific Plan / NOP of a Draft EIR**

Rod:

I have reviewed the Notice of Preparation for the subject project's Draft EIR and have the following comments.

The proposed development has the potential to create the following impacts:

- a.) Increases in peak flow runoff at downstream locations.
- b.) Increases in volumetric runoff at downstream locations.
- c.) Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
- d.) The alteration of 100-year floodplain limits.

Future EIRs must specifically quantify the incremental effects of each of the above impacts due to the land use and density changes proposed by the specific plan, and must propose mitigation measures where appropriate. Volumetric runoff increases may be mitigated either onsite or offsite.

The District requests the opportunity to review future environmental documentation for the subject project. Please call me at (530) 745-7541 if you have any questions regarding these comments.

A handwritten signature in blue ink, appearing to read "Andrew Darrow".

Andrew Darrow, P.E., CFM  
Development Coordinator

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**WESTERN PLACER**  
WASTE MANAGEMENT AUTHORITY

*SUSAN ROHAN, ROSEVILLE, CHAIR*  
JACK DURAN, PLACER COUNTY  
GEORGE MAGNUSON, ROCKLIN  
PAUL JOINER, LINCOLN  
ROBERT WEYGANDT, PLACER COUNTY  
MARY DIETRICH, EXECUTIVE DIRECTOR

June 18, 2014  
Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

**RE: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR  
VILLAGE 5 & SPECIAL USE DISTRICT B SPECIFIC PLAN**

Dear Mr. Campbell:

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

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

The Probable Environmental Effects noted in the NOP limits odor-related impacts to future residents from nearby agricultural operations and the City of Lincoln's Wastewater Treatment Plant. The WPWMA recommends that that the Draft EIR include all potential regional odor sources in addition to the WWTP and surrounding agricultural operations.

The Public Services and Utilities and Probable Environmental Effects sections of the NOP do not address impacts related to solid waste; the WPWMA recommends that the Draft EIR include a thorough analysis of the project's solid waste-related impacts.

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

Sincerely,

---

Eric Oddo, P.E.  
Environmental Engineering Program Manager

*RECYCLING AND DISPOSAL MADE EASY*

---

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



## PLACER COUNTY DEPARTMENT OF AGRICULTURE WEIGHTS AND MEASURES

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11477 E Avenue, Auburn, CA 95603-2799 (530) 889-7372 FAX (530) 823-1698

June 13, 2014

TO: Rod Campbell  
City of Lincoln  
600 Sixth Street, Lincoln, CA 95648

FROM: Josh Huntsinger, Agricultural Commissioner

RE: **Comments on City of Lincoln Village 5 and Special Use District B Specific Plan**

This letter is in response to the City of Lincoln's proposed Village 5 Specific Plan regarding 4,943 acres of unincorporated agricultural land in western Placer County.

During the last ten years, western Placer County, and specifically the City of Lincoln, has been one of the fastest growing regions in California. Although it has slowed recently, it is reasonable to expect that growth will continue to be a significant factor as Lincoln builds-out consistent with its general plan.

This growth has not been without a cost to Placer County's agricultural land base and existing farming operations. In addition to the significant loss of productive farmland that has occurred, those existing farming operations that continue to operate along Lincoln's western edge have suffered as they have tried to cope with the new agricultural/urban interface that has recently occurred. This problem is significantly worse because of the City of Lincoln's failure to require adequate buffer zones between new housing developments and existing agricultural operations. This interface has also proven problematic for the city's residents, who have been forced to cope with the effects of living directly adjacent to active farming operations. I would urge the city to consider the plight of their future residents who would be burdened by the effects of living directly adjacent to production agriculture.

City of Lincoln 2050 General Plan, Section 7, Open Space and Conservation (OSC), Policy #1.3, Creation of Buffers, states, "*In new development areas, the City shall encourage the use of open space or recreational buffers between incompatible land uses.*"

As the county's chief agricultural official, I have seen first-hand the problems that are created when production agriculture and dense residential development are placed next to each other. I can say without question that production farming and dense residential development are incompatible land uses. I have been involved in many complaints related to noise, dust, pesticide applications, and odors associated with agricultural land use. In each of these cases, the complaints were initiated by Lincoln

residents who failed to realize that they had purchased a home that shared a property line with a farm. To date, the City of Lincoln has failed to require buffers between agriculture and new development.

My main concern is that remaining farmland can continue to operate without undue burdens resulting from urban sprawl. I strongly recommend that the City of Lincoln, require that this, as well as all future developments comply with the city's agricultural buffer zone requirements. This approach will protect not only the county's remaining agricultural operations, but also the city's residents, who in many cases do not thoroughly investigate what is next door when purchasing a home.

cc: Placer County Agricultural Commission  
Placer County Planning Services



|                                  |                   |
|----------------------------------|-------------------|
| BOARD OF DIRECTORS               | BUSINESS CENTER   |
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| Primo Santini, District 2        | MAIL              |
| Mike Lee, District 3             | P.O. Box 6570     |
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| Joshua Alpine, District 5        | PHONE             |
|                                  | (530) 823-4850    |
| David Breninger, General Manager | (800) 464-0030    |
| Ed Tiedemann, General Counsel    | WWW.PCWA.NET      |

June 12, 2014  
File No. Pre Dev Lincoln

Rod Campbell, Director of Community Development  
City of Lincoln  
Community Development Department  
600 6<sup>th</sup> Street  
Lincoln, CA 95648

RECEIVED

JUN 12 2014

City of Lincoln  
DEV SVCS

SUBJECT: Notice of Preparation (NOP) for the Village 5 & Special Use District B  
Specific Plan Project

Dear Mr. Campbell,

Thank you for the opportunity to review and comment on the NOP prepared for the Village 5 Specific Plan Project. Placer County Water Agency (PCWA) has reviewed the information and has the following comments.

The Village 5 Specific Plan area is in PCWA's Zone No. 5 Service Area. PCWA requests that the City require the developer of this project to pay for processing the detachment from PCWA Zone No. 5 and annexation to Zone No. 1 prior to receiving any domestic water service. If water demands of the project cannot be met by capacity already purchased by the City, the City will need to pay the appropriate water connection charges to secure the additional needed capacity. The process is outlined in the water supply contract between the City and PCWA.

When appropriate, PCWA can assist in the preparation of the City's SB610 letter in terms of water resources and production facilities available for the project. Ultimately PCWA anticipates the project to be served from either our proposed Sacramento River Diversion project or our proposed Ophir Water Treatment Plant. PCWA requests that the EIR examine existing and future water supplies and the infrastructure to convey water to the City of Lincoln. This should include the Yuba/Bear River supply, the American River supply and the Sacramento River supply.

PCWA consulted with the US Army Corps of Engineers to obtain a Nationwide Permit to construct the Ophir Water Treatment Plant, which would serve treated water to future new development discussed in Village 5. Through that process, the Corps consulted with the US Fish and Wildlife Service. US Fish and Wildlife Service requested PCWA to provide an analysis of cumulative effects of the Ophir Water Treatment Plant project that considered the effects of increased water treatment capacity on the potential to develop areas that will not be required to obtain permits from the Corps. As part of this consultation with US Fish and Wildlife Service, PCWA executed an agreement with the Service that it will not provide treated water service to

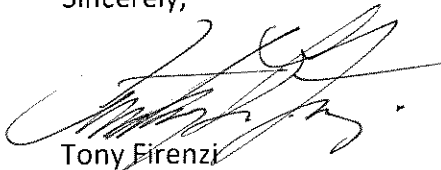
new development without proof from the applicant that the applicant has consulted with the US Fish and Wildlife Service on the new development project and that the US Fish and Wildlife Service has determined that the project has satisfactorily complied with its requirements under the Endangered Species Act. The proposed Sacramento River Diversion facility permit will have these same requirements.

Although this requirement will not be implemented until the Ophir Water Treatment Plant and Sacramento River Diversion are in service, PCWA wanted to provide the City with ample notice. Prior to accepting payment of Water Connection Charges to increase the maximum delivery rate from the proposed Ophir WTP or Sacramento River Diversion facility to the City of Lincoln, PCWA will require that the City identify the specific lands proposed to be served by the increase in the maximum delivery rate and to provide proof of that land's satisfactory compliance with the Endangered Species Act.

The City of Lincoln is included in PCWA's Urban Water Management Plan (June 2011) which recognizes recycled water supply is an important supply source and should be utilized for new development. The Agency fully supports and encourages the City to require the developer to maximize its use of recycled water for irrigation of parks, open space, and landscape medians for new development.

Thank you for the opportunity to comment on the NOP. If you have any questions please call me at (530) 823-4886.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony Firenzi', written over a white background.

Tony Firenzi  
Deputy Director of Technical Services

TF:HT:zh

**REQUEST FOR STAFF NOP COMMENTS**

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

299 Nevada Street  
Auburn, CA 95603

**Date Received:** 5.23.2014  
**Received From:** City of Lincoln

Phone: 530.823.4030  
Fax: 530.823.4036

**Airport Name:** Lincoln Regional Airport  
**ALUC Case No.:** 2013/2014 -- 14

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**Project Title: Notice of Preparation - Village 5 & Special Use District B (SUD-B) Specific Plan**

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**Project Description:**

The proposed project would create a variety of residential and employment uses on approximately 4,943 acres organized via the Village 5 & SUD-B Specific Plan. The project area is comprised of 141 parcels, multiple landowners, and is located west of the City of Lincoln within the City's sphere of influence in unincorporated Placer County. Multiple project entitlements are required, including: City approval of a General Plan Amendment, Specific Plan, rezoning, large lot tentative subdivision map, Development Agreement, Public Facilities Financing Plan, and a Water Supply Assessment; annexation approval by the Local Agency Formation Commission; and certification of the Environmental Impact Report (EIR).

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**Application for:**     **Prezone**    **General/Community Plan Amendment**     **Other – Specific Plan**

**Background**

On May 23, 2014 PCTPA received a Notice of Preparation (NOP) for the Village 5 & SUD-B Specific Plan. The NOP request ALUC input on environmental issues that the Draft EIR should evaluate.

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**ALUC Staff NOP Comments**

The northern boundary of the project area (Nicolaus Road) is located immediately south of Lincoln Regional Airport. The Placer County Airport Land Use Compatibility Plan (ALUCP) shows that a majority of the project area is located in the airport's influence area (see attached map), where about 80 percent of aircraft overflights are estimated to occur. Generally, environmental issues encompass aircraft noise and safety due to aircraft operations on proposed Village 5 & SUD-B Specific Plan land uses.

In addition, the ALUCP identifies entitlements that require mandatory ALUC review pursuant to State law. These entitlements include the proposed General Plan Amendment, Specific Plan, and

prezoning for Village 5. The ALUCP requires that an ALUC consistency determination be completed on the proposed project before local agency approval. The ALUC filing fee for the mandatory project review is \$1,250, and must be submitted with the request for a Village 5 Specific Plan consistency determination. Please note, if after initial ALUC review it is determined that technical assistance would be needed to complete the review, then a “Supplemental Deposit” of \$2,500 would need to be deposited to proceed.

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

Several Compatibility Zones lie over the project area:

- a. **Compatibility Zone A** includes the Lincoln Regional Airport runways, including the proposed northerly extension of the primary runway and future parallel runway, and immediately adjacent areas. The width of *Compatibility Zone A* is based upon Federal Aviation Regulations (FAR) Part 77 primary surface requirements as shown on the current Lincoln Regional Airport Airspace Protection Surfaces Map. The length of *Compatibility Zone A* contains the existing and future runway protection zone (RPZ) of each runway as depicted in the 2008 Airport Layout Plan. RPZ dimensions are defined by Federal Aviation Administration (FAA) airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. Uses in *Compatibility Zone A* are restricted to aeronautical functions in accordance with FAA standards and state guidance provided in the 2011 California Airport Land Use Planning Handbook. In terms of risk, *Compatibility Zone A* is characterized as an area exposed to high risk of an aircraft accident as well as subject to high aircraft noise levels. The Community Noise Equivalent Level (CNEL) exceeds 65 dB within much of *Compatibility Zone A*. An aviation easement dedication is required for all off-airport projects within *Compatibility Zone A*.
- b. **Compatibility Zone B1** reflect both noise and safety concerns consistent with the types of instrument approach procedures established at Lincoln Regional Airport, the types of aircraft which operate there, and the projected volume of aircraft activity. *Compatibility Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of *Compatibility Zone A*. Noise levels and risks are both high in these areas. According to the data presented in the Caltrans Handbook, 40 percent to 50 percent of off-runway, airport-related, general aviation aircraft accidents occur within *Compatibility Zones B1* and *C1* for comparable airports. Cumulative noise levels are generally at least CNEL 55 dB and will encompass the CNEL 60 dB contour. Also, noise produced by individual aircraft operations is often high enough to disrupt many land use activities. Risk levels are high because of the proximity of *Compatibility Zone B1* to the runway ends and because these areas are overflown by aircraft at low altitudes — typically only 200 to 400 feet above the runway elevation. Additionally, restrictions on the height of objects may be required for airspace protection purposes. Height limits are no less than 50 feet. An aviation easement dedication is required for all off-airport projects within *Compatibility Zone B1*.
- c. **Compatibility Zone C1** covers the extended approach/departure corridor and lands adjacent to *Compatibility Zone B2* lateral of the runway. *Compatibility Zone C1* is affected by moderate



degrees of both noise and risk. Cumulative noise levels exceed *CNEL* 55 dB in portions of *Compatibility Zone C1* and noise from individual aircraft operations is disruptive to noise-sensitive land uses. Aircraft overfly this area at or below the traffic pattern altitude of 1,000 feet above the runway elevation. According to the data presented in the Caltrans Handbook, 40 percent to 50 percent of off-runway, airport-related, general aviation aircraft accidents occur within *Compatibility Zones B1* and *C1* for comparable airports. Aircraft on instrument approaches may overfly these areas at altitudes under 600 feet above the ground. Portions of *Compatibility Zone C1* lie beneath the FAR Part 77 transitional surface airspace — restrictions may therefore be required on tall objects. Height limits are no less than 100 feet. In *Compatibility Zone C1* an overflight notification (deed notice) shall be recorded for residential land uses.

- d. ***Compatibility Zone C2*** encompasses east and west traffic patterns for the primary runway, as well as the pattern for the potential future parallel runway. *Compatibility Zone C2* includes locations along the pattern entry routes and beneath wide patterns flown by large aircraft. Aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches. Annoyance associated with aircraft overflights is the major concern within *Compatibility Zone C2*. Although *Compatibility Zone C2* lies outside the *CNEL* 55 dB contour, noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and particularly risk-sensitive uses such as schools and hospitals. In *Compatibility Zone C2* an overflight notification (deed notice) shall be recorded for residential land uses.
- e. ***Compatibility Zone D*** areas are sometimes overflowed by aircraft arriving and departing Lincoln Regional Airport. Hazards to flight are the only compatibility concern. The outer limits of *Compatibility Zone D* coincide with the outer edge of the conical surface defined by FAR Part 77 for each airport. Height limits are no less than 150 feet within this area. An airport proximity disclosure is required for all residential projects within the airport influence area, which includes *Compatibility Zone D*.

Further, the Basic Compatibility Criteria table for Lincoln Regional Airport (Table LIN-6A, pages 6-5 through 6-12) summarizes maximum density/use intensity, prohibited land uses, open land requirements as well as other development requirements that should be used in formulating the Village 5 land use plan for the project area.

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

---

**Applicable ALUC Plan:**

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

**Applicable ALUC Policy:**     Noise  Safety  Airspace Protection  Overflight

Compatible

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

Incompatible because of –

- Safety
- Noise
- Height
- Density/Intensity

**Reviewed by:**

David Melko, Sr. Planner -- TEL: 530.823.4090

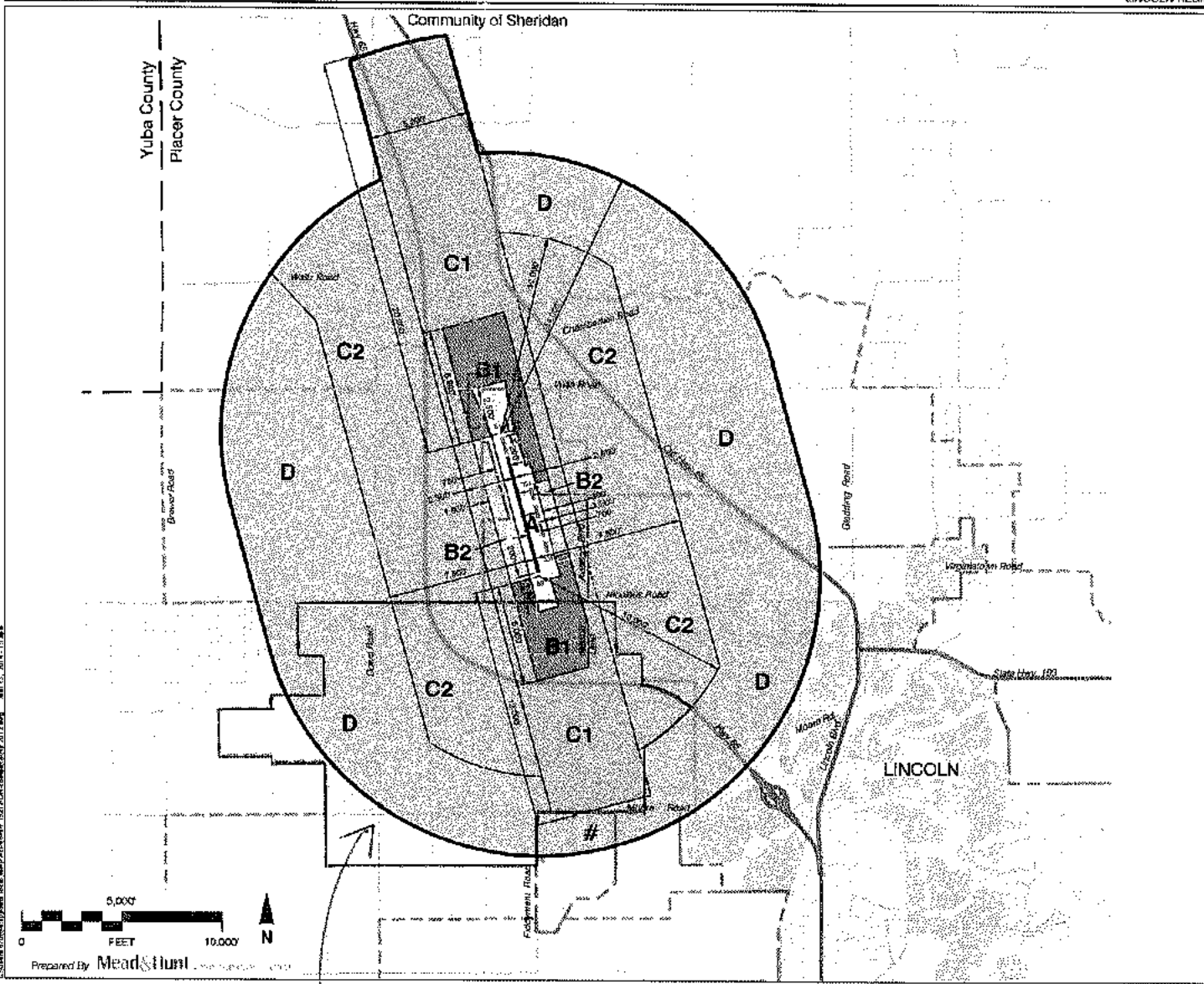
**Date:**

June 5, 2014

Copies: City of Lincoln, Rod Campbell  
City of Lincoln, Brian Millar  
City of Lincoln, Bill Campbell  
Caltrans Division of Aeronautics, Robert Fiore

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<sup>i</sup> See PCTPA's web site ([www.pctpa.net](http://www.pctpa.net)) for more on the PCALUCP.



**Legend**

**Boundary Lines**

- Placer County Limits
- Lincoln City Limits
- Lincoln Sphere of Influence
- Existing Airport Property Line
- Future Airport Property Line
- Future Aviation Easement
- Existing Runway 15-33 (6,000 ft)
- Future Runway 16R-33L (7,000 ft)
- Future Runway 15L-33R (3,350 ft)

**Compatibility Zones (Adopted 2014)<sup>1</sup>**

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

# See Special Conditions Policy 6.2.3

**Notes:**

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

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

Map LIN-GA

**Compatibility Policy Map  
Lincoln Regional Airport**

Village 5 Specific Plan Project Area

Lincoln Regional Airport Land Use Compatibility Plan - February 26, 2014 - Map 6.1 - Lincoln Regional Airport



June 19, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

SUBJECT: Comments on Village 5 & Special Use District B (SUD-B) Specific Plan  
Notice of Preparation (NOP)

Dear Rod:

Thank for you the opportunity to review the above-referenced Notice of Preparation (NOP) document. Per the NOP, the proposed Village 5 & SUD-B Specific Plan includes approximately 4,943 acres in the western area of Placer County, immediately west of the City of Lincoln. The proposed project would create a mix of land uses, including approximately 8,318 dwelling units and approximately 4.8 million square feet of employment-generating and commercial land uses. The City of Rocklin has completed its review and has the following comment:

1. The traffic analysis should address the project's potential traffic impacts on City of Rocklin transportation facilities and State Route 65 and appropriate mitigation measures should be identified for project impacts.

If there are any questions or need for clarification on this comment, please contact David Mohlenbrok at (916) 625-5162. Thanks again for the opportunity to comment.

Sincerely

David Mohlenbrok  
Environmental Services Manager

cc: Rick Horst, City Manager  
City Council Members



**Community Development**  
311 Vernon Street  
Roseville, California 95678-2649

May 29, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

**Subject: Village 5 and Special Use District B Specific Plan – Notice of Preparation Comments**

The City of Roseville appreciates the opportunity to review and comment on the Notice of Preparation (NOP) for the proposed Village 5 and Special Use District B Specific Plan draft Environmental Impact Report (EIR).

The City requests that any traffic impacts to Roseville roadways and intersections caused by specific plan traffic generation be evaluated and appropriate mitigation measures be included in the draft EIR.

In addition, the City's Alternative Transportation Division offers the following comments:

- Please continue to address the coordination of bikeways with City of Roseville. In particular, preserve the ability to make a Class I trail link through the open space preserve at the south boundary of the site near the southerly extension of Dowd Road. This would help facilitate a future Class I connection between Lincoln's and Roseville's Class I trail systems. Also, consider Class II bike lanes on Fiddymont Road.
- Please continue to address the coordination of transit services and plans with City of Roseville, including but not limited to commuter transit services along the Highway 65 corridor.

Thank you for the opportunity to review and comment on the NOP. Should you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Mark Morse".

Mark Morse  
Environmental Coordinator

cc: Marc Stout  
Chris Kraft  
Kathy Pease  
Mike Wixon  
Mike Dour



**City Manager**  
311 Vernon Street  
Roseville, California 95678-2649

May 28, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, CA 95648

**Subject: Village 5 and Special Use District B Specific Plan – Notice of Preparation Comments**

The City of Roseville appreciates the opportunity to review and comment on the Notice of Preparation (NOP) for the proposed Village 5 and Special Use District B Specific Plan draft Environmental Impact Report (EIR).

The City requests that any traffic impacts to Roseville roadways and intersections caused by specific plan traffic generation be evaluated and appropriate mitigation measures be included in the draft EIR.

Thank you for the opportunity to review and comment on the NOP. Should you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Mark Morse".

Mark Morse  
Environmental Coordinator

cc: Marc Stout  
Chris Kraft  
Kathy Pease

Lincoln Open Space Committee  
P.O. Box 1197  
Lincoln, Ca. 95648

June 20, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, Ca. 95648

RE: Notice of Preparation for Village 5 and SUD Specific Plan DEIR

Dear Mr. Campbell,

We offer the following comments on the document:

1. Habitat Conservation /Open Space – Site specific analysis on species of special concern needs to be done. Conformity with the un-adopted PCCP is not adequate if this project is to be considered for adoption prior to that project. It would be speculative to presume that plan will adopted and what that plan's final makeup might be.

The boundaries of the revised 100 year flood plains will need to be mapped and contrasted with the proposed Land Use Plan.

2. Water Supply—the current drought is making adequate water supply an increasingly difficult proposition. The issue of hardening of demand will make the provision of water difficult in future droughts. The water analysis will need to specifically include the additional water requirements of the approved Village 1 area. The practicality of the water supply for the build out of the Lincoln General Plan should also be analyzed. It is well acknowledged that more water rights in the State have been granted than exist in reality. Simple reliance on will serve letters is not sufficient.
3. An alternative need to be developed that considers expanding the proposed open space preserve south of Moore Road adjacent to the Lincoln Sewer Plant if the current agricultural use is discontinued. That would be preferable to homes next to the sewer plant and would reinforce



the open space uses of both the Auburn Ravine flood plain in this area and the sewer plant.

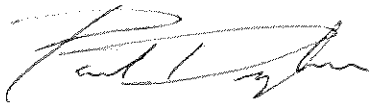
4. The residential areas south of the Lincoln Airport may be a potential problem due to noise and safety concerns. Obviously, the ALUC plan will be analyzed for compatibility. It should be considered a minimum in terms of residential compatibility, not an endorsement that homes in this area are appropriate. Alternative uses should be considered. For those that live under airport approach paths the potential for complaints to the City are very real.
5. Under smart growth principals non automobile transportation alternatives are critical. The trail network proposed needs to be analyzed in the DEIR . NEV road access lanes and road design need to be identified.
6. The impact of this project on the Agricultural Training program run by the Western Placer School District needs discussion.
7. The DEIR need to examine the impacts on agricultural lands found in the planning area and adjacent to it. The Lincoln General Plan calls for the buffering of agricultural lands from the impacts of development. The Land Use Plan map clearly fails to show such buffering along the western edge of the project area. The DEIR needs to clearly identify mitigations to offset these impacts.
8. The need for adequate funding of schools was not well addressed in Village 1 and led to litigation. For this project not to be considered premature, the project proponents need to develop a financial plan to insure the schools are funded and built.
9. State Planning law for specific plans requires that a financial plan be included within the Specific Plan. The law also encourages that specific plans and DEIR's be developed concurrently, so that adequate facilities will be in place when needed thus assuring limited impacts on facility providers. The Specific Plan needs to include a financial plan and the DEIR needs to review the Financial Plans ability to provide such facilities when required. Turn-key facilities provided by the developer are preferable to fee based

systems. The City has not had a good track record on use of fee based improvements, especially for parks.

Jim Cutler has prepared these comments. His phone is (916) 253-7437 and e-mail is [jgcutler@ATT.net](mailto:jgcutler@ATT.net).

We look forward to reviewing the DEIR.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Paul Denzler". The signature is fluid and cursive, with a large initial "P" and "D".

Paul Denzler  
Chair Lincoln Open Space Committee  
[pauldenzler@gmail.com](mailto:pauldenzler@gmail.com)

Lincoln Open Space Committee  
P.O. Box 1197  
Lincoln, Ca. 95648

June 20, 2014

Rod Campbell  
City of Lincoln  
600 Sixth Street  
Lincoln, Ca. 95648

RE: Notice of Preparation for Village 5 and SUD Specific Plan DEIR

Dear Mr. Campbell,

We offer the following comments on the document:

1. Habitat Conservation /Open Space – Site specific analysis on species of special concern needs to be done. Conformity with the un-adopted PCCP is not adequate if this project is to be considered for adoption prior to that project. It would be speculative to presume that plan will adopted and what that plan's final makeup might be.

The boundaries of the revised 100 year flood plains will need to be mapped and contrasted with the proposed Land Use Plan.

2. Water Supply—the current drought is making adequate water supply an increasingly difficult proposition. The issue of hardening of demand will make the provision of water difficult in future droughts. The water analysis will need to specifically include the additional water requirements of the approved Village 1 area. The practicality of the water supply for the build out of the Lincoln General Plan should also be analyzed. It is well acknowledged that more water rights in the State have been granted than exist in reality. Simple reliance on will serve letters is not sufficient.
3. An alternative need to be developed that considers expanding the proposed open space preserve south of Moore Road adjacent to the Lincoln Sewer Plant if the current agricultural use is discontinued. That would be preferable to homes next to the sewer plant and would reinforce

the open space uses of both the Auburn Ravine flood plain in this area and the sewer plant.

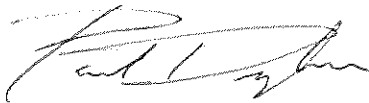
4. The residential areas south of the Lincoln Airport may be a potential problem due to noise and safety concerns. Obviously, the ALUC plan will be analyzed for compatibility. It should be considered a minimum in terms of residential compatibility, not an endorsement that homes in this area are appropriate. Alternative uses should be considered. For those that live under airport approach paths the potential for complaints to the City are very real.
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7. The DEIR need to examine the impacts on agricultural lands found in the planning area and adjacent to it. The Lincoln General Plan calls for the buffering of agricultural lands from the impacts of development. The Land Use Plan map clearly fails to show such buffering along the western edge of the project area. The DEIR needs to clearly identify mitigations to offset these impacts.
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systems. The City has not had a good track record on use of fee based improvements, especially for parks.

Jim Cutler has prepared these comments. His phone is (916) 253-7437 and e-mail is [jgcutler@ATT.net](mailto:jgcutler@ATT.net).

We look forward to reviewing the DEIR.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Paul Denzler". The signature is fluid and cursive, with a large initial "P" and "D".

Paul Denzler  
Chair Lincoln Open Space Committee  
[pauldenzler@gmail.com](mailto:pauldenzler@gmail.com)

## Christina Erwin

---

**From:** Rodney E. Campbell <rcampbell@ci.lincoln.ca.us>  
**Sent:** Tuesday, June 24, 2014 10:35 AM  
**To:** 'Albert Scheiber'  
**Cc:** Clifton Taylor; Christina Erwin; Harriet Ross  
**Subject:** RE: Village 5 & SUD B Specific plan

Mr. Scheiber,

Thank you for your comments. They will be included as part of the comments received regarding the Notice of Preparation of the environmental impact report for the Village 5/SUD-B Specific Plan. We will review the landowner mailing list to make sure your current address is included.

Rod Campbell  
Special Project Coordinator

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

From: Albert Scheiber [<mailto:alberts4567@yahoo.com>]  
Sent: Monday, June 23, 2014 4:59 PM  
To: Rodney E. Campbell  
Cc: Clifton Taylor  
Subject: Village 5 & SUD B Specific plan

Rod Campbell

My name is Albert Scheiber and me and my family have some concerns / questions about this project. We have property in the SUD B portion of this project and have had the property / business for almost 100 years.

1)We have not been notified of any of the meetings or mailings this year for this project. This is not the first time I have complained about the lack of information being forwarded to us regarding this project. I happened upon this notification by chance while researching another project. While I will not ask for the process to be held up at this time I would like to leave my window of opportunity open for future comments regarding this project considering the consistent lack of notification.

2)We have had an ongoing problem with the flood plane mapping on our property. This goes back years to when John Pedri was still with the city. I was tired of Civil Solutions ( the city of Lincoln's hydrology team) misrepresenting the accurate flood plane so long story short John had the Auburn Ravine aerial flown, down stream to Nelson Lane. Frayji Design Group was supposed to work with Civil Solutions and the City of Lincoln to revise FEMA's mapping. I have been told this is a long process, it's getting done etc etc. Somehow every time a map comes out it still has the same inaccurate lines. Richland has told me for months they are working on their own but the map has yet to change. You are devaluing our property for the benefit of others. When will the accurate lines be drawn?

3)We are in the Wiilamsen Act. How will that be affected by this project? There are no ag lands after buildout in 25 years except the high school farm. Will we be removed from the Williamsen Act and forced out of business at some point? How many years do we have left to run our business?

4)The last we heard, the City of Lincoln does not have enough drinking water supply to cover the developments they have approved. How is this project going to effect the ground water table?Will Lincoln's wells pull our wells down?

Thanks  
Albert Scheiber  
Po box 47  
Lincoln, CA  
95648  
Sent by email  
916-997-0444

Sent from my iPad



# Public Scoping Meeting for the Village 5 and Special Use District B (SUD-B) Specific Plan EIR

## SCOPING COMMENTS

Please hand in during the meeting or mail (address on back) or email by 5:00 pm on **June 23, 2014**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to [rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us).

Name: Carol Bergstrom

Organization (if any): \_\_\_\_\_

Address: P.O. Box 251

City, State, Zip: Lincoln, CA 95648

E-mail: \_\_\_\_\_

This comment form is being furnished to obtain suggestions and information from other agencies and the public on the scope of issues and alternatives that will be addressed in the EIR. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public.

Comments (Please print clearly and legibly)

I find Village 5 to be very unnecessary due to the 2 villages already planned. There is such a shortage of water. Who is making profit from all the new villages?





# Public Scoping Meeting for the Village 5 and Special Use District B (SUD-B) Specific Plan EIR

## SCOPING COMMENTS

Please hand in during the meeting or mail (address on back) or email by 5:00 pm on **June 23, 2014**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to [rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us).

Name: RONALD BERGSTROM

Organization (if any): \_\_\_\_\_

Address: 1903 GLENBROOK LANE

City, State, Zip: LINCOLN CA 95648

E-mail: ronaldbergstrom@hotmail.com

This comment form is being furnished to obtain suggestions and information from other agencies and the public on the scope of issues and alternatives that will be addressed in the EIR. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public.

Comments (Please print clearly and legibly)

I AM STRONGLY OPPOSED TO PERMITTING

VILLAGE 5 TO BE APPROVED. WE

ALREADY HAVE TWO APPROVED NEW

VILLAGES AND IN THE FACE OF WATER

SHORTAGES AND INCREASES IN WATER

COST AND ALL CITY SERVICE COSTS.

LET'S 1ST DEVELOPE THE ALREADY

APPROVED PROJECTS



# Public Scoping Meeting for the Village 5 and Special Use District B (SUD-B) Specific Plan EIR

## SCOPING COMMENTS

Please hand in during the meeting or mail (address on back) or email by 5:00 pm on **June 23, 2014**. Those submitting comments electronically should provide them by email in either Microsoft Word format or as a Portable Document Format (PDF) to [rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us).

Name: Neil & Carol Wilson

Organization (if any): \_\_\_\_\_

Address: 2197 Sutter View Lane

City, State, Zip: Lincoln, CA. 95648

E-mail: cnwilson1@ssetv.net

This comment form is being furnished to obtain suggestions and information from other agencies and the public on the scope of issues and alternatives that will be addressed in the EIR. All comments received, including names and addresses, will become part of the official administrative record and may be made available to the public.

Comments (Please print clearly and legibly)

Declared a water shortage. We are on a  
20% reduction while the Bureau of Reclamation  
is letting millions of gals out to the ocean. Fish  
before people? No now building until drought is over.

Thank You

## Christina Erwin

---

**From:** Rodney E. Campbell <rcampbell@ci.lincoln.ca.us>  
**Sent:** Friday, June 20, 2014 2:14 PM  
**To:** Christina Erwin; Harriet Ross  
**Subject:** Fwd: Comments on proposed EIR for Village 5 and SUD-B Specific Plan

See e-mail below

Sent from my iPhone

Begin forwarded message:

From: "norcalmack ." <[keith.mack@gmail.com](mailto:keith.mack@gmail.com)<<mailto:keith.mack@gmail.com>>>  
Date: June 20, 2014 at 12:16:40 PM PDT  
To: <[rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)<<mailto:rcampbell@ci.lincoln.ca.us>>>  
Subject: Comments on proposed EIR for Village 5 and SUD-B Specific Plan

Hello Mr. Campbell:

Please see below for my comments on the proposed EIR for Village 5 & SUD-B Specific Plan. If you don't mind, I would appreciate a short reply to make sure the e-mail has been received.

Thank You,

-William Keith Mack  
1136 Stansbury Lane  
Lincoln, CA 95648  
[keithmack@gmail.com](mailto:keithmack@gmail.com)<<mailto:keithmack@gmail.com>>  
530.518.2085

- 1.) Regarding Probable Environmental Effects (Public Services): Village 5 is planned to include new schools. I have lived for years next to a vacant lot where Lincoln was supposed to construct an elementary school. I now have a newborn and am strongly against the Village 5 project moving forward if it means that my neighborhood elementary school will be further neglected in favor of building a school on another, currently unapproved site. Construction of new homes without more classrooms will also increase demand on our compacted school system. Lincoln Crossing Elementary School has made national headlines because parents need to camp out multiple nights for a chance to register their child. Does Lincoln plan to build schools on land currently dedicated for that purpose before moving forward with schools for Village 5? If not, I recommend that Lincoln terminate their plans to proceed with the EIR for Village 5 due to the harm it will cause current residents related to longer trips to distant schools while current nearby lots zoned for schools remain vacant.
- 2.) Regarding Probable Environmental Effects (Public Services): Will this project include funding for any of the city's other unfulfilled commitments in existing neighborhoods? Lincoln is still recovering from the economic downturn and last decade's irresponsible management. Our city built a 2nd firehouse which they could not afford to operate for several years. The police force has been drastically reduced from per-recession levels. On the other side of SR 65 is a great public library which the city cannot keep open during normal hours due to a shortage of funding. This site is also supposed to have a 2nd high school. I do not support construction of Village 5 unless the city first commits to fund the unfulfilled promises from the last housing boom.
- 3.) Regarding Phasing: I urge that village 5 (and all future residential developments within Lincoln) require the contractor to build parks prior to or in unison with any new homes. Learn a lesson from the recent past and avoid the scenario in

Lincoln Crossing where the city accepted an inadequate amount of money to build the parks themselves. It has been 7 years since that neighborhood was built and we still have more than 10 acres of vacant land waiting for park completion.

## Christina Erwin

---

**From:** Rodney E. Campbell <rcampbell@ci.lincoln.ca.us>  
**Sent:** Friday, June 06, 2014 10:15 AM  
**To:** Christina Erwin  
**Cc:** Harriet Ross  
**Subject:** Fwd: Water NOP Comment

FYI  
Rod

Sent from my iPhone

Begin forwarded message:

From: Dennis <[dcchoochoo@gmail.com](mailto:dcchoochoo@gmail.com)<<mailto:dcchoochoo@gmail.com>>>  
Date: June 5, 2014 at 12:07:25 PM PDT  
To: <[rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)<<mailto:rcampbell@ci.lincoln.ca.us>>>  
Subject: Water

Dear Mr. Campbell,

It should be self evident that we won't have water for any new development perhaps ever again. To approve Village 5 SUD-B in light of our declared Emergency Water Shortage is both irresponsible and ludicrous. On 2/25 the council declared an Emergency Water Shortage. We are still in a 20% voluntary reduction status. Why would we even think to approve the 8300 homes?

At this time all new construction should stop until we have a clear measure of water availability for the future. Most evidence points to less water being available during this century as a result of climate change. Please stop this.

## Christina Erwin

---

**From:** Rodney E. Campbell <[rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)>  
**Sent:** Thursday, June 05, 2014 9:25 AM  
**To:** Christina Erwin; Harriet Ross  
**Cc:** Brian Millar  
**Subject:** Fwd: water shortage

I believe this is a comment on the NOP even though no mention is made of the Village 5 project.

Sent from my iPhone

Begin forwarded message:

From: Lydia Baldwin <[toody2@me.com](mailto:toody2@me.com)<<mailto:toody2@me.com>>>  
Date: June 5, 2014 at 8:26:02 AM PDT  
To: <[rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)<<mailto:rcampbell@ci.lincoln.ca.us>>>  
Subject: water shortage

To the point... we are in a serious water shortage, of course you know, a common sense plan would STOP building!!! How can anyone not see this?? It makes NO sense to build more homes and add to the problem of water shortage.

Also, doesn't anyone have common sense to not add homes that will have use the 2 lane country road, (193) as the only way to get in and out? And the future homes to be built behind the Catholic church and Sun City, which also will congest traffic?

Why can't we ever get common sense people to see these simple problems and stop the greed of \$\$ trumping all else?

Lydia Baldwin  
333 Daylily Lane  
Lincoln (510) 846-0613  
[toody2@me.com](mailto:toody2@me.com)<<mailto:toody2@me.com>>

## Christina Erwin

---

**From:** Rodney E. Campbell <[rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)>  
**Sent:** Saturday, May 31, 2014 3:43 PM  
**To:** Christina Erwin; Harriet Ross  
**Subject:** Fwd: NOP of EIR for Village 5/SUD-B

FYI

Sent from my iPhone

Begin forwarded message:

From: Gretta Adams <[grettaadams@att.net](mailto:grettaadams@att.net)<<mailto:grettaadams@att.net>>>  
Date: May 30, 2014 at 6:16:47 PM PDT  
To: <[rcampbell@ci.lincoln.ca.us](mailto:rcampbell@ci.lincoln.ca.us)<<mailto:rcampbell@ci.lincoln.ca.us>>>  
Subject: NOP of EIR for Village 5/SUD-B

Dear Mr. Campbell:

I have some concerns with the NOP of EIR for Village 5/SUD-B.

1. There is a water shortage.
2. Lincoln is now on a voluntary 20% reduction of water usage.
3. Lincoln has no money for a new well.
4. Businesses are leaving Lincoln such as Staples and Mimi's. Thousands of new residents living in the area will have to have services.
5. How will this new expansion of homes affect SCLH and other residents? Will we have to cut back on our water usage?

Thank you for listening to the concerns of residents.

Sincerely,

Gretta Adams

(916) 409-0969 (home)  
(9a6) 276-8155 (cell)  
2281 Granite Lane  
Lincoln, CA 95648  
[grettaadams@att.net](mailto:grettaadams@att.net)<<mailto:grettaadams@att.net>>

**From:** Rodney E. Campbell <rcampbell@ci.lincoln.ca.us>  
**Sent:** Wednesday, May 28, 2014 9:23 AM  
**To:** Christina Erwin  
**Subject:** FW: Regarding Village 5/SUD 8

Christina,  
See Mr. Schmidt's e-mail below.

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

**From:** Chuck Schmidt [<mailto:530cms@gmail.com>]  
**Sent:** Tuesday, May 27, 2014 9:15 AM  
**To:** Rodney E. Campbell  
**Cc:** Gabriel Hydrick; Stan Nader; Spencer Short; Peter Gilbert; Paul Joiner  
**Subject:** Regarding Village 5/SUD 8

Mr. Campbell,

I understand that you are the person responsible for addressing my concerns for the addition of new homesites in the City of Lincoln.

Your attention is directed to our current water shortage and its effects on the future addition of new homesites in our city.

By the approval of the construction of approximately 8380 new homes in Village 5/SUD 8, all current citizens of the City of Lincoln may be forced to extreme reductions in our water usage.

It is my understanding that California State law, SB 610, and the California Environmental Quality Act (CEQA), requires cities to provide evidence that there is sufficient water supplies for any new residential developments in multiple dry years.

It was brought to the attention of our city council that the approval of other residential developments within the City of Lincoln, has been based on an inaccurate Environmental Impact Report, dated December 2011 and presented by Tully and Young, that states that the Placer County Water Agency will provide the City of Lincoln with 8,500 AF of water, even in multiple dry years.

Actually, in the agreement dated November 13, 2012, between the City of Lincoln and the Placer County Water Agency, there is no mention of any minimum amounts of water that will be supplied to our city, even in "wet" years.

The city council has failed to address the fact that it approved the new residential developments which was based on faulty the faulty Environmental Impact Report.

We do not want to have further city council approvals for residential developments based on faulty and inaccurate Environmental Impact Reports.

A reply to this letter is expected and appreciated.

Thank you for your time.



Regards,

C.M. Schmidt

**From:** Rodney E. Campbell <rcampbell@ci.lincoln.ca.us>  
**Sent:** Wednesday, May 28, 2014 9:13 AM  
**To:** 'Lena Labosky'  
**Cc:** Harriet Ross; Christina Erwin  
**Subject:** RE: NOP of EIR Village 5/SUD-B

Ms. Labosky,

This is to acknowledge receipt of your comments concerning the preparation of an environmental impact report for the Village 5/SUD-B project. Your comments will be addressed in the environmental impact report to be developed for this project. A Water Supply Assessment will be prepared as required under SB 610 addressing the availability of water to serve the project. Also your comments will appear in an appendix to the EIR as part of those received during the Notice of Preparation period. Thank you for your comments and interest.

Rod Campbell  
Special Project's Coordinator

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From: Lena Labosky [<mailto:lenalabosky@sbcglobal.net>]  
Sent: Monday, May 26, 2014 8:32 AM  
To: Rodney E. Campbell  
Subject: Fwd: NOP of EIR Village 5/SUD-B

I sent this and spelled your name wrong. Sorry about that. I have corrected it and forwarded it to you with the correct spelling.

Lena

Sent from my iPad

Begin forwarded message:

**From:** Lena Labosky <[lenalabosky@sbcglobal.net](mailto:lenalabosky@sbcglobal.net)>  
**Date:** May 26, 2014 at 8:25:43 AM PDT  
**To:** "[rcambell@ci.lincoln.ca.us](mailto:rcambell@ci.lincoln.ca.us)" <[rcambell@ci.lincoln.ca.us](mailto:rcambell@ci.lincoln.ca.us)>  
**Cc:** G Hydrick <[ghydrick@ci.lincoln.ca.us](mailto:ghydrick@ci.lincoln.ca.us)>, Stan Nader <[snader@ci.lincoln.ca.us](mailto:snader@ci.lincoln.ca.us)>, S Short <[sshort@ci.lincoln.ca.us](mailto:sshort@ci.lincoln.ca.us)>, P Joiner <[pjoiner@ci.lincoln.ca.us](mailto:pjoiner@ci.lincoln.ca.us)>, Peter Gilbert <[pgilbert@ci.lincoln.ca.us](mailto:pgilbert@ci.lincoln.ca.us)>  
**Subject:** NOP of EIR Village 5/SUD-B

Dear Mr. Campbell,

I have concerns with the NOP of EIR for Village 5/SUD-B.

1. On 2/25/14 Lincoln City Council made a declaration of water shortage.
2. Lincoln is on a voluntary 20% voluntary reduction of water usage.
3. There has been an application made for a grant for a new well, but I was told at the May 15th PUC meeting there will be no well, unless this grant is approved, that Lincoln has no money for

a well.

4. The contract between PCWA and Lincoln dated 11/13/12 gives no minimum water supply.

Given the above information, how can Lincoln supply water to another 8318 homes and 5.4 million square feet of Mixed Uses??? Seems as tho the theory is just press on and it will all work out okay. Well, to me this is not a good plan. Will our current homes have to go on 50% water usage so the city can add another 8318 homes? Seems that different plan must be made.

Thank you.

Lena Labosky

(916) 408-2760

2274 Granite Lane

Lincoln, CA

[lenalabosky@sbcglobal.net](mailto:lenalabosky@sbcglobal.net)

Sent from my iPad