

APPENDIX B

Notice of Preparation

Introduction

In accordance with Section 15082(a) of the CEQA Guidelines, the City prepared and circulated a Notice of Preparation (NOP) of a Draft EIR for the project. The NOP was circulated for a 30-day comment period, which began on November 2, 2005 and ended on December 2, 2005.

However, during the NOP comment period, the City of Lincoln adjusted the population projections (downward from 145,500 to 131,500) for build-out and circulated a related public notice describing this population change. As a result of this change to the Proposed Project, the comment period was extended an additional two weeks, until December 16, 2005, to allow for further comments. This appendix includes the following information:

- Notice of Preparation (dated November 2, 2005);
- Public notice (dated November 23, 2005) discussing the change in population projections; and
- Copies of all the comment letters received during the 44 day comment period.

Please see the next page.



640 Fifth Street • Lincoln, California 95648 • www.ci.lincoln.ca.us

November 2, 2005

To Interested Persons:

Subject: NOTICE OF PREPARATION of an
ENVIRONMENTAL IMPACT REPORT for the
PROPOSED 2050 DRAFT LINCOLN GENERAL PLAN UPDATE

The City of Lincoln is the Lead Agency for the preparation of an Environmental Impact Report (EIR) on the Proposed 2050 Draft Lincoln General Plan Update project. The City is sending this Notice of Preparation of a Draft EIR to all agencies, organizations and interested persons indicated on the attached distribution list. This Notice is being circulated for a 30-day public review period.

City staff and EIR consultants have prepared an outline addressing the scope and content of the EIR (see Attachment A). City staff would appreciate receiving your written comments concerning any additional considerations that should be addressed in the Draft EIR. **Please provide any written comments by December 2, 2005** to the City of Lincoln, Attn: Rod Campbell, at the above address.

The City of Lincoln is located approximately 25 northeast of the State Capitol in the County of Placer between Roseville and Marysville (Yuba County) on State Route 65 at the western terminus of State Route 193. A Location Map is included as Attachment B.

The Proposed 2050 Draft General Plan Update projects a potential population of 145,500 persons at build-out. The City's current population is 31,000 (2005) and the adopted 1988 General Plan has a projected build-out population of 66,500. The City's existing adopted Sphere of Influence has the potential capacity of 90,000 persons using existing land use designations. The Proposed 2050 Draft General Plan Update includes amending or changing the existing Sphere of Influence to accommodate a potential population of 145,500. Attachment C presents the existing City limits, the existing Sphere of Influence and the proposed changes to the Sphere of Influence. The Draft 2050 Lincoln Land Use Diagram which can accommodate a projected population of 145,500 persons is included as Attachment D.

Please contact Clif Carstens, the City's General Plan Coordinator, at (916) 988-2804, if you have any questions regarding this notice.

Cordially,

Rod Campbell
Community Development Director

Attachments A, B, C and D

Lincoln GPU website: www.westplanning.com/docs/lincoln

City Manager's Office

p: 916.645.3314

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Distribution List
for the
Notice of Preparation
of a
Environmental Impact Report
for the
Proposed 2050 Draft Lincoln General Plan Update

City of Lincoln

City Councilmembers
City Planning Commissioners
City Manager, City Clerk, City Attorney, City Police Chief, City Engineer

Federal Agencies

National Marine Fisheries Service
U.S. Army Corp of Engineers, Planning Division, Sacramento
U.S. Fish & Wildlife Service – Ecological Services
U.S Environmental Protection Agency (WTR-8)

State Agencies

State Clearinghouse
Office of Transportation Planning, District 3 – MS 15
Department of Fish & Game
Department of Transportation – Division of Aeronautics

Regional Agencies

Placer County Airport Land Use Commission
Placer County Local Agency Formation Commission
Placer County Transportation Planning Agency
Reclamation District No. 1001
Sacramento Area Council of Government

Public Agencies

Placer County Agricultural Commission
Placer County Air Quality Management District
Placer County Flood Control District
Placer County Health Department
Placer County Planning Department
Placer County Public Works Department

Sutter County Planning Department
Yuba County Planning Department

Loomis Planning Department
Rocklin Planning Department
Roseville Planning Department

General Interest

Lincoln News Messenger
Placer Group Sierra Club
Rural Lincoln Advisory Council
United Auburn Indian Community

Public Notice

A Notice of Public Review and Availability of the Notice of Preparation was sent to all persons on the City's General Plan Update notification list consisting of approximately 240 persons.

Public Service Providers

Nevada Irrigation District
Pacific Gas & Electric Co.
Placer County Cemetery District #1
Placer County Water Agency
Placer Mosquito Abatement District
Roseville Phone Company
SBC
Western Placer Materials Recycling Facilities

Education

Lincoln Library
Placer County Office of Education
Sierra Community College
Western Placer Unified School District

ATTACHMENT A

NOTICE OF PREPARATION of a ENVIRONMENTAL IMPACT REPORT for the PROPOSED 2050 DRAFT LINCOLN GENERAL PLAN UPDATE

INTRODUCTION

The City of Lincoln (City) is the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the City's 2050 General Plan Update Project (*Proposed Project*). The *Proposed Project* represents a comprehensive update to the City's existing 1988 Lincoln General Plan and includes amending the City's existing Sphere of Influence as well as designating land uses in the expanded Sphere of Influence.

To accommodate future population growth anticipated in the region over the next 45 years by Sacramento Area Council of Governments (SACOG), Lincoln is considering amendments to both the City's existing Sphere of Influence (SOI) and its General Plan's Planning Area. The City's current SOI has the potential to accommodate an estimated population of 90,000 persons on approximately 21,600 acres. The *Proposed Project* is projected to accommodate a population of 145,500 persons encompassing 35,500 acres.

The EIR being prepared on the *Proposed Project* will be in compliance with the California Environmental Quality Act (CEQA) and CEQA Guidelines.

CEQA Section 15082 states that once a decision is made to prepare an EIR; the Lead Agency (City of Lincoln or "City") must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies that an EIR will be prepared. The purpose of this NOP is to provide responsible and trustee agencies as well as public service providers, interested organizations and interested persons with sufficient information describing the proposed project and the potential environmental effects to enable them to make a meaningful response to the City concerning the scope and content of the information to be included in the EIR.

PROJECT LOCATION

The City of Lincoln is located approximately 25 miles northeast of Sacramento, in the County of Placer between Roseville and Marysville (Yuba County) on State Route 65 at

This document contains the following key terms:

- **Sphere of Influence:** *The City's Sphere of Influence represents the City's probable physical boundaries and service area as defined by the Local Agency Formation Commission (LAFCO).*

- **Study Area:** *For this EIR, the Study Area includes all lands that comprise the City's proposed SOI. The resources associated with this land are the focus of the EIR analysis. The Study Area also includes any surrounding unincorporated land outside the SOI that may indirectly affect land use within the City through various activities (i.e. operation of the County Regional Solid Waste Facility, etc.).*

- **Planning Area:** *The Planning Area includes land inside the existing City limits as well as the SOI boundaries.*

the western terminus of State Route 193. A location map is presented in Attachment B.

The City of Lincoln is located on the eastern edge of the Sacramento Valley floor at the base of the Sierra Nevada foothills. The City is one of six cities in Placer County. Primary access to the City is by State Route 65 (SR 65) which runs directly through the center of the City and connects to Interstate 80 (I-80) to the south near the City of Roseville. SR 65 also connects to SR 193 in Downtown Lincoln, which provides access to the county seat in Auburn.

Attachment C depicts the existing City limits, the 1988 General Plan area, the existing Sphere of Influence as well as the proposed changes to the Sphere of Influence to accommodate a projected population of 145,500 persons.

The Proposed 2050 Draft Lincoln GPU's **Planning Area** is generally bounded by the following land marks:

- Northern boundary is Wise Road west of Dowd Road and Coon Creek east of Dowd Road;
- Eastern boundary is generally McCourtney Road, Hungry Hollow Road and Sierra College Boulevard;
- Southern boundary is City of Rocklin (Sunset Ranchos) east of SR 65 and Athens Avenue west of SR 65; and
- Western boundary is two miles west of Dowd Road.

Existing and Proposed Jurisdictional Boundaries

As of September 2003, the City consisted of approximately 19.2 square miles or 12,300 acres. For reference, the City's New Wastewater Treatment Plant encompasses 0.5 square mile.

The Local Agency Formation Commission (LAFCO) is responsible for adopting a "sphere of influence" (SOI) for each agency subject to LAFCO regulations. The SOI is used as a basis for making decisions about governmental services and annexations. The Cortese/Knox/Hertzberg Act defines a sphere of influence as "a plan for the probable ultimate physical boundaries and service area of a local agency". The City's existing and proposed SOI boundaries are identified in Attachment C.

PROPOSED 2050 Draft LINCOLN GENERAL PLAN UPDATE (*Proposed Project*)

Summary

The Proposed 2050 Draft Lincoln General Plan Update (GPU) project is estimated to have a potential population of 145,500 persons at build out. The City's current population is 31,000 (2005) and the adopted 1988 General Plan has a projected potential population of 66,500. The City's existing Sphere of Influence area allocated for urban growth as approved by LAFCO, has the potential capacity of 90,000 persons. A component of the *Proposed Project* is the change of the existing Sphere of Influence to accommodate a projected population of 145,500.

Background

State law requires each city and county to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). This general plan must address the seven topics (referred to as “elements”) of land use, circulation, housing, open-space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). Together, the seven mandated elements of a general plan form a comprehensive set of planning policies.

A general plan is designed to serve as the jurisdiction’s “constitution” or “blueprint” for future community land use and resource conservation decisions. Decision makers in the City will use the general plan to provide direction when making future land use and public service decisions. All specific plans, rezonings, subdivisions, public works projects, and zoning decisions must be consistent with the City’s General Plan.

A general plan provides the City with a comprehensive and consistent framework for land use decision making. The general plan elements and their primary objectives are summarized in Table 1.

TABLE 1

SUMMARY of the SEVEN MANDATED ELEMENTS of a GENERAL PLAN

General Plan Element	Primary Objectives
Land Use Element	Provides the general distribution and intensity of land uses within the planning area.
Circulation Element	Identifies the general location and extent of existing and proposed transportation facilities and utilities.
Housing Element	Includes a comprehensive assessment of current and future housing needs for all segments of the City population, as well as a program for meeting those needs.
Open Space Element	Provides measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for public health and safety.
Conservation Element	Addresses the conservation, development, and use of natural resources.
Safety Element	Establishes policies to protect the community from risks associated with natural and man-made hazards such as seismic, geologic, flooding, wildfire hazards, and air quality.
Noise Element	Identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A City may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the City must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies.

The City of Lincoln's current General Plan has the seven mandated elements as well as three additional elements that are Redevelopment, Public Service and Facilities (PFE), and Economic Development.

The City's current General Plan was comprehensively updated in 1988 although specific elements have been updated during the past years including the adoption of the PFE in 1989 and 1997 as well as the Housing Element in 1996 and 2004.

Lincoln has been experiencing a considerable amount of growth and the City Council determined that the General Plan should be updated. The City Council directed city staff to prepare a program to update the General Plan.

Beginning in January 2001, City staff prepared a draft Work Program for updating the City's General Plan. Because of State statutory deadline of June 2002 for an updated Housing Element, City staff recommended that the Housing Element should be updated first followed by the preparation of the remainder of the General Plan's Elements.

In July 2001, the City Council approved a Work Program to update the General Plan.

Summary chronology of Housing Element.

2001

September - City Council approved a contract with consultant

November - City conducts a public workshop regarding the scope of the Element.

2002

April - Draft Housing Element submitted to the Housing and Community Development Department (HCD) for mandatory 60 day review period.

June - HCD sends comments.

July - Negative Declaration circulated for a 30 public review period.

August - Staff revised the draft element to address HCE comments.

August - Planning Commission conducts a public hearing and recommends the approval of the Draft Housing Element.

September - City Council approved the Housing Element.

October - Housing Element submitted to HCD for mandatory 90 day review/certification.

2003

January - HCD sent additional comments.

Sept - Planning Commission held public hearing on revised Housing Element

Nov - City Council held a public hearing on the Planning Commission's recommendation to approve the revised Housing Element and **approved the Housing Element (Resolution 2003-231).**

2004

January - HCD certified Housing Element.

In January 2002, the City Council approved a budget and contracts for the preparation of the remaining elements of the General Plan. The City Council appointed a GPU Steering Committee (a councilmember, planning commissioner, parks & recreation commissioner, economic development committee member, a school board member and two citizens) to direct the preparation of the General Plan.

The GPU Steering Committee has conducted the following public workshops:

2002

February 27 – Workshop # 1 regarding overview and purpose of the General Plan Update and EIR.

May 22– Workshop # 2 regarding identification of Issues & Opportunities.

June 26 – Workshop # 3 regarding Economic Opportunities.

December 16 – Workshop # 4 regarding review of Background Report.

2003

October 16 – Workshop # 5 regarding Alternatives Report.

October 30 – Workshop # 6 regarding Goals & Policies.

November 20 – Workshop # 7 regarding Alternatives Report and Goals & Policies.

2004

February 9 – Workshop # 8 regarding Economic Sustainability with direction for a population of 120,000 and 35 % open space.

April 6 – Workshop # 9 regarding Village Alternative with direction for 40% open space.

August 4 – SACOG presentation of Blueprint Plan to City Council, Planning Commission, Steering Committee and public.

December 6 – Workshop # 10 review constraints analysis for Village Alternative with direction to prepare draft General Plan and draft EIR.

2005

May 31 – Workshop #11 was a presentation of revisions to Villages and Development Areas as well as review revisions to Goals and Policies.

June 20 – Workshop #12 presentation of land use changes within the existing City limits, review changes in Planning Area boundaries, and review revision to Goals and Policies.

August 10 – Workshop #13 finalized proposed planning boundaries and review revisions to draft Goals and Policies.

Primary Guiding Principals of the Proposed Project

As part of the City's General Plan Update process, public workshops were conducted to help identify the primary guiding principles that would set the foundation for the goals, policies, and implementation measures developed for the various elements of this updated General Plan. The City has also been working with the public to identify key issue areas and strategic themes that also contributed to the development of these updated goals, policies, and implementation measures. As a result of this community input, the following four primary guiding principles were identified:

- ***Economic Development.*** With the extensive amount of local and regional growth that has occurred over the past 15 years and the projections for continued growth in the Sacramento region, the City's role and identity in the regional economy is also considered an important guiding principle. One of City's goals in evaluating its situation in the region is to be able to establish itself as an economically sustainable and a fiscally stable community.
- ***City Sphere of Influence.*** In considering the City's future planning area, the Steering Committee considered both reductions and expansions of certain portions of the City's existing SOI. Therefore, in developing the update of the General Plan, a reduction in the existing SOI was considered on the eastern

boundary of the existing Sphere of Influence. At the same time, in order to anticipate as well as accommodate future population growth, expansion of the Sphere of Influence was recommended for consideration on the north and western boundaries of the Study Area.

- ***State Route 65 Bypass Corridor.*** SR 65 is a north-south state highway that begins at I-80 in Roseville and extends north through the cities of Rocklin and Lincoln to SR-70 south of the City of Marysville. The proposed SR 65 Bypass project will provide for a new alignment towards approximately one-half mile west of the Lincoln Regional Airport and four miles west of Downtown Lincoln. The economic and land use implications of this transportation project are considered an important factor in guiding future development as part of the update of the General Plan.
- ***Community Design.*** Key to the Lincoln's development of a positive community identity is growth of the City's physical form and environment (including both natural and human-made features). Through community design, the City can begin to develop an urban fabric that highlights Lincoln's assets and strives to bring coherence and identity to this rapidly developing area. Because community design goals and the enhancement of community identity can best be achieved during the early stages of growth that a community such as Lincoln is currently experiencing, this is considered a key guiding principle.

Objectives of the Proposed Project

Additional objectives include the following:

- Provide the public with opportunities for meaningful participation in the planning and decision-making process;
- Provide a description of current conditions and trends impacting the City;
- Identify planning issues, opportunities, and challenges that should be addressed in the General Plan;
- Explore land use and policy alternatives;
- Ensure that the General Plan is current, internally consistent, and easy to use;
- Provide guidance in the planning and evaluation of future land and resource decisions; and
- Provide a vision and framework for the future growth of the City of Lincoln.

Description of the Proposed Project

The *Proposed Project* encompasses all of the land inside the existing City Limits and the proposed SOI boundary. The *Proposed Project's* boundaries are:

north along Wise Road west of Dowd Road and Coon Creek east of Dowd Road; east generally along McCourtney Road, Hungry Hollow Road and Sierra College Boulevard;
south along the City of Rocklin (Sunset Ranchos) east of SR 65 and Athens Avenue west of SR 65; and
west approximately two miles west of Dowd Road.

Attachment D presents the *Proposed Project* area and land use diagram. For the purpose of this EIR, these boundaries also define the study area of this EIR.

The *Proposed Project* involves an expansion of the 1988 General Plan as amended through June 2005. The existing corporate city limits encompasses approximately 12,300 acres. The existing General Plan covers an area approximately 12,700 acres. Lincoln's current Sphere of Influence encompasses approximately 21,600 acres. The *Proposed Project* would expand the City's Sphere of Influence by approximately 13,900 acres. Under the *Proposed Project*, the City's total Sphere of Influence would be 35,500 acres in order to accommodate projected population of 145,500.

The *Proposed Project's* land use designations and an estimate of acreage within each land use designations are presented in Table 2. This table reflects land use totals for both *Proposed Project* and the current General Plan. New residential land use accounts for the majority of acreage with approximately 6,988 acres. New low density residential accounts for the primary residential use with approximately 3,073 acres. New commercial land uses account for 1,835 acres and new industrial land uses account for 1,297 acres. The *Proposed Project* would also include an estimated 7,009 acres of open space/agricultural land. The *Proposed Project* would accommodate an estimated population of 145,500 encompassing 35,500 acres.

Attachment D presents the *Proposed Project's* land use diagram. The *Proposed Project's* land uses consist of various land use designations and include several potential transportation improvements as well as identification the location of various "villages" and development areas (Special Use Districts). New residential areas are primarily proposed to occur in mixed use "villages" that include an elementary school, neighborhood commercial and park as well as a variety of residential densities. The concept for the villages are based on land use formulas that promotes individual designs that are intended to embody features that encourage transit and pedestrian circulation.

Elements of the Proposed Project

California law requires that a general plan include the seven mandatory elements as previously described above in Table 1. The updated General Plan will consolidate the Open Space and Conservation Elements into a single Open Space and Conservation Element. The General Plan will also consolidate the Safety and Noise Elements into a single Health and Safety Element. In addition to these mandatory elements, the City has chosen to develop and adopt a Public Facilities and Services Element as well as an Economic Development Element as part of its General Plan Update. The City previously adopted a Housing Element, which was certified by HCD in January 2004.

In support of the *Proposed Project*, the City has prepared several infrastructure reports for water, wastewater, and drainage to identify conceptual feasibility. These infrastructure feasibility reports will assist in defining specific backbone utility systems required by the *Proposed Project*. The information contained in these utility reports will provide the basis for quantifying public facility impacts in the EIR. The EIR for the *Proposed Project* is not intended to address the specific construction and operational impacts that may result from implementation of the specific infrastructure projects as presented in the infrastructure reports. Additional CEQA review and compliance activities will be required as specific utility projects (e.g., treatment facility construction, pipeline installation, etc.) are implemented.

ENVIRONMENTAL IMPACTS TO BE ANALYZED IN THE EIR

The EIR for the *Proposed Project* will address the range of impacts that could result from adoption and implementation of the City of Lincoln 2050 General Plan. This section provides a short summary of the potential impacts that will be analyzed in the EIR.

Amendment of Sphere of Influence

The City's existing adopted Sphere of Influence (SOI) has the potential capacity to accommodate approximately 90,000 persons encompassing 21,600 acres. The *Proposed Project*, 2050 Draft General Plan Update, includes amending or changing the existing Sphere of Influence to accommodate a projected potential population of 145,500 persons encompassing 35,500 acres. The amendments of the City's existing Sphere of Influence boundaries would generally reduce the SOI boundary from Sierra College Boulevard to Stardust Lane on the east side the Planning Area, expand the SOI boundary on the north to Coon Creek, and expand the SOI boundaries on the west side of the Planning Area from the Lincoln Airport to two miles west of Dowd Road. Attachment C presents the City's existing and proposed SOI boundaries. The EIR will analyze the potential impacts of changing the SOI boundaries.

Population and Housing

Identify projected future regional and City growth as well as address local population and housing needs consistent with the adopted Housing Element. Implementation of the *Proposed Project* is not expected to result in the displacement of substantial amounts of existing population or housing, as the majority of new development would occur on undeveloped land. The EIR will analyze the impacts of this growth on local infrastructure, services, and resources.

Employment

Identify projected future regional and City employment potential as well as describe the employment opportunities available to assist the City in achieving a fiscally stable community and to sustain the City's economy.

Land Use

Identify local land use, jurisdictional and regulatory settings. Describe the consistency with the existing General Plan and LAFCO policies. Measures to minimize potential land use conflicts resulting from the placement of incompatible land uses near sensitive

receptors will be identified. Policies proposed under the General Plan Update have been developed to minimize land use conflict, while protecting existing established communities.

The General Plan is expected to be consistent with the Placer County Airport Land Use Compatibility Plan. However, the EIR will evaluate any potential land use impacts associated with build-out of the *Proposed Project*.

The EIR will examine, to the extent that information is available any interaction the *Propose Project* may have with Placer County's ongoing Placer Legacy Open Space and Agricultural Conservation Program.

Cultural Resources

Several known and recorded cultural resources within the Planning Area have been identified through a records search of pertinent survey and site data at the Central California Information Center, located at California State University Sacramento. Additionally, the Planning Area also contains several historic resources (i.e., residences, quarry, etc.) which have been identified through previous historic building surveys. Development of the *Proposed Project* has the potential to impact these cultural/historic resources along with others that may not have been identified to date. The EIR will analyze these potential impacts to historic, archaeological, and paleontological resources.

Visual Resources and Aesthetics

Identify existing regional and Planning Area aesthetics and visual setting. Describe aesthetic issues regarding conversion of farmland to urbanization such as impacts on existing visual character, scenic vistas, scenic highways, or creation of new sources of substantial light or glare.

Although no official California Department of Transportation-designated or eligible scenic roadways are located within the City's Planning Area, State Route 65 and State Route 193 both serve as entrance corridors to Lincoln and play key roles in the initial perception that a visitor has of the City. Development resulting from implementation of the *Proposed Project* may result in structures or changes that degrade or impair the scenic quality of these roadways and other existing amenities within the Planning Area. Development may also result in additional sources of light and glare within and in proximity to the Planning Area.

Aesthetic or visual resources impacts resulting from the conversion of agricultural/open space areas to developed uses and the potential increases in light and glare are considered potentially significant impacts. The EIR will include an analysis of these potential impacts on visual, aesthetic and scenic resources.

Geology and Soils

According to the Soil Survey for Placer County, Western Part (1980), a variety of soil types are located within the Planning Area. The central portion of the Planning Area contains undulating, moderately deep to deep soils that are well drained and include a dense clay subsoil component. The western portion of the Planning Area contains level

to rolling, deep, well-drained soils that are underlain by unconsolidated alluvium and/or siltstone, although isolated areas along stream and creek channels tend to have poorer drainage. Soils in the eastern portion of the Planning Area are characterized by undulating to rolling topography on high terraces and contain dense clay subsoil components. Soils along the eastern boundary of the Planning Area transition into the lower foothills region.

The Planning Area is located 100 miles northeast of the San Francisco Bay Area and lies within Seismic Risk Zone 3. Earthquakes in Seismic Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). Although the proposed project will include policies and implementation measures that incorporate development guidelines identified under the California State Uniform Building Code, potential geologic, seismic, and soils impacts will be addressed further in the EIR.

The ability of soils to support septic systems within the City's Planning Area is not anticipated to be an issue since the *Proposed Project* assumes that development will be connected to a wastewater collection and treatment system and not require septic systems.

Agricultural Resources

The Planning Area contains an estimated 6,990 acres of important farmland (20% of the total Planning Area), with some of this farmland under Williamson Act contracts. Of these total acres, approximately 3,220 acres are classified as Prime Farmland, 830 are classified as Farmland of Statewide Importance, and 2,940 acres are classified as Unique Farmland. A portion of the farmland within the Study Area would be converted to non farm uses with implementation of the *Proposed Project*.

The potential conversion of existing agricultural land to urbanized uses is considered a potentially significant impact. The EIR will analyze impacts associated with the conversion of farmland to non-agricultural uses.

Mineral Resources

Mineral resources located within the Study Area include clay deposits, granite deposits, and sand and gravel resources. Clay resource extraction operations are located north of Ninth Street, and are transported to the Gladding-McBean plant where the materials are extracted and stockpiled for use in their clay products. The potential loss of any known mineral resource within the Planning Area from the *Proposed Project* will be addressed in the EIR.

Biological Resources

Development of the *Proposed Project* has the potential to impact biological resources, such as sensitive species and other ecologically sensitive habitats (i.e., vernal pools, riparian, grassland areas, etc.) located within the Planning Area. Potential impacts to biological resources will be addressed further in the EIR.

Hydrology and Water Quality

Development of the *Proposed Project* has the potential to cause changes in the amount and quality of groundwater supplies and increase the amount of impervious surfaces within the Planning Area. These changes could affect regional groundwater tables, surface water, cause erosion or result in localized flooding.

Water is supplied by Nevada Irrigation District (NID) in the northeastern portion of the Planning Area while Placer County Water Agency (PCWA) provides water to the remainder of the Planning Area. The EIR will examine existing and future water supplies as well as capacities and facilities of NID and PCWA. The EIR will analyze the capacity of the storm drainage system relative to build-out of the *Proposed Project*. Additionally, the EIR will evaluate the potential impacts to local water quality associated with build-out of the Planning Area and address the potential for flood hazards within the Planning Area.

Transportation and Traffic

The development of the *Proposed Project* will result in an increased number of local and regional vehicle trips and changes to existing traffic patterns. The increase in traffic generated by the *Proposed Project* will lead to increased traffic congestion in some parts of the Planning Area and result in decreased levels of services for both local/regional roadway intersections and segments. These potentially significant traffic impacts will be analyzed in the EIR and, to the extent feasible, roadway improvements to reduce impacts will be identified. Additionally, the EIR analysis will evaluate emergency access, design features, incompatible uses, parking, alternative transportation modes, and enhanced public transportation (i.e., light rail, etc.) issues.

Air Quality

The City of Lincoln is located in the Sacramento Valley Air Basin where State and federal standards of ozone and PM10 have been exceeded during the past several years. Development of the *Proposed Project* will result in both an increase in the number of vehicle trips, the primary source of air pollutants in the area, and a change in land uses that could have air quality implications. These changes may result in significant air quality impacts. The EIR will analyze the impacts to air quality from projected growth and transportation demand associated with the *Proposed Project*. Dust/particulates, toxic air contaminants, and objectionable odors and their effects to local sensitive receptors will also be addressed in the EIR.

Noise

Development of the *Proposed Project* will result in an increase in both local and regional vehicular traffic, the primary source of noise within the Planning Area. The *Proposed Project* could also increase noise levels associated with changes in land use and by increasing operations at the Lincoln Regional Airport.

The EIR will analyze the potential impacts of the *Proposed Project* associated with the creation of new noise sources and changes to existing noise conditions, including noise from both mobile and stationary sources.

Public Services

Development of the *Proposed Project* will result in an increase in the demand for local public services such as fire and emergency services, law enforcement, schools, parks, and other public facilities. The EIR will document existing public service levels in the Planning Area and evaluate the ability of these services to meet the demands of the *Proposed Project*.

Recreation

Development of the *Proposed Project* has the potential to increase the demand for parks and recreational facilities and could result in the need for new or expanded parks, recreational facilities, and/or other open space areas. Although the *Proposed Project* will support the need for these additional recreational facilities within existing and new development areas within the Planning Area, the EIR will analyze the ability of the General Plan to provide adequate recreational and open space resources.

Utilities and Service Systems

Development of the *Proposed Project* would result in additional demand for sewage treatment services, water services and storm drainage services within the Planning Area. The *Proposed Project* would also result in an increased demand for landfill capacity (e.g. County Regional Solid Waste Facility). These potentially significant impacts will be analyzed in the EIR. The EIR will describe and evaluate existing and future water supplies and facilities, wastewater treatment facilities, storm drainage infrastructure and landfill capacity necessary to serve build-out of the *Proposed Project*.

Hazards and Hazardous Materials

Hazardous materials usage, transportation and storage is highly regulated by federal, State and local regulations. Consequently, it is assumed that implementation of the *Proposed Project* will not result in any significant environmental impacts associated with the release of, or exposure to, hazardous materials or waste. However, the EIR will examine further any potential impacts on the public and the environment from hazardous materials, hazardous emissions, and safety hazards.

The Planning Area includes one public, general aviation airport, the Lincoln Regional Airport. While the *Proposed Project* has taken into consideration development limitations associated with development around the airport, the potential safety issues related to airport operations will be analyzed in the EIR.

ALTERNATIVES to the PROPOSED PROJECT

California Environmental Quality Act (CEQA Guidelines) requires that an EIR consider alternatives to a project (Section 15126 [a]). According to the CEQA Guidelines, the reasonable range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (Section 15126 [d] [2]).

The following alternatives are currently being considered for evaluation in the EIR and are discussed in detail below.

- No Project/Build-out of Existing City limits with 65,300 population,
- No Project/Build-out of Existing General Plan with 66,500 population,
- Existing Sphere of Influence build-out with 90,000 population,
- Highway 65 Corridor Alternative with a population of 106,000, and
- Increased Density and Reduced Area Alternative with a population of 133,000.

Alternative 1: No Project/Build-out of Existing City Limits.

CEQA requires that the EIR for a project consider a “No Project” alternative. The No Project alternative assumes that the *Proposed Project* is not adopted by the City nor is the 1988 General Plan to be build-out. Land uses within the existing corporate city limits are for purposes of this alternative assumed to be developed as currently planned. For the purposes of the EIR, this alternative would result in a level of development within the City Limits of a population of 65,300 residents and encompassing approximately 12,300 acres.

Alternative 2: No Project/Build-out of Existing General Plan.

CEQA requires that the EIR for a project consider a “No Project” alternative. The No Project alternative assumes that the *Proposed Project* is not adopted by the City. For the purposes of this EIR, this alternative assumes that the existing 1988 General Plan would continue to guide the city’s development, based upon the currently adopted land use plan. Full build-out of the existing General Plan would include both currently approved projects, plus a limited amount of additional development permitted under the existing General Plan in the future. This alternative has a projected population of 66,500 encompass approximately 12,700.

Alternative 3: Existing Sphere of Influence Build-out.

This alternative assumes that the *Proposed Project* is not adopted by the City but assumes that the existing City’s Sphere of Influence as adopted by LAFCO is fully build-out with an assumed set of land uses. This Alternative is anticipated to result in a projected population of 90,000 persons and encompassing total land area of approximately 21,600 acres.

Alternative 4: Highway 65 Corridor Alternative.

This alternative assumes land uses along a reduced portion of the western boundary of the Proposed Project. This alternative would retain approximately 2,560 acres located between Airport Road to the east and Dowd Road to the west and between Moore Road to the south and Wise Road to the north. Land uses in this alternative include a substantial increase in the City’s inventory of commercial land (primarily focused on the Highway 65 Bypass corridor) and an expansion of residential land uses to the south of the corridor. Some minor land uses are assumed along the northern and eastern portions of the Study Area. This alternative would have a projected population of approximately 106,000 that would encompass approximately 25,600 acres.

Alternative 5: Increased Density/Reduced Area Alternative.

This Alternative proposes to accommodate a population close to the population range that is provided for in the *Proposed Project* but using less land and having a smaller development footprint. The *Proposed Project* promotes a goal of 40% open space. This alternative would still promote the village concept but without the 40% open space goal. The alternative would still achieve the City's open space requirements in terms of developed parkland and recreational facilities. The villages would intensify residential land uses and result in a decreased need to convert existing open space/agricultural lands to urban uses. The intensification of land uses within the village areas may potentially increase the feasibility of additional inter-city transit service. This alternative would result in a projected population of 133,000 encompassing approximately 23,900 acres.

FURTHER ANALYSIS OF IMPACTS

Other environmental affects that may result from the *Proposed Project* including the proposed SOI boundary changes will be evaluated in detail as part of the EIR such as potential significant unavoidable impacts, significant irreversible impacts, and growth inducing and cumulative impacts.

A mitigation monitoring program will also be prepared that identifies how necessary mitigation measures will be implemented.

A Draft EIR is expected to be circulated for public comment in early 2006.

Attachments

- B – Location Map
- C – Existing and Proposed Sphere of Influence Boundaries
- D – Draft Lincoln General Plan Land Use Diagram

Copies of NOP maps in larger size are available at the Lincoln Community Development Department, 640 Fifth Street, Lincoln, CA 95648 (916) 645-3320.

A copy of the "Proposed 2050 Draft Lincoln General Plan Update" is available at the City's GPU website (www.westplanning.com/docs/lincoln) or at the Lincoln Community Development Department, 640 Fifth Street, Lincoln, CA 95648 (916) 645-3320.

Information

Rodney Campbell
Community Development Director
(916) 645-3320

Clif Carstens
Lincoln General Plan Coordinator
(916) 988-2804

Ray Weiss
EIR Project Manager
Environmental Science Associates
(916) 564-4500

Lincoln GPU website: www.westplanning.com/docs/lincoln

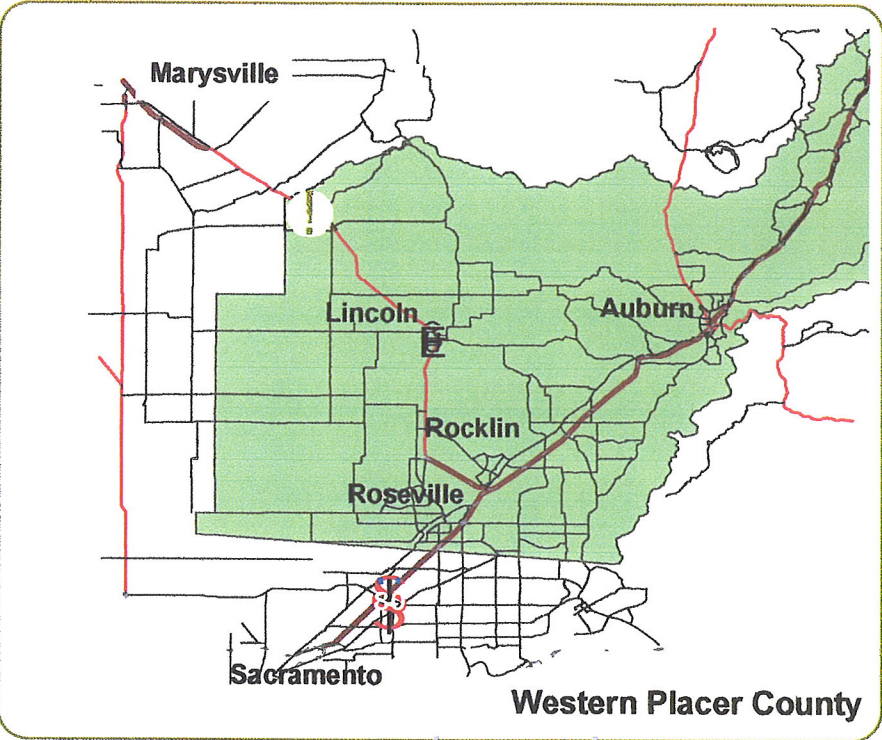
TABLE 2

PROPOSED PROJECT and CURRENT GENERAL PLAN

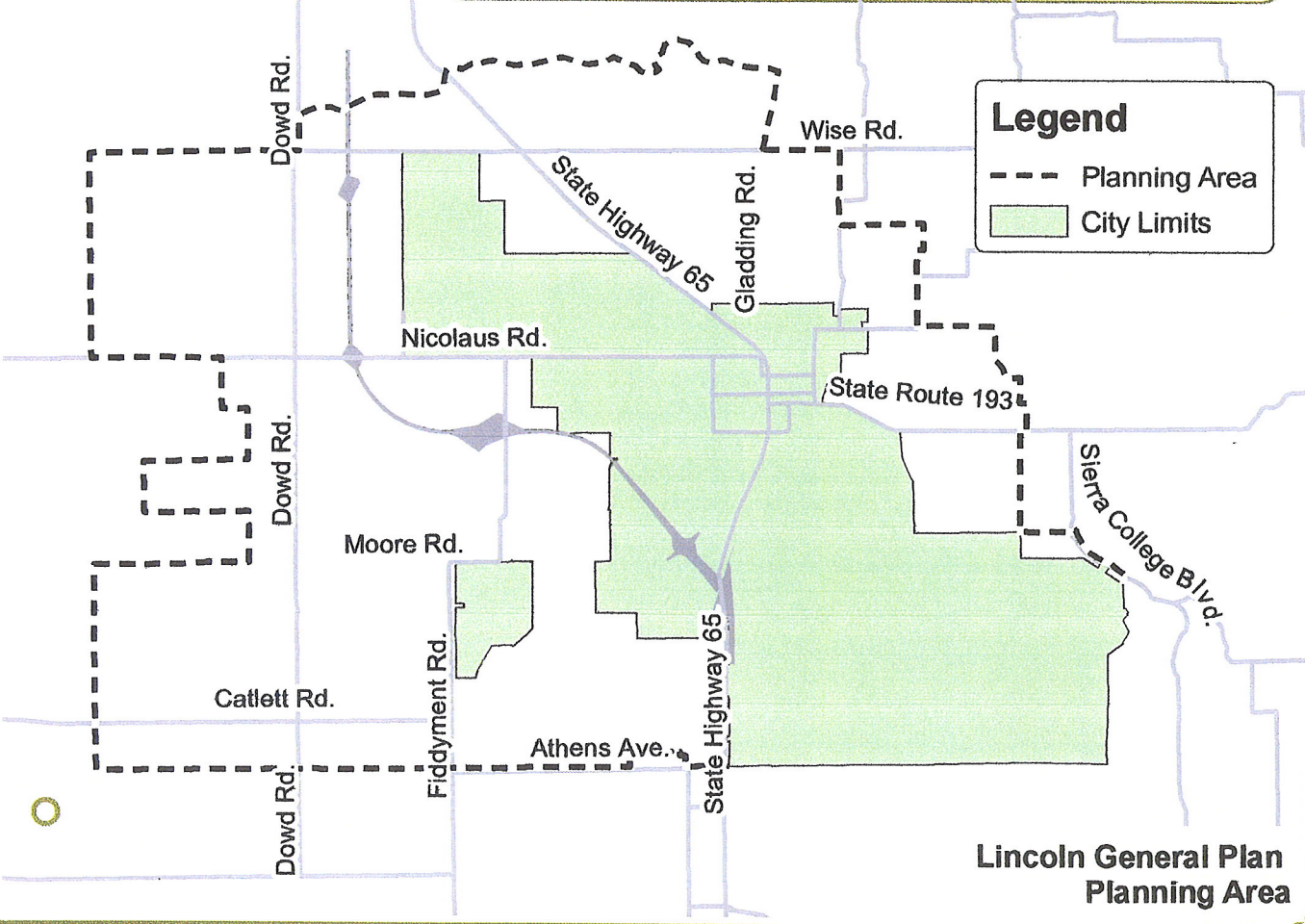
Land Use Designations	Proposed Project	Current General Plan	Proposed Increase
Residential			
Rural Residential	1,032 acres	0	1,032 acres
Country Estates	1,174 acres	0	1,174 acres
Low Density Residential	7,149 acres	4,076 acres	3,073 acres
Medium Density Residential	1,559 acres	374 acres	1,185 acres
High Density Residential	676 acres	153 acres	523 acres
Commercial / Industrial			
Neighborhood Commercial	182 acres	28 acres	154 acres
Commercial	2,119 acres	284 acres	1,835 acres
Business Park	510 acres	82 acres	429 acres
Industrial	1,236 acres	613 acres	623 acres
Industrial Planned Development	1,657 acres	983 acres	674 acres
Agriculture / Open Space			
Agriculture	429 acres	4,909 acres	(4,480 acres)
Open Space	9,657 acres	3,077 acres	6,580 acres
Public / Other			
Park	694 acres	267 acres	427 acres
Public	838 acres	505 acres	333 acres
Future Expansion Area (or) Urban Reserve	0 acres	905 acres	(905 acres)
Total Acres	28,912 acres	16,256 acres	
Total Population	145,500	66,500	



California



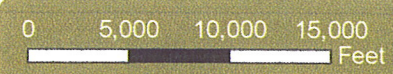
Western Placer County



Legend

- Planning Area
- City Limits





Lincoln General Plan
Planning Area

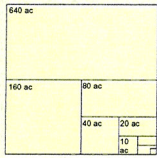
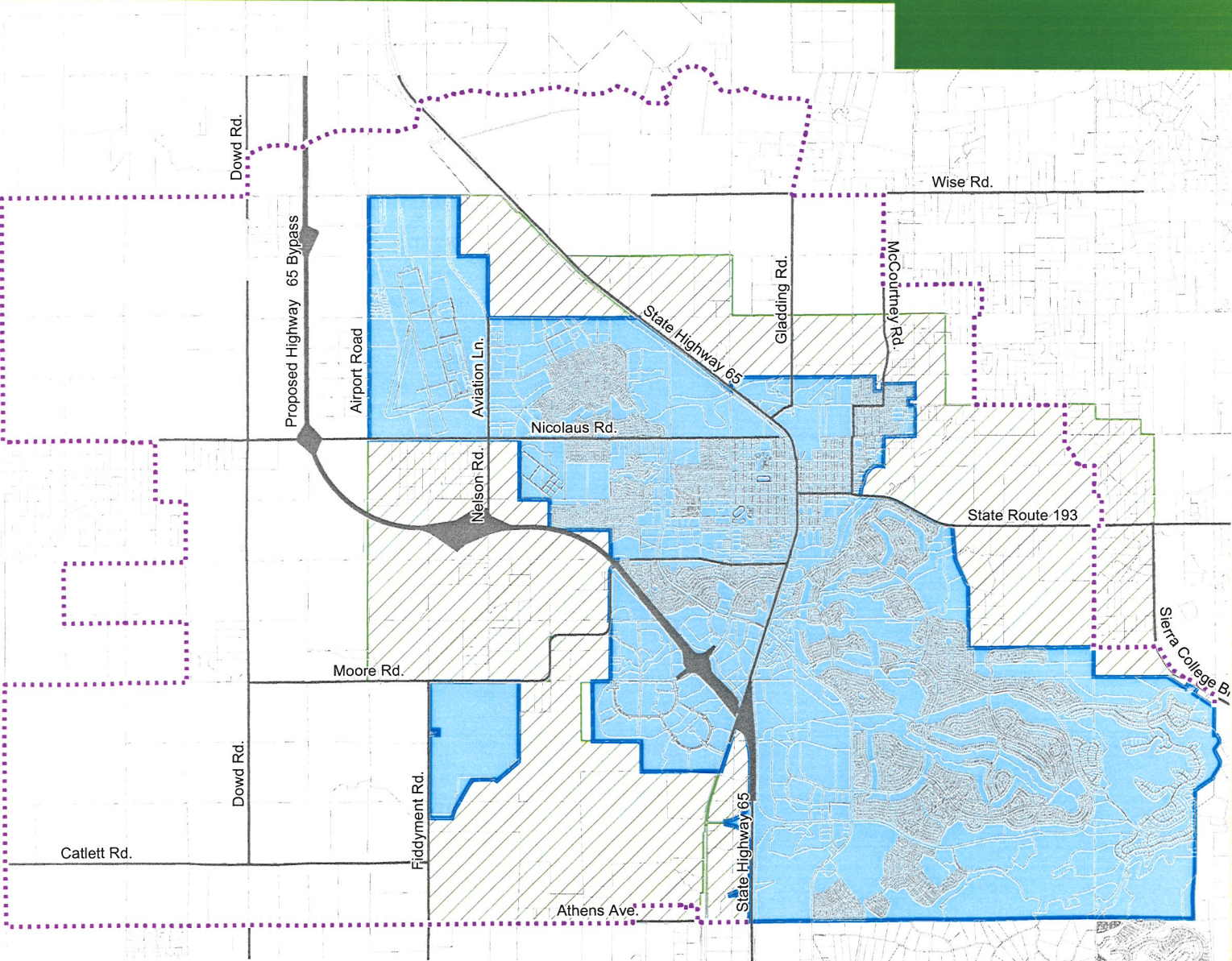


C - Boundaries

Legend

BOUNDARIES

-  City Limits
-  Existing Sphere of Influence
-  Planning Area and Proposed Sphere of Influence
-  Major Roadways



D - Draft Land Use Diagram

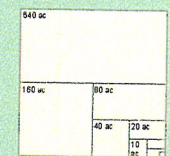
Legend

BOUNDARIES

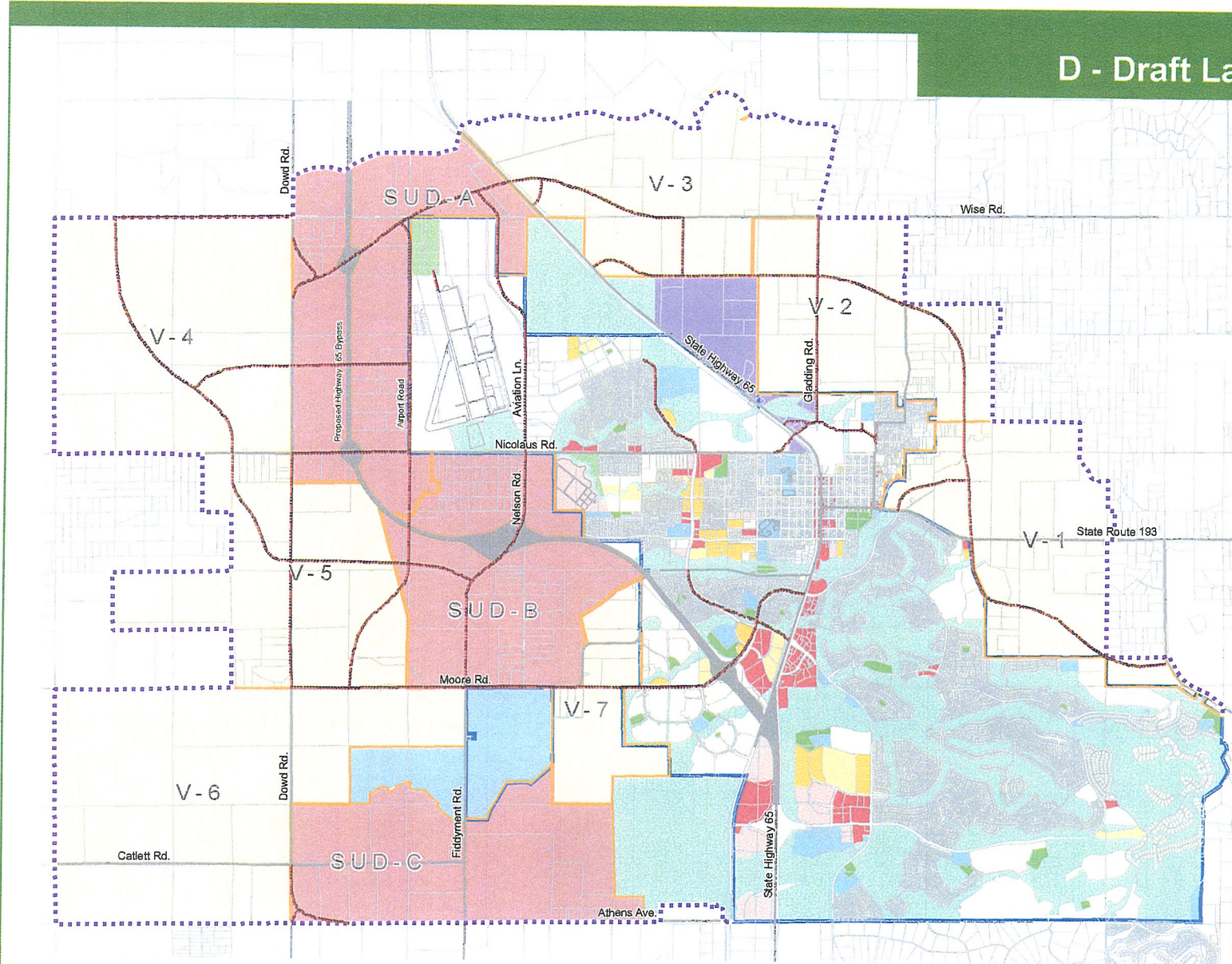
- City Limits
- Proposed Sphere of Influence
- Proposed Streets
- Airport Runway Expansion

LAND USE DESIGNATIONS

- Rural Residential (RR)
- Country Estates (CE)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Planned Development (PD)
- Village (V)
- Neighborhood Commercial (NC)
- Community Commercial (CC)
- Mixed Use (MU)
- Regional Commercial (RC)
- Special Use District (SUD)
- Business and Professional (BP)
- Light Industrial (LI)
- Industrial (I)
- Industrial Planned Development (IPD)
- Park and Recreation (PR)
- Open Space (OS)
- Agriculture (AG)
- Public Facilities (PF)



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November 23, 2005

To Interested Persons:

Subject: Correction to Population Projections for the Notice of Preparation for the Proposed 2050 Draft LINCOLN GENERAL PLAN UPDATE

The City of Lincoln on November 2, 2005 sent a Notice of Preparation of an Environmental Impact Report on the Proposed 2050 Draft Lincoln General Plan Update project to interested agencies, organizations and persons.

Since the distribution of the Notice of Preparation, the projected population for the build-out of the existing City's 1988 General Plan has been re-calculated. The change in population estimates are presented below.

	<u>Notice of Preparation</u>	<u>Correction</u>
Build-out of Existing 1988 City General Plan	66,500	54,100
Build-out of Existing Sphere of Influence	90,000	87,600
Propose 2050 Draft General Plan	145,500	131,500

Although the corrections of population projections are slight reductions, the City will extend the Notice of Preparation comment period by two weeks. **Please provide any written comments on the Notice of Preparation by December 16, 2005** to the City of Lincoln, Attn: Rodney Campbell, at the above address.

Please contact Clif Carstens, the City's General Plan Coordinator, at (916) 988-2804, if you have any questions regarding this notice.

Cordially,

Rodney Campbell
Community Development Director

Lincoln GPU website: www.westplanning.com/docs/lincoln



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Emergency Services
Environmental Health
Fire Services
Planning

Rich Hall, Director
Larry Bagley, Assistant Director,
Permitting Services
Chuck Vanevenhoven,
Fire Services
Mike Harrold,
Emergency Services

November 14, 2005

Rodney Campbell
Community Development Director
Lincoln Community Development Department
640 Fifth Street
Lincoln CA 95648

Re: Notice of Preparation for the 2050 Draft Lincoln General Plan Update

Dear Mr. Campbell:

Sutter County thanks you for the opportunity to review and comment on the Notice of Preparation for the 2050 Draft Lincoln General Plan Update project.

Sutter County requests the City of Lincoln include as part of its analysis what the down stream impacts of build-out of the sphere of influence will have upon our County and what mitigation measures will be proposed to limit post development flows to pre-development levels.

As you are aware, Sutter County will not accept unmitigated drainage impacts from other jurisdictions resulting from development. This issue remains of paramount concern to us.

Please provide our office with all future notices regarding this project.

Sincerely,

Doug Libby, AICP
Senior Planner

DL:dh

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STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



November 15 2005

Rodney Campbell
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

Sent Via Fax: 916-645-3552
of Pages: 2

RE: General Plan Update, Placer County

Dear Mr. Campbell:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested General Plan boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include: county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

**California Tribal Consultation List
City of Lincoln
November 15, 2005**

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle , CA 95682 Maidu
shingle_springs_rancheria@ho
(530) 676-8010

United Auburn Indian Community of the Auburn
Jessica Tavares, Chairperson
575 Menlo Drive, Suite 2 Maidu
Rocklin , CA 95765 Miwok
916 663-3720

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

Distribution of this list does not relieve any person of 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 applicable only for consultation with Native American tribes under Government Code Section 65352.3.

State of California—Health and Human Services Agency
Department of Health Services



California
Department of
Health Services

SANDRA SHEWRY
Director



ARNOLD SCHWARZENEGGER
Governor

November 18, 2005

City of Lincoln
Attn: Clif Carstens
640 Fifth Street
Lincoln, CA 95648

RE: 2050 General Plan update Project, SCH #2005112003

Dear Mr. Carstens,


The California Department of Health Services (DHS) Environmental Review Unit is in receipt of the Notice of Preparation (NOP) for the above project. As a “responsible agency” pursuant to the California Environmental Quality Act (CEQA), we appreciate the opportunity to comment. The proposed project represents a comprehensive update to the City’s existing 1988 Lincoln General Plan and includes amending the City’s existing Sphere of Influence as well as designating land uses in the expanded Sphere of Influence.

One element of the General Plan update will examine existing and future water supplies as well as capacities and water facilities supplied by Nevada Irrigation District (NID) and the Placer County Water Agency (PCA). Understandably, the City will not have the ability to identify the exact location of all future facilities needed to provide drinking water into the year 2050.

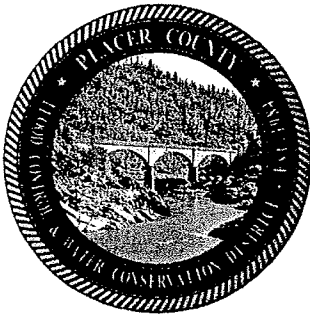
Please be aware when any new water well is drilled or treatment plant added to serve new developments, a water supply permit amendment is required and shall be submitted to the Sacramento District Office. If the existing environmental documentation needed to provide information on the impacts of these new facilities is lacking in detail for proper evaluation of the new source or treatment, an additional document must be submitted as part of the application and circulated through the State Clearinghouse.

Please contact the office at (916) 449-5600 for further information.

Sincerely,


Veronica L. Malloy
DHS – Environmental Review Unit

Cc: Terry Macauley, Sacramento District Engineer
State Clearinghouse



PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Tim Hackworth, Executive Director
Brian Keating, District Engineer
Andrew Darrow, Development Coordinator

November 28, 2005

Rodney Campbell, Director
Community Development Department
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

RE: Proposed 2050 Draft Lincoln General Plan Update / Notice of Preparation of a Draft EIR

Dear Rodney:

We have reviewed the Notice of Preparation for the general plan update Draft EIR and have the following comments.

1. The proposed general plan update has the potential to create the following impacts:
 - a.) Higher peak flow rates at downstream locations.
 - b.) Increases in runoff volumes.
 - c.) Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
 - d.) The alteration of floodplain boundaries.
2. 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 general plan update, and must propose mitigation measures where appropriate.

The District requests the opportunity to review all further environmental documentation for the subject project. Please call me at (530) 889-7541 if you have any questions regarding these comments.

A handwritten signature in black ink, appearing to read "Andrew Darrow", is written over a horizontal line.

Andrew Darrow, P.E.
Development Coordinator

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Placer County Water Agency

Business Center: 144 Ferguson Rd. • Mail: P.O. Box 6570 • Auburn, California 95604-6570
(530) 823-4850 800-464-0030 www.pcwa.net



A Public Agency

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November 29, 2005
File No. WA/Lincoln

Rod Campbell, Community Development Director
City of Lincoln
Community Development Department
640 5th Street
Lincoln, CA 95648

SUBJECT: Notice of Preparation of an Environmental Impact Report for the
Proposed 2050 Draft Lincoln General Plan Update

Dear Mr. Campbell,

Thank you for the opportunity to review and comment on the Notice of Preparation prepared for the Proposed 2050 Draft Lincoln General Plan Update. Placer County Water Agency (PCWA) has reviewed the information and has the following comments.

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.

The City of Lincoln is included in PCWA's Draft Integrated Water Resources Plan (October 2005) 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 use of recycled water for irrigation of parks, open space, and landscape medians for new development.

PCWA also encourages the City to become a partner in the Groundwater Management Plan Update for Western Placer County that is currently being prepared because the groundwater that will be used originates in an aquifer that extends well beyond the City's boundaries.

PCWA appreciates the opportunity to comment. If you have any questions please call me at (530) 823-4886.

Sincerely,

Heather Trejo
Environmental Specialist

HT:ly

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DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

*Flex your power!
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November 29, 2005

Mr. Clif Carstens
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

Dear Mr. Carstens:

Re: City of Lincoln's Notice of Preparation of a Draft Environmental Impact Report for the 2050 General Plan Update; SCH# 2005112003

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for an update to the City of Lincoln General Plan. Lincoln Regional Airport is located within the existing City Limits boundary.

In accordance with Public Utilities Code (PUC) Section 21676, local General Plans and any amendments must be consistent with the adopted airport land use compatibility plans developed by the Placer County Airport Land Use Commission (ALUC). An ALUC consistency review is required. This requirement is necessary to ensure that general plan policies and recommendations for noise impact assessment and land use densities are appropriate, given the nature of airport operations.

General plans and elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a General Plan and the ALUC criteria must be eliminated. A General Plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the General Plan. There are a number of ways for a city or county to address the airport consistency issue, including:

- Incorporating airport compatibility policies into the update
- Adopting an airport combining zoning ordinance
- Adopting an 'Airport Element' into the General Plan
- Adopting the Airport Compatibility Plan as a 'stand alone' document or as a specific plan

The General Plan must acknowledge that until ALUC compatibility criteria are incorporated into the General Plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the General Plan at a minimum for it to be considered consistent with the airport compatibility land use plan.

For future reference, please note that California Public Utilities Code (PUC) 21676 et seq., requires that Caltrans review and comment on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to their overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the city is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The proposal should also be coordinated with airport staff to ensure its compatibility with future as well as existing airport operations.

In accordance with CEQA, Public Resources Code 21096, the Caltrans Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php> and provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B.

With respect to noise concerns, Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. For a further discussion of how to establish an appropriate noise level for a particular community, please refer to Chapter 7 of the Department's Airport Land Use Planning Handbook, available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>.

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for good land use compatibility planning for new development

The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if situated within the runway approach corridors. General Plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance

with FAR Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. For further technical information, please refer to the FAA's web site at <http://www1.faa.gov/ats/ata/ATA400/oeaaa.html>.

Education Code, Section 17215 requires a school site investigation by the Division prior to acquisition of land for a proposed school site located within two miles of an airport runway. The Division's recommendations are submitted to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport.

Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (<http://www.leginfo.ca.gov/calaw.html>) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33) entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" address these issues. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html. For additional information concerning wildlife damage management, you may wish to contact the United States Department of Agriculture, Wildlife Services, at (916) 979-2675.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division and available at <http://www.dot.ca.gov/hq/planning/aeronaut/>. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

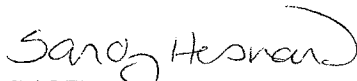
The protection of airports from incompatible land use encroachment is vital to California's economic future. Lincoln Regional Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

Mr. Clif Carstens
November 29, 2005
Page 4

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Placer County ALUC, Lincoln Regional Airport



11464 B Avenue, Auburn, CA 95603 • (530) 889-7130 • Fax (530) 889-7107

Thomas J. Christofk, Air Pollution Control Officer

November 29, 2005

Rod Campbell, Community Development Director
City of Lincoln
Community Development Department
640 Fifth Street
Lincoln, CA 95648

Subject: Notice of Preparation for the Lincoln General Plan EIR

Dear Mr. Campbell:

Thank you for submitting the above referenced document to the Placer County Air Pollution Control District (District) for review. As you are aware, Placer County and therefore the City of Lincoln is located in the Sacramento Valley Air Basin, which is a non-attainment area for federal and State health based ambient air quality standards for ozone and the federal standard for PM 10.

The proposed City of Lincoln 2050 Draft General Plan Update is expected to result in significant short-term and long-term air quality impacts and contribute substantially to significant cumulative air quality impacts occurring within Placer County and the City of Lincoln. In respect to this comment, the District would highly recommend to the City of Lincoln that they include an Air Quality Element in the General Plan (reference Government Code 65303). In addition, the City should take into consideration the California Air Resources Board's recommendations on citing new sensitive land uses (Air Quality and Land Use Handbook: A Community Health Perspective dated April 2005) when finalizing the 2050 General Plan Update.

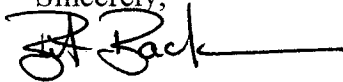
The air quality analysis of the EIR should provide the following information.

1. The Background/Setting section should describe the current State and federal ambient air quality standards; the current air quality designations for criteria pollutants in relation to State and federal health based ambient air quality standards; the new State and federal ambient air quality standards for ozone and particulate matter; the health effects associated with criteria pollutants and the implications to the Sacramento Federal Non-Attainment area if federal ozone standards are not attained by 2013.
2. An estimate of daily emissions associated with the proposed project and the alternatives to the project would be expected. This analysis should include a reasonable worst-case analysis and the default values in the Urbemis2002 program should not be changed without providing justification within the analysis. District staff is available to discuss the appropriate input variables for the Urbemis2002 program for construction and operational emission estimates.

3. Carbon Monoxide concentrations should be estimated for any intersections that the traffic study indicates would drop to a level of service "D" or lower as a result of this project alone or cumulatively.
4. A qualitative analysis of the potential air toxic impacts from locating sensitive receptors in close proximity to major stationary sources, freeway and high-traffic roadways, rail yards, dry cleaners using perchloroethylene, and gasoline dispensing facilities, should be provided.
5. The Draft EIR should include sufficient on-site and off-site mitigation strategies to reduce this project's air quality impacts below at the current District's Significance Thresholds of 82 pounds per day for nitrogen oxide, reactive organic gas and particulate matter emissions and 550 pounds per day for carbon monoxide emissions. The project's contribution to cumulative air quality impacts should be offset to the extent feasible.

District staff is available to attend any pre-development or public meetings this project. If you have any questions or concerns, please call me at (530)-889-7131.

Sincerely,

A handwritten signature in black ink, appearing to read "Brent Backus", with a long horizontal line extending to the right.

Brent Backus
Associate Planner

cc: Yu-Shuo Change, Senior Planner



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

Sacramento Valley - Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/358-2900



November 30, 2005

Mr. Rod Campbell
City of Lincoln
640 5th Street
Lincoln, CA 95648

Dear Mr. Campbell:

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Proposed 2050 Draft Lincoln General Plan Update (SCH# 2005112003). The proposed project is designed to accommodate a population of about 145,500 persons on about 35,500 acres and requires amendments to both the existing Sphere of Influence and designation of land uses within the expanded Sphere of Influence. The current City of Lincoln Sphere of Influence includes about 21,600 acres and can accommodate a population of about 90,000 persons. The plan area is located in the City of Lincoln, Placer County.

Significant natural resources of the plan area include wetlands, vernal pools, grasslands, riparian habitats, aquatic and riparian dependent wildlife resources associated with several stream systems including Coon Creek and Auburn Ravine Creek, as well as the potential for associated listed and sensitive wildlife species. Over 30% of the remaining vernal pool grasslands within Placer County are within the Plan area boundaries. The plan area also provides significant habitat for winter migrant water oriented birds of the Pacific Flyway and winter migrant raptors. We believe that the degree to which this planning effort and other proposed or considered plans or projects in western Placer County would impact vernal pool/grassland habitats, riparian, and stream resources, (and the degree to which the project would contribute to habitat fragmentation and effect animal movement for sensitive species as well as the broad array of wildlife that may occur on or near the project site) is a fundamental issue of this proposal.

The DFG is providing comments in response to the NOP under CEQA as both a responsible and trustee agency. As trustee for the State's fish and wildlife resources, the DFG has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of such species. In that capacity, the DFG administers the California Endangered Species Act (CESA), the Native Plant Protection Act (NPPA), and other provisions of the

California Fish and Game Code that affords protection to the State's fish and wildlife trust resources. The DFG recommends that the DEIR include discussion and evaluation of the following:

1. Analyze and discuss all reasonably foreseeable direct and indirect project-related impacts on biological resources due to project implementation. The analysis should focus in particular, on the presence of and potential for state and federal listed species and species of concern and their habitats. It should provide a thorough evaluation of direct, indirect, and cumulative project impacts to these resources. This analysis should include discussion of adjacent habitats outside of the plan area that support or could support listed species or species of concern and that may be impacted as a result of plan implementation or implementation of other proposed or potential projects in west Placer County.
2. Identify and discuss potentially feasible mitigation measures to address all reasonably foreseeable impacts on biological resources. This must include identification of mitigation measures that minimize and fully mitigate all impacts to state and federally listed species and species of concern. Analysis should include discussion of the ability to conserve natural resources within the Plan area through project design and take avoidance measures and offsite mitigation obtained through acquisition of existing natural resources.
3. Identification of any offsite infrastructure improvements, such as roads or flood control facilities associated with plan implementation and evaluation of potential project impacts due to these activities. Subsequently, the DEIR should identify and analyze potentially feasible mitigation measures that avoid or substantially lessen, and minimize and fully mitigate, all reasonably foreseeable direct and indirect impacts to biological resources.
4. Evaluation of the plan's contribution to habitat fragmentation and population isolation of plant and animal populations including but not limited to listed species and species of concern. Include identification of potentially feasible mitigation measures that will avoid or substantially lessen these impacts.
5. Evaluate the consistency of the proposed plan with the ongoing conservation planning efforts in Placer County pursuant to Natural Community Conservation Planning and Habitat Conservation Planning. This analysis should specifically address the scientifically supportable

basis for the proposed action and all alternative development scenarios as subsequently suggested using sound principles of conservation biology. Describe measures that will assure that any specific project is consistent with a long term conservation strategy for Placer County.

6. The NOP inadequately portrays potential uses within each of the land use designations as delineated within the proposed Draft Land Use Diagram. Specifically, the large areas within the Village designations leave the issue of conservation for important and critical vernal pool grassland ecosystems in doubt. The DFG believes that this pattern of urbanization within the plan area is potentially inconsistent with basic tenets of conservation and, as such, poses significant obstacles for long term conservation within west Placer County. We suggest the development of alternative development/design scenarios for the proposed project that will achieve most of the project objectives, and which will avoid or substantially lessen the project-related impacts on biological resources. The development of a biological resources constraints map, incorporating the knowledge obtained through the ongoing conservation planning effort within Placer County, should be the basis for further refinement of appropriate land uses within the plan area. The DFG believes such a potentially feasible alternative exists with respect to reduced impacts on biological resources generally and, in the alternative, at a minimum, that such potentially feasible alternative exists with respect to listed species and species of special concern. Accordingly, the DFG believes that such alternatives should comprise part of the reasonable range of alternatives addressed in the DEIR.

7. Specifically develop an alternative design that both reduces overall project extent and shifts development outside of areas supporting existing vernal pool grasslands. Additionally, as a means of mitigating impacts to water quality as part of this modified project design, setbacks along all major stream systems should be increased to 300 feet and concepts of low impact development should be incorporated into General Plan policies to be subsequently included as an ordinance. These modifications will reduce project impacts due to fragmentation, conserve existing high value natural resources, likely be consistent with a potential Placer County conservation strategy, buffer stream environments, and be scientifically defensible. We believe that this alternative is potentially feasible in that it may well achieve a majority of the project objectives and reduce potentially significant impacts on biological resources. Such an alternative

Mr. Campbell
November 30, 2005
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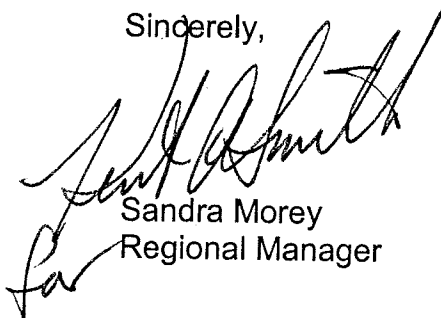
should also be considered as part of the reasonable range of alternatives considered in the DEIR. Alternative 5 as proposed within this NOP may be the basis for the development of such an alternative.

8. Specifically describe all proposed uses and management strategies and activities associated with all proposed non-urbanized land. Discuss the feasibility of continuing management activities such as controlled burning or regulated livestock grazing as a means to manage and retain full ecological values through time of any open space areas.

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Thank you for the opportunity to review this project. If we can be of further assistance, please contact Mr. Jeff Finn, Environmental Scientist, at (530) 477-0308 or Mr. Kent Smith, Acting Assistant Regional Manager at (916) 358-2883.

Sincerely,



Sandra Morey
Regional Manager

cc: Mr. Kent Smith
Mr. Jeff Finn
Department of Fish and Game
Sacramento Valley-Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, California 95670

Ms. Lori Rinek
Mr. Eric Tattersall
Mr. Ken Sanchez
U. S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

Mr. Campbell
November 30, 2005
Page 5

Mr. Tim Vendlinski
Mr. Erin Forsman
Wetlands Regulatory Office (WTR-8)
EPA Pacific Southwest Region
75 Hawthorne Street
San Francisco, CA 94105

Mr. Tom Cavanaugh, Project Manager
U.S. Army Corps of Engineers, Sacramento District
Sacramento Valley Office
1325 J Street, Room 1480
Sacramento, CA 95814-2922

Mr. John Baker
National Marine Fisheries Service
650 Capitol Mall, Suite 8-300
Sacramento, California 95814

Ms. Loren Clark
Assistant Planning Director
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

State of California
Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

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DIANE FALES, SECRETARY/ MANAGER

BOARD OF TRUSTEES
RECLAMATION DISTRICT No. 1001
1959 CORNELIUS AVENUE
RIO OSO, CALIFORNIA 95674
530 656-2318 or 530 633-2586
FAX 530 656-2165

December 1, 2005

Mr. Rodney Campbell, Director
City of Lincoln
640 Fifth Street
Lincoln, CA 95643

RE: Notice of Preparation – Environmental Impact Report Proposed 2050 Draft Lincoln
General Plan Update

Dear Mr. Campbell:

After reviewing the above referenced document, this District has several concerns. It is unclear as to how increased storm water runoff will be addressed. The following is a list of those concerns for your consideration:

1. Potential for inundation and/or increased inundation of lands west of the project due to a major increase in impervious surfaces.
2. Potential for inundation of major north/south roadways located within the eastern part of Sutter County. Potential for inundation of major east/west roadways located in Western Placer County and Eastern Sutter County. Increase storm water flows from project may increase inundation for extended periods of time.
3. Said project is located within three (3) watershed areas, Coon Creek, Markum Ravine and Auburn Ravine. Potential effect of increased and accelerated storm water flow and volume from proposed project into above named streams and the accumulated effect at their discharge points.
4. An unknown factor that should be addressed is the volume and peak flows of storm water runoff into the watersheds of Coon Creek, Markum Ravine and Auburn Ravine and effect on the current high flow capacity.

5. During peak storm water flows of watershed area with increased storm water flows from project may increase the potential of inundation of hundreds of acres of land, homes and small communities within the downstream outfall area of said watershed groups.
6. Proposed project may have a dramatic increase in cost to Reclamation District 1001 to protect District's Flood Control Structures and dispose of storm waters ponding along the Union (Western) Pacific Railroad Embankment and East Side Canal Flood Control System

The agreement which was negotiated between County of Sutter and the City of Lincoln does not address any impacts of development and/or storm water discharges on Reclamation District 1001.

Thank you for the opportunity to address the concerns regarding the Proposed 2050 Draft Lincoln General Plan Update.

Yours truly,



Diane Fales
Secretary/Manager

cc: Mary Keller, County of Sutter
Water Resources Director

df

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE

Venture Oaks -MS 15

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 274-0614

FAX (916) 274-0648

TTY (530) 741-4509

*Flex your power!
Be energy efficient!*

December 2, 2005

05PLA0089

SCH# 2005112003

Notice of Preparation

2050 City of Lincoln General Plan Update

Mr. Rodney Campbell
City of Lincoln
Community Planning Department
640 5th Street
Lincoln, CA 95648

Dear Mr. Campbell:

Thank you for the opportunity to comment on the 2050 City of Lincoln General Plan Update. Our comments are as follows:

- The 2050 General Plan update projects the population to more than double based on 1988 General Plan population data. The population increase will significantly impact State Routes (SR) 65 and 193.
- The Lincoln Bypass was originally designed based on the 1988 General Plan population data, and will not be able to accommodate the proposed population growth. The Environmental Impact Report should analyze the potential impacts to the Lincoln Bypass, identify the needed improvements to accommodate future population growth, and include mitigation fees required in the City of Lincoln's Capital Improvement Plan.
- Page 6: The SR 65 Lincoln Bypass Corridor is listed as one of the primary guiding principles of the proposed project. It should be noted that the primary purpose of the Corridor is for regional traffic, not for local traffic. Local parallel roads should be planned, and any planned commercial development along the corridor should be built within proper distances from ramp intersections to improve ramp intersection operations and safety.
- Attachment D-Draft Land Use Diagram: No regional commercial development is indicated on the diagram, even though regional commercial development is listed in the legend as a land use designation. Regionally significant commercial development such as Home Depot, Lowe's, or "Big Box" retail should be identified on this diagram.

Mr. Rodney Campbell

December 2, 2005

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- The location of future interchanges should be consistent with the approved Freeway Agreement(s).
- The City of Lincoln should consider including a local parallel road to SR 65 to reduce local freeway trips. It is recommended the parallel road be located to the south and west of the proposed Lincoln Bypass from Nelson Road to Athens Avenue. Also, an undercrossing or overcrossing between Nelson Road and Ferrari Ranch Road should be considered to reduce local traffic through the interchange and on SR 65. These facility improvements will provide safe alternatives for pedestrians and bicycle traffic.
- The City of Lincoln should consider corridor aesthetics along State Routes (SR) 65 and 193. Presently, the Caltrans District 3 Landscape Architecture Office is working with the City of Lincoln and their consultants on corridor aesthetics for the SR 65 bypass project. This concept can be further defined and applied to SR 193 also.
- The Landscape Architecture Office is available to assist the City of Lincoln with corridor aesthetics. Please contact Kenneth Murray, Senior Landscape Architect, at (916) 274-6138.

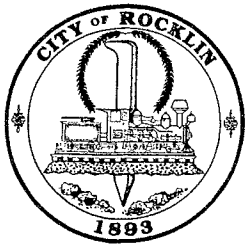
If you have any questions, please contact Bob Justice at (916) 274-0616.

Sincerely,



KATHERINE EASTHAM, Chief
Office of Transportation Planning – Southwest and East

c: State Clearinghouse



City of Rocklin

3970 Rocklin Road
Rocklin, CA 95677-2720
916-625-5000
TDD 916-632-4187
www.ci.rocklin.ca.us

December 2, 2005

Rod Campbell
Community Development Director
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

RE: Proposed 2050 Draft Lincoln General Plan Update NOP

Dear Rod:

The Rocklin Community Development Department has reviewed the Notice of Preparation for the proposed 2050 Draft Lincoln General Plan Update being proposed in the City of Lincoln and in Placer County.

The City of Rocklin submits the following comments regarding land uses proposed near the WRS Landfill, traffic concerns and utilities and public services concerns:

1. The planning area and proposed sphere of influence are located in close proximity to the WRS Landfill, an area that the City of Rocklin has previously gone on record objecting to urbanization within one-mile of the WRS Landfill. It appears that the land uses that are proposed to be within one mile of the landfill include open space (OS), business and professional (BP), and unknown land uses within Special Use District C (SUD-C). The City believes that some of these land uses are sensitive to the operational functions of a landfill and could be sources of complaints in the future.

As the City of Lincoln is aware, the WRS Landfill, including its expansion area, is an integral facility to the area serving Rocklin and the rest of the region and, as such, needs to be protected from land uses that could jeopardize its existence and its cost efficient operating procedures. The closeness of the Special Use District C and some of the uses allowed in the business professional areas would increase the potential negative impact on the WRS Landfill. The issue of compatibility needs to be adequately addressed for the proposed land uses that are more sensitive to the landfill than the current County land use designations of industrial and agricultural. In addition, the loss of agricultural lands and potential cancellation of Williamson Act contracts should be addressed. In addition, as noted in the NOP, there should

be an analysis of the project's potential impacts related to an increased demand for landfill capacity.

2. Traffic from the project area needs to be analyzed as to its impacts on Highway 65 and on Rocklin streets including Whitney Boulevard and Sunset Boulevard. Although, in a circuitous manner, Whitney Boulevard will eventually connect to Sierra College Boulevard via Park Drive and Clover Valley Parkway in Rocklin. The City of Rocklin is concerned that the project could have traffic impacts beyond the proposed boundaries of the City of Lincoln, and requests that the scope of the traffic study be expanded to include potentially affected City of Rocklin intersections and roadway segments. The scope of the traffic study should be based on a screening analysis to help determine the extent of the study area.
3. The Placer County Water Agency (PCWA) has claimed that it only has water supply to serve land uses currently identified on the jurisdictions' general plans. This project involves changes to the existing land use that could significantly impact PCWA's ability to serve Rocklin and the surrounding area that are currently identified and planned for urbanization. A thorough analysis of available water supply to serve the project needs to be provided in the environmental analysis. Should expansion or improvements to existing water supply facilities be required, the environmental impacts of such must also be included in the project's environmental analysis.
4. Similar to water supply issues, wastewater treatment capacities are based on land uses currently identified on the jurisdictions' general plans. The NOP did not note as to how/where wastewater is treated for Lincoln (i.e., is the service provided by a regional entity like South Placer Municipal Utility District, or does Lincoln have its own treatment facilities?). If in fact wastewater is treated by a regional entity, then the concern becomes that this project involves changes to the existing land uses that could significantly impact the ability of wastewater treatment providers to serve Rocklin and the surrounding area that are currently identified and planned for urbanization. Regardless of how/where the service is provided, a thorough analysis of available wastewater treatment capacity to serve the project needs to be provided in the environmental analysis. Should expansion or improvements to existing wastewater treatment facilities be required, the environmental impacts of such must also be included in the project's environmental analysis.
5. Should project development require additional improvements to stormwater reduction, conveyance, treatment and retention infrastructure at off-site

locations, the environmental impacts of such must be included in the project's environmental analysis.

6. The NOP notes that the Draft EIR will include an analysis of existing public service levels and the ability of public services to meet the demands of the proposed project. The City requests that the provision of fire and police services, as they are related to the provision of mutual aid with adjacent jurisdictions, is included in the analysis.

Please keep the City of Rocklin informed as to the processing of the 2050 Draft Lincoln General Plan Update. You can contact me at (916) 625-5100 if you have any questions or need information to assist in the review of the project.

Sincerely,



Terry A. Richardson
Community Development Director

TAR: ls

cc: Rocklin City Council Members
Carlos Urrutia, Rocklin City Manager.

12-02-05

Rod Campbell,
Director of Community Development
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

Re: Proposed 2050 Draft Lincoln General Plan Update – Draft EIR

Dear Rod:

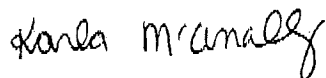
Thank you for the opportunity to suggest additional considerations that should be addressed in the Draft EIR for the above noted project. After attending several of the public workshops I wish to reiterate the importance of land use policies that are compatible with adjacent jurisdictions.

While it is easy to recognize the importance of planning for an ever-increasing population base within the City limits, a less tangible (yet equally important) need exists for the careful review of the environmental impacts caused to adjacent farm and rural areas. Currently, the City has no formal planning policy requiring buffering or transitional land use zoning to be compatible with land use zoning of neighboring jurisdictions. This lack of policy has the potential to cause numerous environmental impacts.

I respectfully request that the Draft EIR address this potentially serious impact very specifically and in depth.

Again, I appreciate all of the opportunities for public comment made possible by you and your staff on this important project.

Sincerely,



Karla McAnally
1550 Hungry Hollow Road
Lincoln, CA 95648
(916) 645-2873

cc: Robert Weygandt, Placer County Board of Supervisors
Christine Turner, Placer County Agriculture Commissioner



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

December 5, 2005

Mr. Clif Carstens
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

Subject: 2050 General Plan Update Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) - SCH# 2005112003, City of Lincoln, Placer County

Dear Mr. Carstens:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the NOP for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Project Description

The project is a proposed update to the City of Lincoln's (City) existing 1988 General Plan. The City is located approximately 25 miles northeast of Sacramento between Roseville and Marysville on State Route 65 in Placer County. The update includes expansion of the City's Sphere of Influence from 21,600 acres to 35,500 acres. The proposed Planning Area contains approximately 6,990 acres of important farmland (3,220 acres of Prime Farmland, 830 acres of Farmland of Statewide Importance and 2,940 acres of Unique Farmland). Some of the farmland is enforceably restricted by Williamson Act contracts. According to Table 2, 4,480 acres currently designated for agricultural use will be converted to non-agricultural use.

Agricultural Setting of the Project

The DEIR should describe the project setting in terms of the actual and potential agricultural productivity of the land. The Division's Important Farmland Map (IFM) for

Placer County should be utilized to identify agricultural land within the project site and in the surrounding area that may be impacted. Acreages for each land use designation should be identified for both areas. Likewise, the County's Williamson Act Map should be utilized to identify potentially impacted contract, Farmland Security Zone (FSZ) and agricultural preserve land by acreage and whether it is prime or nonprime agricultural land according to definition in Government Code §51201(c). Maps of the Important Farmland and Williamson Act land should be included in the DEIR.

In addition, we recommend including the following items of information to characterize the agricultural land resource setting of the project.

- Current and past agricultural use of the project area. Include data on the types of crops grown, crop yields and farm gate sales values.
- To help describe the full agricultural resource value of the soils of the site, we recommend the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies. State and Federal agencies such as the UC Cooperative Extension Service and USDA are sources of economic multipliers.

Project Impacts on Agricultural Land

The Department recommends that the following be included in the DEIR in the analysis of project impacts.

- Type, amount, and location of farmland lost to project implementation. The conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance is considered a potentially significant adverse impact.
- A discussion of conflicts with Williamson Act contracts, including termination in order to accommodate the project. The DEIR should also discuss the impacts that conflicts or termination would have on nearby properties under contract; i.e., growth-inducing impacts from the perspective that the removal of contract protection removes a barrier to development and results in an incentive to shift to a more intensive land use such as urban development. The termination of a Williamson Act contract is considered a potentially significant adverse impact.
- Indirect impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, population, traffic, water availability, etc.
- Growth-inducing impacts, including whether leapfrog development is involved.
- Incremental project impacts leading to cumulatively considerable impacts on agricultural land. These impacts would include impacts from the proposed project as well as impacts from past, current and probable future projects. The Division's farmland conversion tables may provide useful historical data.

- Impacts on agricultural resources may also be quantified and qualified by use of established thresholds of significance (CEQA Guidelines §15064.7). The Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is recommended by CEQA and is available from the Division at the contact listed below.

Williamson Act Lands

The Department recommends that the following information be included in the DEIR regarding Williamson Act land impacted by the project.

As a general rule, land can be withdrawn from Williamson Act contract only through the nine-year nonrenewal process. Immediate termination via cancellation is reserved for "extraordinary", unforeseen situations (See Sierra Club v. City of Hayward (1981) 28 Cal.3d 840, 852-855)). Furthermore, it has been held that "cancellation is inconsistent with the purposes of the (Williamson) act if the objectives to be served by cancellation should have been predicted and served by nonrenewal at an earlier time, or if such objectives can be served by nonrenewal now" (Sierra Club v. City of Hayward).

- If cancellation is proposed, notification must be submitted to the Department when the County or City accepts the application as complete (Government Code §51284.1). The board or council must consider the Department's comments prior to approving a tentative cancellation. Required findings must be made by the Board or Council in order to approve tentative cancellation. Cancellation involving FSZ contracts include additional requirements. We recommend that the DEIR include discussion of how cancellations involved in this project would meet required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation. (The notice should be mailed to Bridgett Luther Thompson, Director, Department of Conservation, c/o Division of Land Resource Protection, 801 K Street MS 18-01, Sacramento, CA 95814-3528.)
- Pursuant to Government Code §51243, if a city annexes land under Williamson Act contract, the City must succeed to all rights, duties and powers of the County under the contract unless conditions in §51243.5 apply to give the city the option to not succeed to the contract. Although a city may have protested a contract and although LAFCO may have upheld the protest, conditions in §51243.5 may not have been met to give the City the option to not succeed to the contract. A LAFCO must notify the Department within 10 days of a city's proposal to annex land under contract (Government Code §56753.5). A LAFCO must not approve a change to a sphere of influence or annexation of contracted land to a city unless specified

conditions apply (Government Code §§51296.3, 56426, 56426.5, 56749 and 56856.5).

- Termination of a Williamson Act/FSZ contract by acquisition can only be accomplished by a public agency, having the power of eminent domain, for a public improvement. The Department must be notified in advance of any proposed public acquisition (Government Code §51290 - 51292), and specific findings must be made. The property must be acquired in accordance with eminent domain law by eminent domain or in lieu of eminent domain in order to void the contract (§51295). The public agency must consider the Department's comments prior to taking action on the acquisition. School districts are precluded from acquiring land under FSZ contract. We recommend discussion in the DEIR of whether such action is envisioned by this project and how the acquisition will meet the required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation to the address noted above.
- If any part of the site is to continue under contract, or remain within an agricultural preserve, after project completion, the DEIR should discuss the proposed uses for those lands. Uses of contracted and preserve land must meet compatibility standards identified in Government Code §51238 - 51238.3, 51296.7. Otherwise, contract termination (see above) must occur prior to the initiation of the land use, or the preserve must be disestablished.
- An agricultural preserve is a zone authorized by the Williamson Act, and established by the local government, to designate land qualified to be placed under contract. Preserves are also intended to create a setting for contract-protected lands that is conducive to continuing agricultural use. Therefore, the uses of agricultural preserve land must be restricted by zoning or other means so as not to be incompatible with the agricultural use of contracted land within the preserve (Government Code §51230). The DEIR should also discuss any proposed general plan designation or zoning within agricultural preserves affected by the project.

Mitigation Measures

The Department believes that the most effective approach to farmland conservation and impact mitigation is one that is integrated with general plan policies. Specific expectations for subsequent project mitigation will help ensure a consistent and effective mitigation strategy in reducing impacts to agricultural land and resources.

The Department encourages the use of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, we recommend that this ratio be increased. We highlight this measure because of its acceptance and use by lead agencies as mitigation under CEQA. It follows a rationale similar to that of wildlife habitat mitigation. The loss of agricultural land represents a permanent reduction in the State's agricultural

land resources. Agricultural conservation easements will protect a portion of those remaining resources and lessen project impacts in accordance with CEQA Guideline §15370.

Mitigation using agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area.

Other forms of mitigation may be appropriate for this project, including the following:

- Protecting farmland in the project area or elsewhere in the County through the use of less than permanent long-term restrictions on use such as 20-year Farmland Security Zone contracts (Government Code §51296 et seq.) or 10-year Williamson Act contracts (Government Code §51200 et seq.).
- Directing a mitigation fee to invest in supporting the commercial viability of the remaining agricultural land in the project area, County or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.
- The Department also has available listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number below.

Although the direct conversion of agricultural land and other agricultural impacts are often deemed to be unavoidable by an agency's CEQA analysis, mitigation measures must nevertheless be considered. The adoption of a Statement of Overriding Consideration does not absolve the agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline 15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact. For example, mitigation includes "*Minimizing impacts by limiting the degree or magnitude of the action and its implementation (§15370(b))*" or "*Compensating for the impact by replacing or providing substitute resources or environments (§15370(e))*."

Mr. Clif Carstens
December 5, 2005
Page 6 of 6

All measures ostensibly feasible should be included in the DEIR. Each measure should be discussed, as well as the reasoning for selection or rejection. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible on its face.

Finally, when presenting mitigation measures in the DEIR, it is important to note that mitigation should be specific, measurable actions that allow monitoring to ensure their implementation and evaluation of success. A mitigation consisting only of a statement of intention or an unspecified future action may not be adequate pursuant to CEQA.

Information about agricultural conservation easements, the Williamson Act and provisions noted above is available on the Department's website or by contacting the Division at the address and phone number listed below. The Department's website address is:

<http://www.conservation.ca.gov/dlrp/index.htm>

Thank you for the opportunity to comment on this NOP. The Department looks forward to receiving your response, including a copy of the DEIR. If you have questions on our comments or require technical assistance or information on agricultural land conservation, please contact Bob Blanford at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 327-2145.

Sincerely,



Dennis J. O'Bryant
Acting Assistant Director

cc: State Clearinghouse

Placer County Resource Conservation District
251 Auburn Ravine Road, Suite 107
Auburn, CA 95603

December 6, 2005

Rodney Campbell, CDD
Lincoln Community Development Department
CITY of LINCOLN
640 5th Street
Lincoln, CA 95648

Subject: ENVIRONMENTAL IMPACT REPORT – December 16, 2005 Written
Comments

Re: NOTICE OF PREPARATION of an ENVIRONMENTAL IMPACT REPORT for
the PROPOSED 2050 DRAFT LINCOLN GENERAL PLAN UPDATE

As a Village 3 landowner, we believe it is imperative that we voice our concerns,
comments, and **support** to the City for their consideration during the preparation of the
EIR.

In preparation of the EIR the following are written comments from a land owner in
Village 3. Village 3 takes in the major portion of land located North of West Wise Road
boarding East by Gladding Road and West by Highway 65 with the natural Northern
boundary being Coon Creek/Doty Ravine.

On November 15th a majority of the landowners in Village 3 met to discuss their
expectations regarding the development of their land. The general consensus from all the
landowners in attendance (13 of 17) that they were in favor of being included in the
Sphere of Influence (SOI) and eventually being annexed into the City of Lincoln. The
landowners that were not in attendance may be in agreement as well but without their
participation and comments and in the interest of time (December 2^{nd/16th}), they may not
be included here:

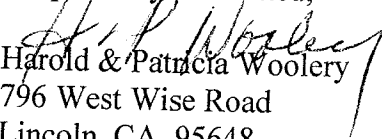
Some of the reasons given and comments were:

1. We strongly **support** the City of Lincoln's "Proposed Project"; that all land in
Village 3 is included in the General Plan Update SOI.
2. We strongly **oppose** any alternative that places the SOI Line South of Wise
Road. West Wise Road is **not** a natural boundary. If the SOI were to be drawn at
Wise Road the landowners would be sandwiched in between the City and Teichert
Land Company, losing the quality of life that has already been negatively
impacted by growth. Farming and ranching cannot co-exist with all the public
services, (schools, police, fire), and the city amenities that come with homes such
as; golf courses, and recreational parks that will be developed on the South side of
Wise Road.

3. West Wise Road will widen and expand as the population grows. Landowners living on West Wise have already seen a marked increase in traffic. Wise Road has already become a undesirable location for quite country living as it once was a short five years ago.
4. Coon Creek (Doty Ravine) is a natural boundary. Teichert Land Company owns most/if not all the land North along and beyond Coon Creek. The Coon Creek Conservancy promotes and is planning an educational center with nature trails. Their vision is to preserve and protect natural habitat along and beyond the creek. This Line would buffer County from City and maintain the quality of life for both City and County/country in what we now call agricultural easements.
5. As you may know, the Beef industry and environmental groups don't agree on everything. However, the view that the value of livestock to thwart urban sprawl on some grazing lands, they've found common ground. Recent studies declare that cattle grazing can be beneficial for wetlands called vernal pools. In Village 3 we have "conservation easements" and "land trust acreage", that could nicely address Mandated Element objectives.
6. "Niche" farming as we now know farming to be South Placer is not what ranchers/farmers perceive their future to be. It is rewarding for some and a way to utilize 5 or 10 acres; but it is definitely not a viable way of making a living
7. The current population growth, not to mention the projected growth, has already affected the ranching/farming industry in Placer County. Saving a few acres is too little, too late. For the most part, cattle are already gone and they are not coming back. As well, the older generation has not only seen, but have been directly affected by other agricultural industries here in South Placer being eliminated (orchards, poultry and dairy) due to more efficient, cost-effective methods of production. This is the price we all pay for progress. Today, as you, the City of Lincoln work hard to prepare for the projected growth; we in Village 3 affirm that the best use for the strip of land in Village 3 that lies between West Wise and Coon Creek (Doty Ravine) are homes and public services.

The landowners are in agreement and understand that working together will benefit everyone. Enclosed are some of the "petitioned signatures" that have already been returned. In the interest of time we are submitting the comments over our signature and will forward the remaining "petitioned signatures" as they are received

Respectfully Submitted,


Harold & Patricia Woolery
796 West Wise Road
Lincoln, CA 95648
(916) 645-2769

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Respectfully Submitted,

Landowners Signature

Darrell Henson

Margaret Henson

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Respectfully Submitted:

Landowners Signature

Stan Holley

Stan & Bonnie Holley

3325 Gladding Rd

Lincoln, CA

Mailing Address - 3775 Clover Valley Rd.
Rocklin, CA 95677

12/9/05 Pat-

Sorry for the delay, we were out of
Town.

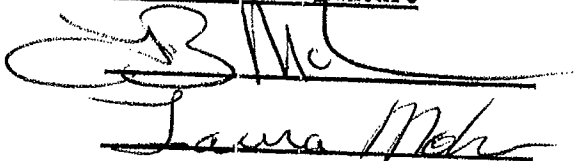
Stan

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The landowners are in agreement and understand that working together will benefit everyone.

Respectfully Submitted,

Landowners Signature



The image shows two handwritten signatures in black ink. The first signature is a stylized cursive name, possibly 'B. Mc...'. The second signature is 'Laura Mc...'. Both signatures are written over a horizontal line that spans the width of the signature area.

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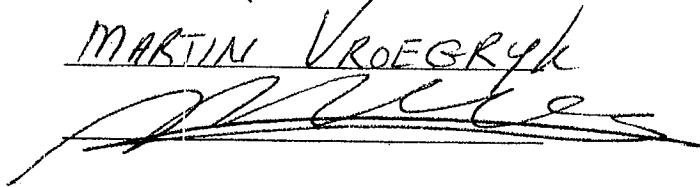
Douglas M. Heene
Shelby Heene

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Respectfully Submitted:

Landowners Signature

MARTIN VROEGRYK


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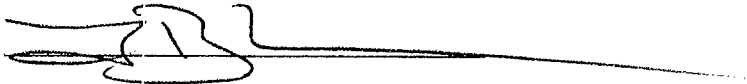
Coon Creek Cattle Company by *Tim Wilson*

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Respectfully Submitted:

Landowners Signature



From: Dana C Wyingner
To: planning@ci.lincoln.ca.us; Rodney Campbell
Date: 12/8/2005 8:43:15 AM
Subject: Notice of Preparation, Proposed 2050 Draft Lincoln General Plan Update

To: Rodney Campbell, Community Development Director
City of Lincoln

Mr. Campbell-

Placer County Environmental Health Services is in receipt of the subject Notice of Preparation. The 2050 Draft General Plan Update proposes a change to the City's Sphere of Influence, from the current General Plan's 21,600 acres and 87,600 population to 35,500 acres and 131,500 population. We offer the following comments:

Distribution List

We recommend specifically adding the following state agencies to receive the Draft Environmental Impact Report (in addition to the State Clearinghouse standard distribution):

Central Valley Region-Regional Water Quality Control Board (for stormwater and groundwater remediation oversight)
California Department of Health Services (for large public water system permitting, and other issues)
California Department of Toxic Substances Control (for past uses site assessment oversight)
Department of Water Resources (if major consumptive use of groundwater is a component of the project)

Agricultural Resources & Hazards and Hazardous Materials

The Agricultural Resources section generally notes that impacts associated with the conversion of farmland to non-agricultural uses will be analyzed. Past agricultural or other commercial uses of property can result in long-term persistent soil or groundwater contamination. Please include a general analysis of possible environmental and health risks from persistent contaminants in the Draft EIR.

Public Services

Please note that the Placer County Health Department provides Environmental Health, medical, and other services to the project area. An analysis of Health Department and other Placer County Services should be included in the Draft EIR. Please consult with the Placer County Planning Department on County Service Level standards and discussions, currently underway.

Please contact this office if you have any questions. Sincerely,

Dana Wyingner
Land Use Technical Specialist
Placer County Environmental Health Div.
11454 B Avenue, Auburn, CA 95603
(530) 745-2366
(530) 745-2300 main #
(530) 745-2370 fax
dcwiyin@placer.ca.gov

>>> Lori Lawrence 11/17/05 05:07PM >>>

FYI - Please be advised that this office received a Public Notice from the City of Lincoln advertising that the Notice of Preparation of a Draft EIR for the Proposed 2050 Draft Lincoln General Plan Update is available for review on their website at www.westplanning.com/docs/lincoln.

Written comments are due to the City by December 2, 2005. I will contact the City for copies and forward

to you when received.

If you have any questions, please contact this office.

Lori Lawrence
Placer County Community Development/Resource Agency
Environmental Coordination Services
11414 B Avenue
Auburn CA 95603
(530) 886-3000
ljlawren@placer.ca.gov

CC: Brad Banner; Charlene Daniels; Lori Lawrence

MEMORANDUM

COMMUNITY DEVELOPMENT RESOURCE AGENCY
County of Placer

TO: LORI LAWRENCE, PLANNING

DATE: December 12, 2005

FROM: RICHARD EIRI, ENGINEERING & SURVEYING DIVISION

SUBJECT: CITY OF LINCOLN GENERAL PLAN UPDATE NOTICE OF PREPARATION

To accommodate the anticipated growth over the next 45 years, the City of Lincoln is proposing to update their existing 1988 General Plan by expanding their sphere of influence (SOI) and designating land uses within the expanded SOI. The current General Plan has an existing SOI of 21,600 acres and accommodates a population of about 87,600 people. The update to the General Plan proposes an SOI of 35,500 acres that will accommodate about 131,500 people. ESD has completed the review for the first submittal of the City of Lincoln's Notice of Preparation for a Draft EIR for the 2050 General Plan Update and have the following comments for their consideration.

1. Page 11 under Hydrology and Water Quality: This section should be expanded to state that the EIR will discuss the potential impacts and mitigation measures for water quality and increased runoff. Also, the first two sentences of the second paragraph regarding water supply should be included under Utilities and Service Systems.
2. Development within the City of Lincoln will have traffic impacts on intersections and roadways within Placer County. Traffic model runs for a Super Cumulative scenario should be run to analyze the long-term traffic operations with the buildout of all the major land development proposals including the existing and proposed General Plan. Listed below are roadway segments that should be analyzed:
 - Wise Road from the City boundary west to the County line
 - Wise Road from the City boundary east to Gold Hill Road
 - Nicolaus Road from the City boundary west to the County line
 - McCourtney Road from the City boundary north to Wise Road
 - Dowd Road from the City boundary north to Riosa Road
 - Moore Road from the City Boundary west to the County line
 - East Catlett and Catlett Road from Fiddymment Road to the County line
 - Fiddymment Road from the City of Lincoln Boundary south to the City of Roseville Boundary
 - Industrial Blvd from Athens Avenue south to South Loop Road
 - South Loop Road and Placer Corporate Center Drive
 - Sunset Blvd from State Route 65 to Athens Road

3. In addition to the above roadways, there should be a detailed analysis performed on the need for north/south roadway connections along and within the southern portion of the proposed City boundary. One concept for relieving traffic on Fiddymont Road is to provide another north-south arterial to the west; possibly an extension of Dowd Road to connect to West Side Drive (proposed roadway in City of Roseville). This connection should be studied in the EIR. Another potential north-south roadway connection that should be studied is the extension of Foothills Blvd from Athens Avenue north to Moore Road.
4. The EIR traffic analysis should include an examination of the major routes such as Hwy 65 and I-80. In addition, the Placer Parkway should be considered in the analysis (both with and without).
5. 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.
6. As annexations occur, the new City limits may fall along roadways. It is 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.
7. There should be a discussion of transit both internal and external to the General Plan area. The south County area is exploring the use of a Bus Rapid Transit system and there should be an analysis performed for extending the service into the Plan area. The County Transit system currently provides a connection from the south; the document should study how this service will be provided in the future. Does the Plan envision the implementation of Commuter Bus service to Downtown Sacramento?

Thank you for the opportunity to comment on this application. If you should have any questions or comments, please feel free to contact me.



PLACER COUNTY DEPARTMENT OF AGRICULTURE WEIGHTS AND MEASURES

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

CHRISTINE E. TURNER
Agricultural Commissioner/
Sealer of Weights and Measures

December 12, 2005

Rod Campbell
Community Development Director
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

SUBJECT: Notice of Preparation of an Environmental Impact Report (EIR) for the Proposed 2050 Draft Lincoln General Plan Update

Dear Mr. Campbell:

I have the following comments on the Notice of Preparation of an Environmental Impact Report (EIR) for the Proposed 2050 Draft Lincoln General Plan Update dated November 2, 2005:

The EIR needs to thoroughly examine the issue of losing farmland/soils from the County's agricultural land base resulting from development and assess options for mitigating the losses, including, but not limited to, permanent preservation of agriculturally equivalent acres of land at a minimum ratio of 1:1 within Placer County.

The EIR needs to address the issue of sufficient water supplies, both surface and groundwater, for proposed development without negatively impacting agricultural water use, both surface and groundwater.

The EIR needs to carefully evaluate where water currently drains through both the natural and man-made landscape on a seasonal basis and assess the potential impact of the increased impervious surfaces resulting from development that may change seasonal drainages into year round drainages. Such additional year round drainage changes the existing landscape and creates prime beaver habitat where it did not previously exist. The natural beaver activity of building dams can create significant problems with flooding, human health and safety and property damage.

The EIR needs to evaluate the issue of appropriate distance buffers between development and adjacent agricultural land and mitigate the potential impacts on existing, and future, agricultural operations by ensuring that appropriate buffers are incorporated on the development side.

The EIR also needs to evaluate the impact on any Williamson Act lands within the Lincoln General Plan area.

Thank you for the opportunity to offer comments regarding Notice of Preparation of an EIR for the Proposed 2050 Draft Lincoln General Plan Update. Please feel free to contact me at (530) 889-7372 should you have any questions about my comments.

Sincerely,

A handwritten signature in black ink that reads "Christine E. Turner". The signature is written in a cursive, flowing style.

Christine E. Turner
Agricultural Commissioner/
Sealer of Weights and Measures

cc: Robert Weygandt, Placer County Board of Supervisors
Placer County Agricultural Commission
Michael Johnson, Placer County Planning Director
Lori Lawrence, Placer County Planning Department

December 13, 2005

Rod Campbell
Director of Community Development
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

Re: Proposed 2050 Draft Lincoln General Plan Update-Draft EIR

Dear Rod,

Thank you for the opportunity to provide input that should be addressed in the Draft EIR for the General Plan Update.

As you are aware, most of the land identified in the proposed sphere of influence is used for some type of agriculture use, either crops or livestock. Under current and proposed regulations, the City of Lincoln does not recognize Placer County's Right to Farm Act, which provides protection for agriculture use.


Rural acreage is being sold currently, with advertisement that the property is 'horse property'. Upon annexation and under current City of Lincoln statutes, it is conceivable that the new owners would be forced to remove their livestock from property that no longer allows such usage.

Work hours for agriculture do not mesh with residential usage. Farm workers use all the daylight hours available to complete their work. Imposing residential regulations on agriculture work is not a workable solution.

Agriculture is still an important aspect of Placer County, and I strongly suggest that the City of Lincoln recognize that fact and protect existing agriculture land from residential or commercial limitations imposed by annexation by adopting the Placer County Right to Farm Act.

Thank you for the opportunity to comment on the Proposed 2050 Draft Lincoln General Plan Update.

Sincerely,



Warren Bostick
5485 Nicolaus Road
Lincoln, CA 95648

Cc: Robert Weygandt, Supervisor District 2, Placer County Board of Supervisors
Christine Turner, Placer County Agriculture Commissioner
Mark Fowler, Chairman Rural Lincoln Municipal Advisory Committee

Note: Placer Land Trust; while they can only take a neutral position at this time; they have advised me that they will fully support Village 3 at such time we are included in the SOI. They have stated that they very much want to work, in their capacity, with us in anyway that will assist us in the Village 3 Specific Plan coming together.

Patricia Woolery – 12.13.05



December 14, 2005

Rod Campbell, Community Development Director
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

**Re: Proposed 2050 Draft Lincoln General Plan Update – Notice of
Preparation of an Environmental Impact Report**

Dear Mr. Campbell:

Staff of the Western Placer Waste Management Authority (WPWMA) has reviewed the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the Proposed 2050 Draft Lincoln General Plan Update project. The following solid waste related issues should be discussed in the EIR:


- The Placer County General Plan and Sunset Industrial Area Plan designate the Western Regional Sanitary Landfill (WRSL) as the dominant land use in the area. The Public Draft of the City of Lincoln General Plan Goals and Policies Report, dated October 2005, recognizes the importance of the WRSL and suggests a Special Use District designation for the area north of the landfill. The EIR still needs to discuss potential conflicts between any potential development in the vicinity of the WRSL, other adjacent solid waste handling facilities, and the landfill expansion property on the west side of Fiddymont Road. Areas of concern include, but are not limited to, aesthetics, traffic, noise, air quality, odors, dust, ground water quality, and vectors. It should be noted that the proposed Sphere of Influence area north of Athens Avenue and west of Fiddymont Road includes a portion of the landfill expansion property.
- Over time, the impacts and public perceptions associated with living in the vicinity of the landfill and related solid waste handling and disposal operations might force the closure of one or more of these facilities. The EIR should discuss this scenario and its impact on the provision of a crucial public service to residents of western Placer County.

- The EIR should include projected quantities of solid waste that will be generated upon implementation of the project. Both short-term construction waste and long-term municipal solid waste should be addressed. Estimated solid waste generation rates for residential, commercial, and institutional uses can be obtained from the California Integrated Waste Management Board's website.
- The EIR should discuss the ability of the WPWMA solid waste handling facilities to accept and process the projected quantities of solid waste that will be generated by this project. The NOP indicates that the EIR will describe and evaluate the landfill capacity necessary to accommodate build-out of the proposed project. The EIR also needs to address the ability of the other solid waste handling facilities, including the Materials Recovery Facility, compost facility, and household hazardous waste facility, to accommodate build-out of the proposed project.
- The WPWMA facilities are regional facilities designed to accommodate the solid waste handling and disposal needs of the entire western Placer County region, including the incorporated cities in the region. It is anticipated that the amount of solid waste generated by this project, and other proposed projects in the western Placer County region, will create a significant impact on the existing WPWMA solid waste handling facilities. This will result in the need for an additional facility to accept and process solid waste in this general area. Therefore, appropriate mitigation measures should be included in this EIR or, if more appropriate, in the environmental document for specific development projects. At minimum, the following mitigation measures should be considered:
 1. Curbside collection of residential green waste.
 2. On-site separation of construction debris to assure a minimum 50% diversion of this material.
 3. Payment of a fair share portion of the cost to obtain and/or construct a new solid waste processing/transfer site/facility in the western Placer County region.
 4. Collection of source-separated commercial cardboard and office paper. This will require adequate space for containers to collect this material.
- Sewage sludge generated within the City of Lincoln may be hauled to the WRSL for disposal. The EIR should discuss the increased amount of sewage sludge that will be generated by implementation of the project and its potential impact on the WRSL.

- The Goals and Policies Report for the General Plan proposes to designate Fiddymment Road as a north/south arterial. The expansion of this road to accommodate the residential development in this region will have an impact on the landfill and other solid waste handling and disposal operations adjacent to it. These impacts and possible mitigation measures should be addressed in the EIR. One possible mitigation measure would be the relocation of Fiddymment Road.
- Roadside litter is a significant issue in this region. Therefore, the EIR should assess the potential for increased roadside litter and suggest appropriate mitigation measures.

Thank you for the opportunity to comment on this project. I can be reached (530) 886-4984 if you or the project consultant has any questions.

Sincerely,



Thom Carmichael, R.E.H.S.

TC:tc

cc: Bill Zimmerman
Lori Lawrence

T:\Fac\Thom\Lincoln NOP GPU

Pacific Gas and Electric Company

*Building and Land Services
Auburn Land Services Office*

*343 Sacramento St.
Auburn, Ca. 95603
FAX 530, 889-3392*

December 15, 2005



City of Lincoln
Attn.: Mr. Rodney Campbell
Community Development Director
640 Fifth Street
Lincoln, CA 95648

RE: City of Lincoln Draft General Plan Update – Revised Comments

Dear Mr. Campbell:

Thank you for the opportunity to comment on the General Plan update (Plan) for the City of Lincoln. Although Pacific Gas and Electric Company (PG&E) does not control the supply of power, PG&E facilities deliver both electricity and natural gas service to the City of Lincoln.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. Electric and gas service are separately discussed below.

As you know, the City's General Plan Update will need to address all potential environmental effects of the updated Plan, and will thus need to evaluate the potential impacts of the additional utility facilities that will be needed to support the growth projected in the Plan. Upon request, PG&E will be happy to provide further details concerning the proposed facilities to assist you in that evaluation.

At a minimum, the following upgrades and additions to the electrical and gas delivery facilities will be needed as a result of the growth projected in the Plan.

Electrical Facilities

The City of Lincoln is currently served by two electric distribution substations:

1. Pleasant Grove Substation, located south of the Lincoln City limits along Industrial Boulevard north of Sunset Boulevard, serves the portion of the City of Lincoln south of Auburn Ravine and Moore Road.
2. Lincoln Substation, located on Gladding Road east of Highway 65, serves the remaining portion of the City of Lincoln.

Both of these substations are fed from a single 60-kilovolt (kV) transmission line, which runs from Atlantic Substation in Roseville north to Smartville Substation in Yuba County. Electricity is delivered from these substations to residents through a citywide system of 21 KV and 12 KV distribution lines.

In order to meet the needs for Year 2050 buildout, PG&E will need to construct the following electric transmission and substation facilities:

1. PG&E will re-conductor (replace the existing wires with new wires) and reframe the existing wood pole lines from Atlantic Substation to Pleasant Grove Substation, and Pleasant Grove Substation to Lincoln Substation in order to increase capacity. Some poles will need to be replaced.
2. The Atlantic-Lincoln 60kV to 115kV Conversion Project would upgrade facilities at existing substations, and would convert the existing transmission lines between Lincoln Substation and Atlantic Substation from 60 kV to 115 kV, further increasing area capacity. Atlantic Substation, Pleasant Grove Substation and Lincoln Substation will be converted from 60kV to 115kV.
3. To increase reliability, a new overhead transmission line will need to be constructed as a back-feed to the current electric network. PG&E will construct a new 115kV transmission line from the existing Rio Oso Substation (located in Sutter County) to Lincoln Substation. For a short segment of this line, PG&E will convert an existing 60 kV line to the new 115 kV line. A majority of the new line will be constructed by overbuilding an existing distribution line.
4. PG&E will construct the Athens Substation, a new 115kV/21kV distribution substation on an approximate 10-acre site owned by PG&E (SBE 135-31-120) (APN 021-290-14) north of 12 Bridges Drive and east of the easterly R/W of Industrial Boulevard in Lincoln. The 115kV overhead transmission line to serve this site would be built along the easterly R/W of Industrial Boulevard north from Athens Road.
5. An alternative site for Athens Substation is east of the easterly R/W of Industrial Boulevard approximately ¼ mile north of Athens Road. The overhead transmission line to serve this site would be built along the easterly R/W of Industrial Boulevard north from Athens Road.
6. PG&E also plans to construct a new 115kV/21kV substation near the intersection of the proposed extension of Athens Road and Dowd Road served by a new 115kV overhead transmission line extending from PG&E's existing transmission line on Athens Road near the Thunder Valley Casino westerly to the substation site.
7. In addition, PG&E plans to construct a new 115kV/21kV substation near the intersection of Dowd Road and Wise Road served by the new 115kV overhead transmission line in section 2 of this letter and a 115kV overhead transmission line along Dowd Road extending from Athens Road northerly to Wise Road.
8. Finally, PG&E will need to upgrade and expand existing distribution facilities throughout the General Plan area, and construct new underground distribution feeder lines.

Gas Facilities

PG&E currently serves natural gas to the City of Lincoln. In order to meet the increased demand for natural gas for 2050 buildout, PG&E will be required to replace portions of the existing L-123 and L-124 gas transmission pipelines that currently serve the City. In addition, PG&E will also need to construct Distribution Feeder Mains (DFM) off of the transmission line into expanding areas of the City. At the terminus of the DFMs, gas pressure regulators will need to be constructed to decrease the gas pressure from transmission levels to distribution levels. The distribution mains will then radiate out from the gas regulators into each neighborhood.

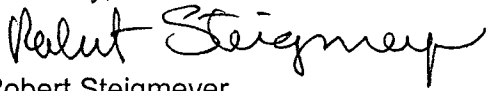
In order to meet the need for Year 2050 buildout, PG&E will need to construct the following gas transmission and distribution facilities:

1. PG&E will install new gas regulator station at Ferrari Ranch Road and Sorrento Parkway (Area V-7). Planned for 2006.
2. PG&E will install new gas regulator station on Athens Road west of the Casino. Planned for 2006.
3. PG&E will install new gas regulator station near Hwy 65 & Wise Road (Area V-3). This will require a Highway 65 gas transmission crossing.
4. PG&E will extend gas transmission pipe west along Nicolaus Road from Teal Hollow Drive to the city limits with new gas regulator station (Area V-4).
5. PG&E will replace portions of L-123 lying within the General Plan area lying north of Athens Road. Adjacent lands alongside this easement will need to be kept clear of obstacles to allow for replacement pipeline construction. Typically, a forty-foot wide construction strip is required, in addition to the easement width.
6. PG&E will upgrade and expand the existing District Regulator Station located at the southwest intersection of Joiner Parkway and Nicolaus Road.
7. Finally, PG&E's numbered gas transmission pipelines (L-124 and L-123) are situated in PG&E's easements. As development progresses, building around and up to these easements may require upgrading of the pipelines. In the interest of continued operation, maintenance and public safety; planned growth must support a minimum 40-foot wide buffer adjacent to, and alongside these transmission pipeline easements. Suitable development uses of such alongside strips could be open space, landscape easements, parkways, etc.

PG&E is dedicated to providing safe and reliable electrical power and gas service to meet the City's growing needs. Our Land Department is available to review and comment on development plans towards the protection of these vital utility easements and facilities. Should you have any questions, please contact me at 530/889-3131.

City of Lincoln
Attn.: Mr. Rodney Campbell
Page 4

Sincerely,

A handwritten signature in cursive script that reads "Robert Steigmeyer". The signature is written in black ink and is positioned above the printed name.

Robert Steigmeyer

Land Agent

Community Development

311 Vernon Street
Roseville, California 95678-2649

December 15, 2005

Mr. Rodney Campbell
City of Lincoln
Community Development Department
640 5th Street
Lincoln, CA 95648

Via: Fax and Regular Mail

*Fax No. (916) 645-3552
Page 1 of 1*

**Subject: 2050 Draft Lincoln General Plan Update Lincoln – NOP
Comments**

Dear Mr. Campbell:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) issued for the proposed 2050 Lincoln General Plan Update. NOP comments provided by various City departments are consolidated below for your consideration.

Public Works Department

The EIR should provide a full analysis of the impacts of the proposed project on the City of Roseville's transportation system using the City of Roseville's traffic model. Appropriate mitigation measures need to be identified when applicable to reduce or avoid impacts to the City of Roseville. All proposed mitigation measures should be reviewed with City of Roseville staff prior to circulation of the DEIR.

Prior to finalizing the scope of work for the EIR, we request the opportunity to meet with City of Lincoln staff to discuss a full range of appropriate traffic analysis alternatives and traffic model assumptions to be included as part of the EIR analysis.

The EIR should address how future development will impact regional transportation facilities and discuss policies to implement fair-share funding. To this end, we would like to see Policy T-1.4 (Draft Goals & Policy Report -City of Lincoln General Plan, October 2005) strengthened to ensure that future development pays its fair share for regional transportation facilities, including improvements to Highway 65 north of I-80 (mainline & interchanges) and other regionally significant facilities.

Fire Department

Should the proposed General Plan update be approved, we would expect to see an impact on emergency services for all agencies surrounding Lincoln. More people means more traffic and we would expect to experience more traffic accidents on Highway 65, as well as surface streets in Roseville. As such, the Fire Department encourages a balanced land use plan that provides commercial and other professional services within the City limits so as to discourage unnecessary regional traffic. Changes to existing City boundaries for Lincoln will also necessitate our review of existing mutual and automatic aid agreements.

Community Services Department

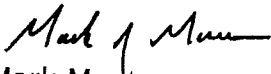
Libraries should be added to the list of public services/public facilities that will be evaluated in the EIR. While the NOP refers to "other public facilities", it does not specifically indicate that library services will be evaluated.

Environmental Utilities Department

The EIR should include analysis of project impacts to the West Placer Waste Management Authority (WPWMA) Regional Landfill and Material Recycling Facility. Appropriate mitigation should be identified to minimize impacts to WPWMA facilities and maximize landfill life.

Thank you for consideration of our comments. Should you have any questions, please don't hesitate to contact me.

Sincerely,



Mark Morse
Environmental Coordinator

cc: John Sprague
Paul Richardson
Kathy Pease
Rob Jensen
Bill Moore
Mike Shellito
Dianne Bish
Dennis Mathisen



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

December 15, 2005

via FAX to – 916.645.3552 & U.S.P.S.

Rodney Campbell, Community Development Director
City of Lincoln Community Development Dept.
640 Fifth Street
Lincoln, CA 95648

BOB SNYDER
City of Auburn
SHERRIE BLACKMUN
City of Colfax
TOM COSGROVE
City of Lincoln
MIGUEL UCOVICH
Town of Loomis
KATHY LUND
City of Rocklin
GINA GARBOLINO
City of Roseville
TED GAINES
JIM HOLMES
Placer County
ROGER IMSDAHL
Citizen Representative
CELIA MCADAM
Executive Director

Subject: Notice of Preparation for an Environmental Impact Report --
Proposed 2050 Draft Lincoln General Plan Update
Airport Land Use Compatibility Plan Consistency

Proposed Project

The City of Lincoln is preparing an Environmental Impact Report (EIR) for the City's 2050 General Plan Update (proposed project). It will update the City's existing 1988 Lincoln General Plan.

The City-owned Lincoln Regional Airport lies within the proposed project area (see attached map). The Notice of Preparation (NOP) cites the proposed project will address a range of impacts including airport land use compatibility issues related to land use, noise, and hazards and hazardous materials. The City requested written comments concerning additional considerations that should be addressed in the Draft EIR.

Airport Land Use Compatibility Plan Consistency

Prior to a general or specific plan amendment, or the adoption/approval of a zoning ordinance or building regulation within an airport planning boundary, a local agency must first refer the proposal to the Airport Land Use Commission (ALUC) for review. The required ALUC review is to determine consistency with the adopted airport land use compatibility plan. The ALUC consistency determination is required prior to local jurisdiction action on the proposal (Public Utilities Code Section 21676(b)).

If the ALUC determines the proposal is inconsistent with an airport land use compatibility plan, the local agency is notified. It may overrule the ALUC based on specific requirements.

Airport Land Use Commission (ALUC)

Generally, an ALUC's fundamental purpose is to promote land use compatibility around airports. More specifically, it is:

To protect public health, safety, and welfare by ensuring orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports to the extent that these areas are not already devoted to incompatible uses (PUC Section 21670).

An ALUC accomplishes this purpose by:

- Preparing and adopting airport land use plans
- Reviewing the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Placer County Transportation Planning Agency (PCTPA) is the regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin. PCTPA also acts as the ALUC for Placer County's three public use airports – Auburn Municipal, Blue Canyon, and Lincoln Regional.

Placer County Airport Land Use Compatibility Plan

The ALUC adopted the Placer County Airport Land Use Compatibility Plan (ALUCP) in October 2000. To see the ALUCP, visit PCTPA's web site -- www.pctpa.org – Project Library.

The ALUCP outlines policies to review community land use plans and ordinances. It also establishes land use compatibility criteria and zones around an airport based on noise, safety, airspace protection, and over flight provisions.

To date, the City has not amended its existing General Plan to be consistent with the ALUCP. The proposed project has been expected for several years. According to City staff, the proposed update would incorporate the ALUCP by reference to meet this State-mandated consistency requirement. In the interim, the City has referred all development proposals within the airport's influence area to the ALUC for consistency reviews.

NOP Comments

The DEIR should address and/or evaluate the following ALUCP issues:

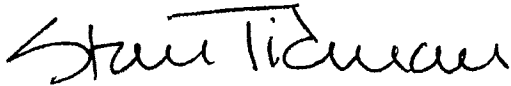
1. The ALUCP requires that an ALUC consistency determination be completed for the 2050 Lincoln General Plan Update. This consistency determination is required *before* the City Council takes action on the proposed project.
2. ALUCP review criteria for the ALUC consistency determination is based on the following:
 - Policy 2.4.1 – Primary Land Use Compatibility Criteria (residential density and commercial use intensity limitations, required open space, prohibited uses, and other development conditions)
 - Policy 2.4.2 – Function of Supporting Criteria
 - Policy 2.4.3 – General Plan Consistency with Compatibility Plan
 - Policy 2.4.4 – Special Conditions
3. The proposed project and its EIR should ensure ALUCP noise, safety, airspace protection, and overflight provisions are used for appropriate land use type and distribution within the Lincoln Regional Airport's Influence Area Boundary.
4. Reference the Airport Master Plan is also being updated. Identify and evaluate whether any airport land use compatibility impacts would result on the proposed project with Plan adoption/implementation.

To assist in addressing local plan consistency with compatibility plans and preparing the EIR, see Chapters 4 and 5 of the *California Airport Land Use Planning Handbook* (California Dept. of Transportation – Division of Aeronautics - - January 2002). Table 5A – General Plan Consistency Checklist (attached) lists various factors to be considered by local jurisdictions for general plan consistency with airport compatibility plans.

Once the proposed project has sufficient detail, the City should request a preliminary ALUC review. This preliminary review would help to focus on potential conflicts or unresolved issues between the ALUCP and the proposed project. It should also facilitate the formal ALUC consistency determination. The ALUC staff recommends setting up a meeting including Mead & Hunt (our airport land use compatibility consultant) to discuss the review criteria, process, and timing.

Thank you for the opportunity to comment and your interest in planning for compatible land uses around the Lincoln Regional Airport. If you have any questions, please call Celia McAdam, PCTPA Executive Director, at 823.4030 or me at 823.4033.

Sincerely,

A handwritten signature in black ink that reads "Stan Tidman". The signature is written in a cursive style with a horizontal line above the first few letters.

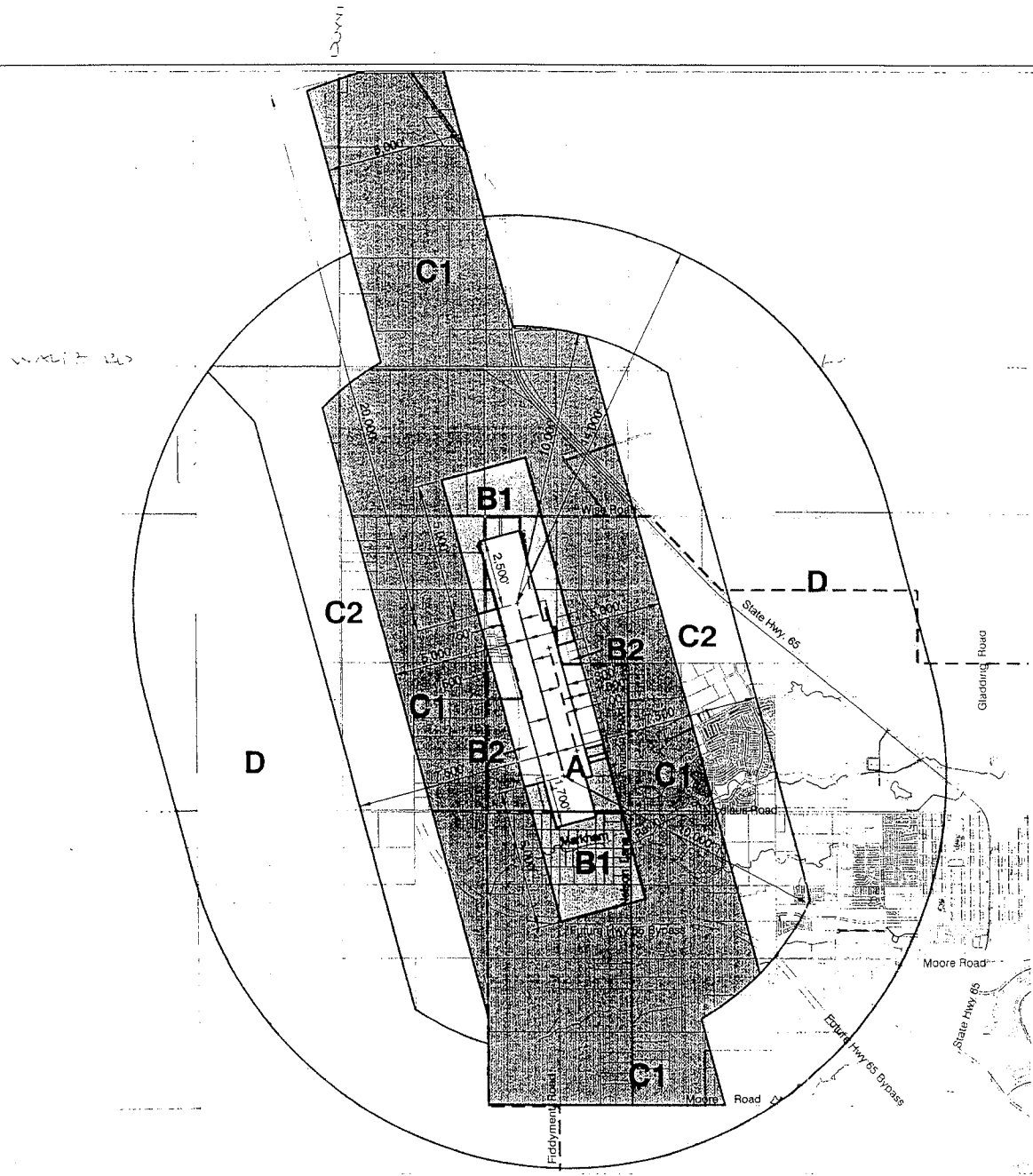
Stan Tidman, Senior Planner

Attachments:

Lincoln Regional Airport Compatibility Map
Table 5A – General Plan Consistency Checklist

Copies:

Celia McAdam, PCTPA Executive Director
David Daly, Lincoln Regional Airport Manager
Sandy Hesnard, Aviation Environmental Specialist, Caltrans – Division of
Aeronautics
Ken Brody, Mead & Hunt



Legend

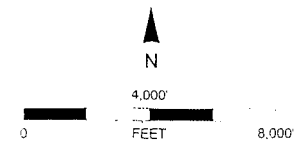
Compatibility Zones

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

Boundary Lines

- Airport Property Line
- Lincoln City Limits
- Lincoln Sphere of Influence

Note: Longitudinal dimensions measure from end of primary surface, 200' from runway ends



Source: Stout Moore Associates (October 25, 2003)

Figure 3C

Compatibility Map
Lincoln Regional Airport

This checklist is intended to assist counties and cities with modifications necessary to make their general plans and other local policies consistent with the ALUC's compatibility plan. It is also designed to facilitate ALUC reviews of these local plans and policies. *The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.*

For additional guidance see:

COMPATIBILITY CRITERIA

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the compatibility plan

Page 4-16

- **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.
 - Residential densities (dwelling units per acre) should not exceed the set limits. Differences between gross and net densities and the potential for secondary dwellings on single parcels (see below) may need to be taken into account.
 - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).
 - No new land uses of a type listed as specifically prohibited should be shown within affected areas.

Pages 3-3, 7-23

- **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent compatibility plan criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is often judged to be more objectionable than other types of equally loud noises).

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the compatibility plan may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.

Page 3-20

- **Secondary Dwellings**—Detached secondary dwellings on the same parcel should be counted as additional dwellings for the purposes of density calculations. This factor needs to be reflected in local policies either by adjusting the maximum allowable densities or by prohibiting secondary dwellings where their presence would conflict with the compatibility criteria.

Page 9-51, Appendix C

- **Intensity Limitations on Nonresidential Uses**—Local policies must be established to limit the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the compatibility plan. Alternatively, local jurisdictions may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.

Page 3-6 Table 9B, page 9-4

- **Identification of Prohibited Uses**—Compatibility plans may prohibit day care centers, hospitals, and certain other uses within much of each airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations. Policies need to be established which preclude these uses in accordance with the compatibility criteria.

TABLE 5A

General Plan Consistency Checklist

<p><i>For additional guidance see:</i> Page 9-54</p>	<p>➤ Open Land Requirements—Compatibility plan requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land also must be established.</p>
<p>Page 3-21</p>	<p>➤ Infill Development—If a compatibility plan contains infill policies and a jurisdiction wishes to take advantage of them, the lands which meet the qualifications must be shown on a map.</p>
<p>Page 9-54</p>	<p>➤ Height Limitations and Other Hazards to Flight—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon Part 77 of the Federal Aviation Regulations, but may include exceptions for objects on high terrain if provided for in the compatibility plan. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.</p>
<p>Pages 3-3, 7-34</p>	<p>➤ Noise Insulation Requirements—Some compatibility plans call for certain buildings proposed for construction within high noise-impact areas to demonstrate that they will contain sufficient sound insulation to reduce aircraft-related noise to an acceptable level. These criteria apply to new residences, schools, and certain other buildings containing noise-sensitive uses. Local policies must include parallel criteria.</p>
<p>Pages 3-4, 7-38</p>	<p>➤ Buyer Awareness Measures—As a condition for approval of development within certain compatibility zones, some compatibility plans require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local jurisdiction policies must contain similar requirements. Compatibility plans also may encourage, but should not require, local jurisdictions to adopt a policy stating that airport proximity and the potential for aircraft overflights be disclosed as part of real estate transactions regarding property in the airport influence area.</p>
<p>Page 3-21</p>	<p>➤ Nonconforming Uses and Reconstruction—Local jurisdiction policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the compatibility plan, if any.</p>

TABLE 5A, CONTINUED

For additional guidance see:

REVIEW PROCEDURES

In addition to incorporation of ALUC compatibility criteria, local jurisdiction implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.

Page 4-6

- **Actions Always Required to be Submitted for ALUC Review**—State law specifies which types of development actions must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the jurisdiction's intent to comply with the state statute.

Page 4-8

- **Other Land Use Actions Potentially Subject to ALUC Review**—In addition to the above actions, compatibility plan may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the jurisdiction and the ALUC. If the jurisdiction fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a jurisdiction may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the jurisdiction's intentions in this regard.

Pages 4-8, 5-10

- **Process for Compatibility Reviews by Local Jurisdictions**—If a jurisdiction chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.

Page 4-7

- **Variance Procedures**—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance which involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the compatibility plan must be referred to the ALUC for review.

Page 5-8

- **Enforcement**—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

TABLE 5A, CONTINUED



PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 886-3000/FAX (530) 886-3080

Web Page: <http://www.placer.ca.gov/planning>

E-Mail: planning@placer.ca.gov

December 15, 2005

Rodney Campbell
Community Development Director
City of Lincoln
640 Fifth Street
Lincoln, CA 95648

Subject: Lincoln General Plan Update

Dear Mr. Campbell:

Thank you for providing Placer County the opportunity to review the Notice of Preparation for the Environmental Impact Report being prepared for the Lincoln General Plan Update. Consistent with our ongoing regional coordination meetings with the cities of Lincoln, Roseville and Rocklin, the County looks forward to being fully engaged with the City of Lincoln as the City moves forward with its General Plan Update.

Based upon the limited information contained in the Notice of Preparation for the General Plan Update, Placer County's response to the Notice of Preparation should not be construed as being complete. Because of the limited land use information contained the Notice of Preparation, Placer County cannot fully understand what impacts, if any, may be associated with the General Plan Update. Accordingly, as new and more refined information is made known, Placer County will provide additional comments on the proposed General Plan Update.

After reviewing the Notice of Preparation, Placer County initially provides the following comments on the proposed Lincoln General Plan Update:

Land Use Issues:

Based upon the information provided in the Notice of Preparation, it is not possible to know precisely where each of the proposed land uses will be located. As you know, regional traffic will continue to be a major issue that all agencies will need to cooperatively address. As such, depending upon the proposed concentration of new uses on the south and west sides of the existing City limits, the ultimate configuration of land uses could result in significant traffic impacts. Placer County recommends that prior to the commencement of the Environmental Impact Report process, the City of Lincoln should refine the precise location of each proposed land use to better articulate where associated traffic impacts may be created.

Also, while the proposed Draft Land Use Diagram does identify a variety of residential land uses, there are no densities shown. To better understand what impacts may or may not be associated with the proposed residential land uses, Placer County believes the Draft Land Use Diagram needs to be amended to specifically clarify the density range associated with each residential land use designation.

As shown on the Boundaries Diagram and the Draft Land Use Diagram, some of the areas identified for future growth are outside of the City's current Sphere of Influence boundaries. Accordingly, any identification of possible land uses within the future "planning area" for the City of Lincoln will need to be preceded by discussions with Placer County regarding the appropriateness of expanding development into these areas, including any associated expansion of the Sphere of Influence boundaries.

The Draft Land Use Diagram shows proposed land uses expanding to the south and west of the existing City limits. As shown, new development could be located within one-half mile of the West Placer landfill facility. Consistent with the Landfill Authority's policy preference of maintaining a one-mile buffer around the facility for residential uses, the County believes the Draft Land Use Diagram should recognize the current goals and policies of the Authority and agree to cooperate with the Authority to protect this significant and critical regional asset.

Roadways and Infrastructure:

As previously noted, issues associated with current and future traffic levels will continue to be a regional issue that will need to be addressed by all regional agencies. As you are aware, a "Super-Cumulative" traffic model has been prepared for the West Placer County area. While this traffic model has taken into consideration future land uses identified in Lincoln's current General Plan, the traffic model has not assigned any daily trips to land uses associated with Lincoln's current General Plan Update. The Environmental Impact Report for the Lincoln General Plan Update should be expanded to include a reflection of all the regional development and actively interface with the super-cumulative traffic studies.

The Notice of Preparation provides limited information as to the level of services that will be necessary to serve the ultimate population envisioned in the Lincoln General Plan Update. As a result, it is difficult for Placer County to discern what impacts, if any, may be created relative to the provision and/or availability of public services. As shown on the Draft Land Use Diagram, as proposed land uses expand to the south and the west, there will be corresponding impacts on Placer County's ability to provide services in adjoining areas. Such secondary impacts to Placer County should be considered within the Environmental Impact Report prepared for the Lincoln General Plan Update.

Habitat Conservation:

Based upon information known to County staff, the Draft Land Use Diagram appears to be placing residential, commercial, and industrial land uses in areas known to contain sensitive and protected habitat. Accordingly, Placer County questions Lincoln's ability to achieve the ultimate densities as shown in the General Plan Update. The Environmental Impact Report should thoroughly address the impacts of the proposed General Plan Update on sensitive and protected habitat, as well as show how such resources will be protected.

Other Comments

While previously sent to you, attached please find correspondences from the following County departments:

- Community Development Resource Agency/Engineering and Surveying
- Environmental Health
- Air Pollution Control District
- Department of Agriculture

The County appreciates the opportunity to provide comments on the proposed Notice of Preparation for the Environmental Impact Report for the Lincoln General Plan Update. However, based upon the limited information contained in the Notice of Preparation, specifically related to the location and intensity of future land uses, it is not possible for Placer County to provide a complete and thorough response to the Notice of Preparation. As previously stated, as more detailed information is made known, the County will provide additional comments on the proposed General Plan Update.

Thank you again for the opportunity to provide comments on the Lincoln General Plan Update. Should you have any questions regarding the issues raised in this letter, please call me at (530)886-3000.

Sincerely,



MICHAEL J. JOHNSON, AICP
Planning Director

Attachments

cc: Thomas Miller, County Executive Officer
Anthony La Bouff, County Counsel
John Marin, CDRA Director
Scott Finley, Deputy County Counsel
Holly Heinzen, Assistant County Executive Officer
Gina Langford, CDRA Environmental Coordinator

PLACER COUNTY
LOCAL AGENCY FORMATION COMMISSION

Robert Weygandt (County); E. Howard Rudd (Public); David Lake (Special Districts); Alice Dowdin (City); John Moberly (Special Districts); Bill Santucci (County); Spencer Short (City), Chair
102 El Dorado Street, Auburn California 95603
530-889-4097 FAX: 530-886-4671

December 16, 2005

Mr. Rodney Campbell
City of Lincoln Community Development Department
640 Fifth Street
Lincoln, CA 95648

Via Facsimile

RE: Notice of Preparation of an Environmental Impact Report for the proposed 2050 Draft
Lincoln General Plan Update

Dear Mr. Campbell:


Thank you for the opportunity to comment on the above referenced document.

The Notice of Preparation appears to adequately detail the necessary requirements for the preparation of the Draft Environmental Impact Report for LAFCO's use in future consideration of a Municipal Service Review and Sphere of Influence for the City.

The purpose of LAFCO is to encourage the orderly development and expansion of local agencies, the preservation of prime agricultural lands, and the efficient delivery of governmental services. LAFCO recognizes that providing housing for persons of all incomes is an important factor in promoting orderly development.

As a Responsible Agency, we look forward to reviewing the Draft Document.

Sincerely


Kristina Berry, AICP
Executive Officer

Markham Ravine Neighborhood Committee
Bill Plumb, Chairperson
1500 Green Ravine Drive
Lincoln, California 95648
(916) 434-1772
webmaster@markhamravine.org (email)
www.markhamravine.org (website)

December 16th, 2005

Rodney Campbell
Community Development Director
Lincoln Community Development Department
640 5th Street
Lincoln, CA 95648

Re: Public comments addressing the "Notice of Preparation of an Environmental Impact Report (EIR) for the Proposed 2050 Draft Lincoln General Plan Update."

The Markham Ravine Neighborhood Committee (MRNC) urges the Lincoln City Council to review and resolve the conflicts which currently exist between the recommendations contained in the Lincoln General Plan Update and the recent approval by the City Council for the creation of the Markham Ravine Nature Area (MRNA) Project Masterplan.

As currently proposed within the General Plan Update the area within the old wastewater treatment plant in West Lincoln, just South of Nicolaus Rd, is slated for medium (MDR) and high density (HDR) zoned parcels. A primary goal of the Markham Ravine Nature Area is to encourage and create the use of open space recreational buffers between the Markham Ravine and future housing / commercial developments. The MRNA goals specifically address policies as written in Section 7 of the General Plan Update, entitled "Open Space and Conservation Element." The overall goal of Section 7 is to designate, protect and encourage natural resources, open space and recreation lands in the City, protect and enhance a significant system of interconnected natural habitat areas, and provide opportunities for recreation activities to meet citizen needs. Specifically, sub-policy # OSC – 1.1 states that the City shall strive to protect natural resource areas, fish and wildlife habitat areas and parks from encroachment or destruction by incompatible development. In addition, sub-policy # OSC – 1.3 requires that the City shall encourage the use of open space or recreational buffers between incompatible land uses.

The implementation of the MRNA will accomplish these General Plan Update policy goals. Upon completion the MRNA will establish a vast natural habitat and recreational trail system in the heart of Lincoln's future growth. The MRNA will be an open space jewel in the midst of our ongoing urban development. Please review the specific details of the MRNA Masterplan as presented on the City website. The Masterplan is also contained with the MRNC website at www.markhamravine.org.

We believe that the proposed MRNA Masterplan would be negatively impacted by the medium (MDR) and high density (HDR) housing zones now proposed within the General Plan Update for this old wastewater treatment plant area. We believe that implementation of such zoning would create some of the same negative environmental impacts as now presenting in the Brookview housing development area surrounding Markham Ravine to the East of the treatment plant area. We further recommend that any LDR development within this area be created with a goal of wider open space buffers than presently existing within Brookview. The density and close proximity of Brookview housing and its close proximity to the Markham Ravine severely encroaches upon this open space and inhibits it's value as a natural habitat for wildlife.

Recent regulatory changes emphasize the connection between upland development and creeks. It is essential to understand the relationships between development on watersheds, creek dynamics and site development design practices. Therefore, the MRNC recommends that zoning for the old wastewater treatment area be restricted to low density (LDR) at the most, with specific provisions that the primary goal for this area be the protection of the Markham Ravine open space and implementation of the MRNA Masterplan. We also recommend that the General Plan Update as a whole specifically address and recommend the implementation of the Markham Ravine Nature Area Masterplan goals throughout the Western area of Lincoln.

The MRNC understands that the City has a vested economic interest in maximizing its revenues from sales of land within the old wastewater treatment plant area, particularly due to the need to repay the costs of developing the new wastewater treatment plant. However, we also agree with the advice and suggestions from land use experts that the City could perhaps derive greater economic revenues by zoning the parcels within this area as open space and low density development, without any medium or high density zones at all.

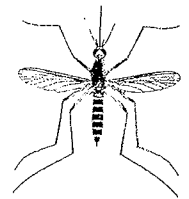
Thank you very much for this opportunity to respond to the Lincoln General Plan Update EIR. Please keep us advised of all future meetings and public hearings regarding this matter so that we can continue to provide our ideas and recommendations.


Bill Plumb

Markham Ravine Neighborhood Committee

Placer Mosquito Abatement District

Lincoln • Loomis • Rocklin • Roseville • Placer County at Large



DATE: December 20, 2005

TO: Rod Campbell
Planning Director
City of Lincoln
640 Fifth St.
Lincoln, CA 95648

CITY: Lincoln

PROJECT #: Proposed 2050 Draft Lincoln General Plan Update

RE: DESIGN COMMENTS FROM PLACER MOSQUITO ABATEMENT DISTRICT

RESPONSE FROM DISTRICT:

Dear Mr. Campbell,

Having reviewed the up-dates and knowing the types of runoff structures utilized to date in Lincoln, I have decided my comments can be summed up simply as....please change your approach to storm water runoff control. My comments are late as I was trying to address various elements within the city where we have problems with mosquitoes.

Future runoff facilities should be lined and maintained vegetation free. Catch basins should have no silt trap at the bottom as these become mosquito breeding sources and median irrigation should utilize drip technology to reduce runoff to a minimum. I look forward to meeting with you and your staff to further explain our concerns with these areas.

Charles H. Dill
Manager

A handwritten signature in cursive script that reads "Charles H. Dill".

Cc: Ray Sprague, Trustee, Lincoln

