VILLAGE 5
SPECIFIC PLAN

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EIR State Clearinghouse # 2014052071

City of Lincoln, CA

VILLAGE 5 SPECIFIC PLAN

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RICHLAND

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EXECUTIVE SUMMARY

PROJECT OVERVIEW

The 4,775 acre Village 5 Specific Plan is located on the southwestern boundary of the Lincoln city limits, in south Placer County. The 2014 population of Lincoln was estimated at 45,206 (California Department of Finance, 2014), and the City overall has been undergoing a significant period of growth since 2000. From 2000 (US Census) to 2014, the City's population experienced a growth rate of 303 percent. This region, north of the Sacramento metropolitan region, has been characterized by rapid suburban development for the past three decades. The Village 5 Specific Plan has been designed to help respond to the long-term housing and service needs that are projected in the Lincoln area over the next two decades.

Intended to promote "smart growth" principles, the Village 5 Specific Plan (hereafter referred to as the Specific Plan) offers a blend of land uses and housing options that complement walkable neighborhoods, develop a master planned community that ensures a strong sense of place, and protects existing natural ecosystems and rural heritage.

This Specific Plan creates a planning framework for Village 5 relating to the ideals of the decision makers, landowners, and other stakeholders within Lincoln, serving as a guiding instrument in timely and carefully planned future development. The vision for this Specific Plan is found in Section 1.6, Project Objectives.

This Specific Plan also provides diverse and well connected land uses, offering multiple housing types and densities, mixed use options, schools ranging from grades K-12, considerable and sufficient open space, and a mixture of parks and recreational spaces. The Specific Plan features two key Village Centers, which contain higher density housing located close to neighborhood level retail, office, public and semi-public, and additional service uses. Extensive pedestrian and bicycling infrastructure integrates the numerous residential neighborhoods on site with the Village Centers, containing trails that provide recreational opportunities for patrons too.

This Specific Plan is also designed to preserve and promote natural resources that currently exist in the Plan Area, which include, but are not limited to, Auburn Ravine, Markham Ravine, and additional waterways, natural drainage facilities, wetlands, and tree canopies. Development will be dutifully and carefully managed in areas containing or surrounding environmentally sensitive areas, in order to protect and preserve biological and visual features that currently exist on site. Approximately 838 acres of open space within the Plan Area is designated as preserve land.

Further, this Specific Plan is designed to provide adequate backbone infrastructure, public facilities and necessary services and serve residents efficiently and effectively. This document offers a general discussion of the financing mechanisms, maintenance requirements for the aforementioned backbone infrastructure, public facilities and necessary services. The project is assumed to build out over a 15 to 25 year period, and consists of ten phases. While the first phase, Area A, is projected to occur first, all other phases (Areas B-J) may move forward independently and in any order after initiation of development in Area A has been completed. These additional phases are subject to such factors as market demand, financing, and other potential considerations related to development, and, as such, could happen sequentially or concurrently. Table ES-1 provides land use data for the Plan Area.

TABLE ES-1: LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	DU/AC. TARGET	F.A.R.[3]	RES. UNITS[2]	RES. % OF DU	NON-RES S.F.	% S.F.
Residential Uses										
VRR	Village Rural Residential	709.2	614.3.4	0.2-0.5	0.5		302	3.7%	N/A	
VCE	Village Country Estate Residential	500.4	476.0	1.0-2.9	2.0		925	11.2%	N/A	
VLDR	Village Low Density Residential	570.1	529.5.4	3.0-5.9	5.0		2,690[4]	32.6%	N/A	
VMDR	Village Medium Density Residential	441.6	405.3	6.0-12.9	7.0		2,830[4]	34.3%	N/A	
VHDR	Village High Density Residential	68.7	68.7	13.0-30.0	21.0		1,441	17.5%	N/A	
	SUBTOTAL	**2,290.0**					**8,188**	**99.3%**		
Commercial and Employment Uses										
VMU	Village Mixed Use	7.5	7.5		7.5	0.35	56	0.7%	114,300	2.5%
VC	Village Center	33.9	29.9			0.35	N/A		456,400	9.9%
VCOMM	Village Commercial	196.3	176.2			0.25	N/A		1,918,300	41.7%
VOC	Village Office/Commercial	159.9	129.9			0.30	N/A		1,696,800	36.9%
VBP	Village Business and Professional	46.2	38.0			0.25	N/A		413,600	9.0%
	SUBTOTAL	**443.8**					**56**	**0.7%**		**100.0%**
Parks and Open Space										
VPARK	Village Park	149.2	126.6							
VLP	Village Linear Park	19.5	18.6							
VOSA	Village Ag/Preserve	343.5	343.5							
VOSP	Village Open Space Preserve	838.5	838.5							
VOSN	Village Natural Open Space	208.2	192.1							
	SUBTOTAL	**1,558.9[5]**								
Public Uses										
PQP	Public / Quasi-Public	13.6	13.0							
PQP-ES	Elementary School	35.9	35.8							
PQP-MS	Middle School	20.0	20.0							
PQP-HS	High School	48.7	48.7							
	SUBTOTAL	**118.2**								
ROW	Right of Way	225.6	225.6							
HWY	Highway 65	139.0	139.0							
	SUBTOTAL	**364.6**								
	TOTAL	**4,775.5**	**4,486.7**				**8,244**	**100.0%**	**4,599,400**	**100.0%**

Table ES.1 Footnotes:

1. Net Acreage shown excludes detention ponds and airport required open land, based on the Placer County Airport Land Use Compatibility Plan, February 26, 2014. Detailed calculations for each land use node is provided in Appendix B.
2. Total dwelling units for each land use type is based on the net acreages for each land use node, as provided in Table B-1 of Appendix B-Planning Area Detail, and multiplied by the average density factor. The densities shown are an average and may vary based on the ranges established for each residential zone.
3. The FAR factors are targets and may vary based on the ranges established for each zone. VMU FAR is based on GP Table 4-3; COMM FAR assumes no internal public roadways; O/C FAR assumes mix of two and three story buildings; VBP FAR assumes single story buildings.
4. 1,000 units of VLDR and VMDR will be developed as age-qualified units, with 771 designated as VLDR and 229 designated as VMDR.
5. Calculation of required open space is provided in Table 6.3.

SPECIFIC PLAN OBJECTIVES

This Specific Plan has been prepared to ensure that positive benefits will be generated for the greater community in the City of Lincoln. The following objectives have been created through the planning and design process for Village 5 and are made to implement the Community Vision and Guiding Principles for the City of Lincoln.

1. Establish an approximately 4,775 acre mixed-use village that incorporates feasible, smart growth principles and results in an economically stable and sustainable community.
2. Provide a Land Use Plan which includes a broad range of compatible land uses, including residential, commercial, office, mixed-use, recreation and public/quasi-public which are organized around a compact core and provide appropriate land use transitions.
3. Provide a pedestrian friendly community environment that provides a safe and pleasant place for people to live, work and recreate.
4. Provide two Village Centers, located adjacent to key arterial streets, functioning as hubs of activity and source of sales tax revenue.
5. Establish a network of open space and recreation amenities for Plan Area and City residents with the potential for recreational tourism. Elements include a regional sports park, community parks, neighborhood parks, linear parkways, pedestrian and bike connections throughout the Plan Area.
6. Provide sites for a high school, a middle school and three elementary schools, which are conveniently located to serve the Plan Area residents and surrounding Villages.
7. Preserve and protect the Auburn Ravine and Markham Ravine corridors as permanent open space and provide public access with perimeter trails and crossings, where feasible.
8. Provide regional and community scale retail and employment centers in locations with easy access and visibility from Highway 65, offering employment opportunities for residents in the Plan Area and the City of Lincoln, resulting in a balanced ratio of jobs and housing and consistent with the City's General Plan.
9. Provide a Land Use Plan with a balance of uses and density that results in an adequate tax base which, at project build-out, generates a surplus to the General Fund and generates financial resources to pay for public

services and infrastructure without financial burden to existing residents.

10. Provide a Land Use Plan, Design Standards & Guidelines which are consistent with Lincoln General Plan goals and policies, incorporate market acceptable design features and foster an attractive, well maintained community.
11. Establish a land use and circulation system that promotes convenient mobility, links Village 5 with other villages and the existing areas of Lincoln and provides a variety of non-vehicular modes within a setting that is safe, accessible and convenient for all modes of travel.
12. Promote a diversity of housing opportunities responsive to the needs of Lincoln, the region and market conditions; including single-family dwellings, apartments, condominiums, townhouses and live-work units to serve a broad range of family incomes.
13. Provide a comprehensively planned infrastructure system which is sized to serve the entire Plan Area and adjacent planned Villages, which compliments the city-wide infrastructure and ensures funding for the on-going maintenance needs of the parks, open space and storm water quality facilities, public services and infrastructure.

VILLAGE 5 CONTEXT

The General Plan Update for the City of Lincoln was adopted in March 2008. This document effectively sets the planning for the growth of the entire City over the next four decades and projects an expansion of population of approximately 130,000 people. Consequently, this document also divides the City's Sphere of Influence (SOI) into seven "Villages," which are designated for large scale development purposes. The main purpose of the village designations is to implement the established "smart growth" principles set out by the Blueprint Project, a project created by the Sacramento Area Council of Governments (SACOG). In particular, the Blueprint Project emphasizes the following six values:

- Provide a variety of transportation choices;
- Offer housing choices and opportunities;
- Take advantage of compact development;
- Use existing assets;
- Preserve open space, farmland, natural beauty through natural resources conservation; and
- Encourage distinctive, attractive communities with quality design.

The seven villages are intended to similarly incorporate mixed use residential projects that radiate from Village cores that contain a variety of high density residential and neighborhood commercial uses. The policies of the General Plan Update provide the requirement that a Specific Plan must first be approved for the entire Village level before a Village area can be developed.

Village 5 consists of 141 parcels and several different landowners. The largest landowner is the project applicant, Richland Developers, Inc., which owns and/or controls approximately 1,700 acres (approximately 35% of the total) within the project boundaries. To develop a specific plan that follows the objectives expressed within the City's General Plan Update and also suits the goals and expectations of these landowners, a number of individual meetings and community workshops were conducted to assess constraints and opportunities within the Plan Area, as well as provide an open forum on ideas for the land use concept. Through this

interactive process, a decision was developed that embraced the values found within the General Plan and responses from community workshops, the local school district, leaders within Placer County, and other stakeholders. This Specific Plan is thus built upon this iterative community participation process.

COMMUNITY VISION

The vision for Village 5 focuses on the creation of a high quality and well-functioning master planned community that exudes "smart growth" principles, with a variety of neighborhoods that are both compatible and interconnected with one another, and also well-connected into the natural site features and existing greater Lincoln community. Key elements of this vision include the following:

- Overall consistency and compliance with the City's General Plan goals and policies;
- Preservation of the Auburn and Markham Ravine floodways, along with a trail system along the edge of the floodway;
- Adequate transitioning to the rural residential areas in Placer County along the west edge of the village;
- Incorporation of small identified fragmented parcels in the area into the overall Specific Plan;
- Evaluation of a buffer for the 280 acre agricultural site owned and planned for Western Placer Unified School District;
- Provision of an agricultural buffer along the western boundary of the Specific Plan area; and
- Compliance with the land use requirements of the Placer County Airport Land Use Compatibility Plan.

SPECIFIC PLAN ORGANIZATION

Following this Executive Summary, this Specific Plan is divided into nine chapters, as discussed below. The design guidelines for the Specific Plan are provided in the Village 5 General Development Plan (GDP), which is designed as a companion document for this Specific Plan.

Executive Summary: provides a summarized overview of this Specific Plan, describing the objectives, planning background, and community vision.

Chapter 1-Introduction: summarizes the purpose, background, organization and authority of this document.

Chapter 2-Context: describes the location, natural setting, and land use conditions on and adjacent to the Plan Area.

Chapter 3-Community Design Framework: identifies the vision and organizing principles that guide the physical form and development patterns of Village 5.

Chapter 4-Land Use Plan: identifies the overall land use plan and land use districts that constitute Village 5.

Chapter 5-Circulation and Mobility: describes the network to accommodate the movement of vehicles, pedestrians and bicyclists.

Chapter 6-Public Services: identifies plan-wide public services including parks, schools, libraries, police and fire.

Chapter 7-Public Utilities: describes plan-wide water, wastewater, storm drainage, electric, natural gas, communications and solid waste systems.

Chapter 8-Resource Management Plan: describes general measures to protect biological, cultural and water resources.

Chapter 9-Implementation: describes approval actions, financing, phasing and amendment procedures.

CHAPTER 1: INTRODUCTION

1.1 OVERVIEW

The Village 5 Specific Plan (V5SP) guides the development of the approximately 4,775 acre Plan Area in south Placer County. The Plan Area is located adjacent to the western city limit line of the City of Lincoln and within the City's Sphere of Influence (SOI), as shown in Exhibit 1.1, Lincoln Area Map. The Lincoln Area Map depicts the boundaries of the Plan Area and surroundings within the City. The Specific Plan boundary for both Village 5 and Special Use District (SUD) B were defined by the Lincoln 2050 General Plan. The General Plan requires a specific plan to comprehensively plan land uses and associated infrastructure and services for a village or Special Use District. In order to create a logical planning boundaries, the V5SP Plan Area has incorporated two remnant areas of adjacent planning areas; Village 6 to the southwest and SUD A to the north, as shown in Exhibit 2.2 and discussed in detail in Section 2.3. For simplicity, this Specific Plan identifies the entire Plan Area as Village 5 and uses the acronym of V5SP.

The first Goal of the General Plan Land Use Element is *"to grow in orderly pattern consistent with the economic, social and environmental needs of Lincoln."* The General Plan utilizes the designation of Villages to organize new development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility and neighborhood identity.

1.2 LAND PLAN SUMMARY

The V5SP land use plan contains a broad range of residential land uses, including rural residential, country estates, low, medium and high density residential; and employment land uses, including retail commercial, village commercial, office/commercial, business professional and mixed-use, as well as recreational, open space, public and educational land use.

Conceptual Depiction of West Village Park

The land use plan is estimated to result in approximately 8,200 dwelling units and 4.6 million square feet of employment and commercial services land uses. The mix of land uses types and intensities will provide for a diverse village which complements surrounding and planned land uses within the City. Several significant opportunities and constraints have shaped the land use plan; the Highway 65 corridor bisecting the Plan Area, Auburn and Markham Ravines which traverse the Plan Area, the overflight zones related to the Lincoln Airport, and the presence of biological habitat and resources. The Plan Area setting and existing features is further discussed in Section 2.5.

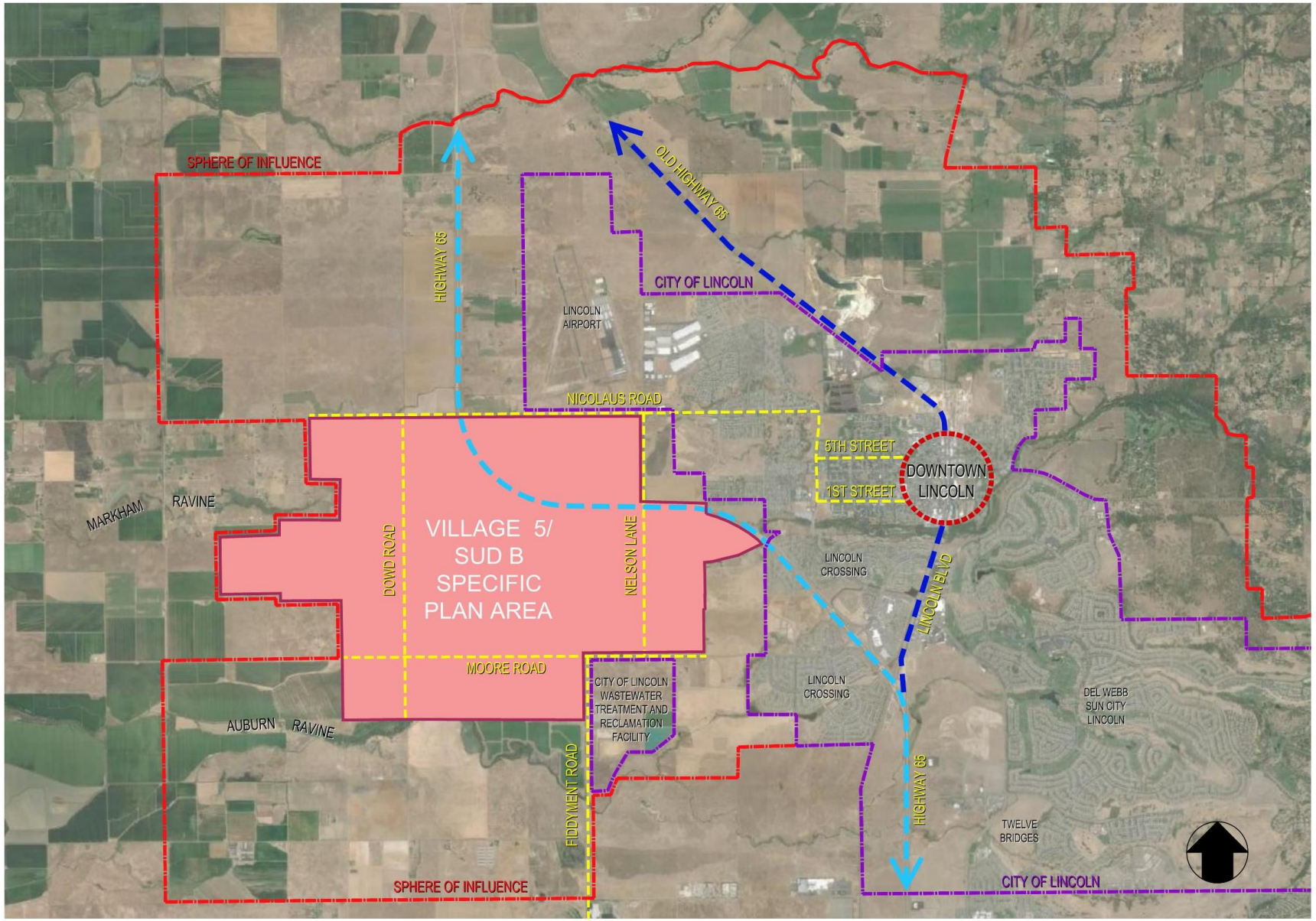


Exhibit 1.1: Lincoln Area Map

1.3 THE SPECIFIC PLAN TOOL

A specific plan is a planning and regulatory tool intended to implement a General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the General Plan and individual development projects.

The Village 5 Specific Plan is the primary land use, policy, and regulatory document used to guide the overall development of the project area. It establishes a development framework for land use, mobility, utilities and services, resource protection, and implementation. The intent is to promote the systematic and orderly development of Village 5. All subsequent development projects and related activities are required to be consistent with this Specific Plan.

The authority to prepare and adopt specific plans and the requirements for content are set forth in Sections 65450 through 65457 of the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the City's General Plan, State law stipulates that specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan. This Specific Plan has been developed consistent with the policies of the City of Lincoln 2050 General Plan, as provided in Appendix A, General Plan Consistency Analysis, as well as other applicable state and local regulations.

1.4 GENERAL DEVELOPMENT PLAN

A General Development Plan (GDP) is a tool used by the City to implement master-planned developments such as the Village 5 Specific Plan. The GDP essentially functions as the zoning code and design guidelines for the Specific Plan, providing the regulatory guide, development standards, and other design criteria needed to administer review of individual projects within the planned development.

The GDP establishes a comprehensive design framework, design guidelines and development standards to ensure that future projects will be developed in a cohesive and well-planned manner that ultimately results in an attractive, high-quality community as envisioned by the Specific Plan. The design guidelines and development standards provided in the GDP are used by City staff in reviewing subsequent development applications for individual Planning Areas/phases within the Plan Area, and guide the developers, builders, planners and designers who will be involved in the construction of the community.

The Village 5 GDP was approved concurrently with the V5SP, including development standards and design guidelines for the entire Village and Planning Area Detail for Area A. As each of the remaining Planning Areas seek full development entitlements, the GDP may be amended to include the additional Planning Area (s) or a new GDP shall be approved. Amendments to the GDP may be used to modify or identify additional standards for Planning Areas B-J, as described more fully in Chapter 9 of this Specific Plan and in Chapter 2 of the GDP.

1.5 SPECIFIC PLAN ORGANIZATION

Chapter 1-Introduction: summarizes the purpose, background, organization and authority of this document.

Chapter 2-Context: describes the location, natural setting, and land use conditions on and adjacent to the Plan Area.

Chapter 3-Community Design Framework: identifies the vision and organizing principles that guide the physical form and development patterns of the Plan Area.

Chapter 4-Land Use Plan: identifies the overall land use plan and land use districts that constitute the Plan Area.

Chapter 5-Circulation and Mobility: describes the network to accommodate the movement of vehicles, pedestrians and bicyclists.

Chapter 6-Public Services: identifies plan-wide public services including parks, schools, libraries, police and fire.

Chapter 7-Public Utilities: describes plan-wide water, wastewater, storm drainage, electric, natural gas, communications and solid waste systems.

Chapter 8-Resource Management Plan: describes measures to protect biological, air quality, cultural resources and sustainability elements.

Chapter 9-Implementation: describes approval actions, financing, phasing and amendment procedures.

Appendices: Appendices provide supporting analysis and technical detail for many aspects of the Specific Plan, including General Plan Consistency, Parcel Level Detail and Water, Reclaimed Water, Wastewater and Drainage and Flood Control Infrastructure.

1.6 RELATED DOCUMENTS

The Specific Plan works in tandem with other City adopted documents to provide policy guidance for implementation of the project. Existing documents which are actively used to plan for and implement development projects include the Lincoln General Plan, Municipal Code and various City master plans.

In addition, the following related documents should be referenced in the review and implementation of the Specific Plan. The relationship of these documents and their application for implementing the Specific Plan are further discussed in Chapter 9, Implementation.

- General Development Plan – a companion document to the Specific Plan to direct the build out of the Plan Area, which includes permitted uses, development standards, design guidelines and planning level detail for individual planning areas.
- Development Agreements – contracts between the City and Plan Area property owners that vest development rights, outline the infrastructure improvement obligations and specify infrastructure financing and timing mechanisms.
- Environmental Impact Report (EIR) – an assessment of the potential direct and indirect effects associated with the development of the Plan Area. The V5SP EIR also includes a mitigation monitoring and reporting plan.

1.7 ACTIONS AND SUBSEQUENT APPROVALS

The Specific Plan and related documents were approved by the City of Lincoln as part of the entitlement process. Those entitlements included a General Plan Amendment, prezone/rezone and Certification of the EIR. Prior to the processing of individual developments, LAFCO will require approval of annexation of the Plan Area. Individual development projects are subject to review and approval of subsequent permits and entitlements by the City of Lincoln, other local, State and Federal agencies, as described in Section 9.4 Specific Plan Administration.

1.8 PROJECT OBJECTIVES

The following summarizes the project objectives that guided the planning of Village 5 Specific Plan. These project objectives also provide guidance for future planning of development activities within the Plan Area

1. Establish a 4,775+ acre mixed-use village that incorporates feasible, smart growth principles which results in an economically stable, sustainable community.

2. Provide a Land Use Plan which includes a broad range of compatible land uses, including residential, commercial, office, mixed-use, recreation and public/quasi-public which are organized around a compact core and provide appropriate land use transitions.

3. Provide a pedestrian friendly community environment that provides a safe and pleasant place for people to live, work and recreate.

4. Provide two Village Centers, located adjacent to key arterial streets, functioning as hubs of activity and source of sales tax revenue.

5. Establish a network of open space and recreation amenities for Plan Area and City residents with the potential for recreational tourism. Elements include a regional sports park, community parks, neighborhood parks, linear parkways, pedestrian and bike connections throughout the Plan Area.

6. Provide sites for a high school, a middle school and three elementary schools, which are conveniently located to serve the Plan Area residents and surrounding Villages.

7. Preserve and protect the Auburn Ravine and Markham Ravine corridors as permanent open space and provide public access with perimeter trails and crossings, where feasible.

8. Provide regional and community scale retail and employment centers in locations with easy access and visibility from Highway 65, offering employment opportunities for residents in the Plan Area and the City of Lincoln, resulting in a balanced ratio of jobs and housing and consistent with the City's General Plan.

9. Provide a Land Use Plan with a balance of uses and density that results in an adequate tax base which, at project build-out, generates a surplus to the General Fund and generates financial resources to pay for public services and infrastructure without financial burden to existing residents.

10. Provide a Land Use Plan, Design Standards & Guidelines which are consistent with Lincoln General Plan goals and policies, incorporate market acceptable design features and foster an attractive, well maintained community.

11. Establish a land use and circulation system that promotes convenient mobility, links Village 5 with other villages and the existing areas of Lincoln and provides a variety of non-vehicular modes within a setting that is safe, accessible and convenient for all modes of travel.

12. Promote a diversity of housing opportunities responsive to the needs of Lincoln, the region and market conditions; including single-family dwellings, apartments, condominiums, townhouses and live-work units to serve a broad range of family incomes.

13. Provide a comprehensively planned infrastructure system which is sized to serve the entire Plan Area and adjacent planned Villages, which complements the city-wide infrastructure and ensures funding for the on-going maintenance needs of the parks, open space and storm water quality facilities, public services and infrastructure.

CHAPTER 2: CONTEXT

2.1 REGIONAL CONTEXT

The proposed Plan Area, approximately 4,775 acres, is located southwest of the City of Lincoln in south Placer County. Lincoln is located on State Route 65 (SR 65), north of the Interstate 80 (I-80) urban corridor and the cities of Roseville and Rocklin, as shown in Exhibit 2.1, Regional Context.

The City of Lincoln and the Placer region are anticipated to continue to experience significant growth. The SACOG 2035 update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) forecasts 11,275 new housing units and 9,963 new employees in Lincoln by 2035.This growth can be attributed to the region's overall quality of life, relatively affordable housing, a strong job base, availability of land zoned for future employment users, seismic stability, extensive transportation systems, nearby recreational opportunities and a well-trained, and educated labor force. The City, via the 2050 General Plan, has planned to accommodate its share of the regional growth. This growth will be a primary contributing factor in achieving the City's General Plan goals of creating an economically sustainable community.

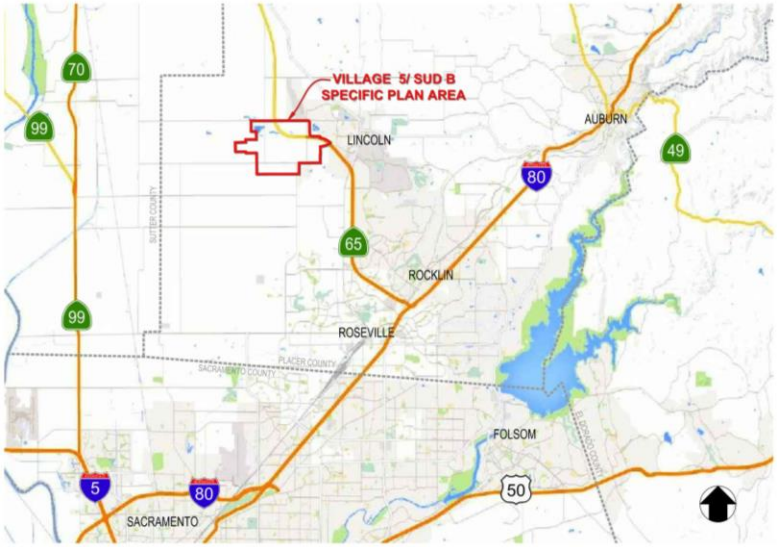


Exhibit 2.1 Regional Context Map

2.2 SITE HISTORY

A large portion of the Plan Area, located between Markham and Auburn Ravines, is known as the Moore Ranch. The property and adjacent lands have been occupied since the late 1930's and have been used for agriculture and rural residential home sites. The property has remained mostly unchanged since the late 1960's after a majority of land was converted to irrigated rice lands during the preceding two decades. The area has a strong agricultural history with on-going farming operations. Most of the agricultural operations rely upon water storage and conveyance improvements constructed when the land was first occupied through the mid-1960s. These improvements include water to the dams, diversions and canals constructed to draw and return water to Markham and Auburn Ravines.

2.3 COMMUNITY CONTEXT

The Plan Area boundaries are somewhat irregular, as depicted in Exhibit 2.2. The north edge is bounded by Nicolaus Road. The eastern edge of the Plan Area is fairly irregular, following Nelson Lane on the north side of the Highway 65 bypass. On the south side of the bypass, the boundary generally abuts the Village 7 Specific Plan and Moore Road. The south boundary of the Plan Area follows Moore Road to the intersection with Fiddyment Road, then south one mile and commencing west again, abutting Auburn Ravine. The western boundary is also irregular, starting at the south corner, approximately one mile south and west of the Dowd Road/Moore Road intersection, around the Lincoln High School Farm property and up to Nicolaus Road.

The boundaries of the V5SP are generally consistent with the boundary identified in the General Plan, however in order to create a logical geographic area, the Plan Area has incorporated two remnant areas. The first addition is in the southwest corner of the Plan Area, where approximately 160 acres of adjacent Village 6 are incorporated into the V5SP. The second addition is located along the south side of Nicolaus Road, both east and west of Highway 65. This 270 acre area of SUD A has been incorporated into the Plan Area so that Nicolaus Road defines the north boundary of the V5SP Plan Area in entirety.

The Plan Area is within the City of Lincoln Sphere of Influence (SOI), and contiguous with portions of the southwest City limits. An SOI is defined as the probable ultimate physical boundary and service area of a local agency. Annexations for the sub-areas of the Plan Area, Planning Areas A-J, may be processed independently, following the City's approval of the Specific Plan and related entitlements as described in Section 9.4. The Planning Areas are described in the following section.

2.4 VILLAGE 5 CONTEXT

The City of Lincoln's General Plan identifies future growth areas through a series of "Villages," geographic areas in the City's Sphere of Influence that will be individually planned to foster orderly build out of the City. Related policies require that each village be comprehensively planned with respect to land use, circulation, public facilities and infrastructure. The V5SP Plan Area has multiple land ownerships, which will likely result in portions of the Plan Area to develop separately and under different timelines, anticipated to be over a 15 to 25 year period. As a result, multiple Planning Areas have been designated to allow each planning area to initiate development independently, where feasible, while maintaining consistency with the overarching Specific Plan. This framework also allows each planning area to secure future development entitlements on timelines specific to each planning area.

The geographic boundaries of each Planning Area A through J are shown on Exhibit 2.3. The ten (10) Planning Areas were chosen based on logical groupings of land use types in geographical locations within the Plan Area. The alphabetical assignment to the Planning Areas is based on a counterclockwise direction starting from Area A, which is the first Planning Area slated to proceed. Implementation of the Village 5 Specific Plan will occur in accordance with the process outlined in Chapter 9, Implementation, which addresses Development Agreement(s), Environmental Impact Report(s), General Development Plan(s) and Phasing/Sequencing of Planning Areas. Refer to Section 9.5 for more detail on development sequencing.

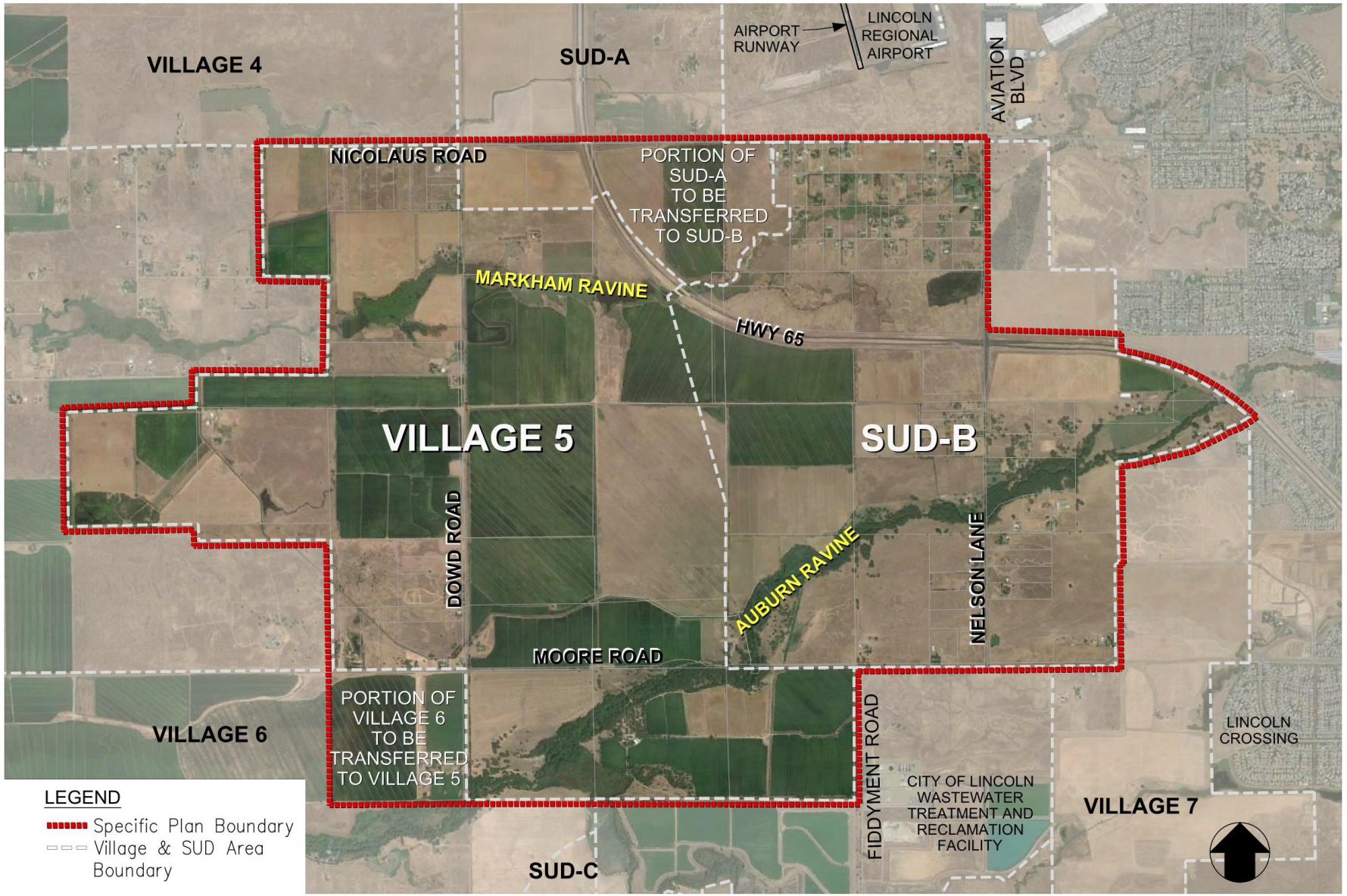


Exhibit 2.2: Plan Area Boundaries

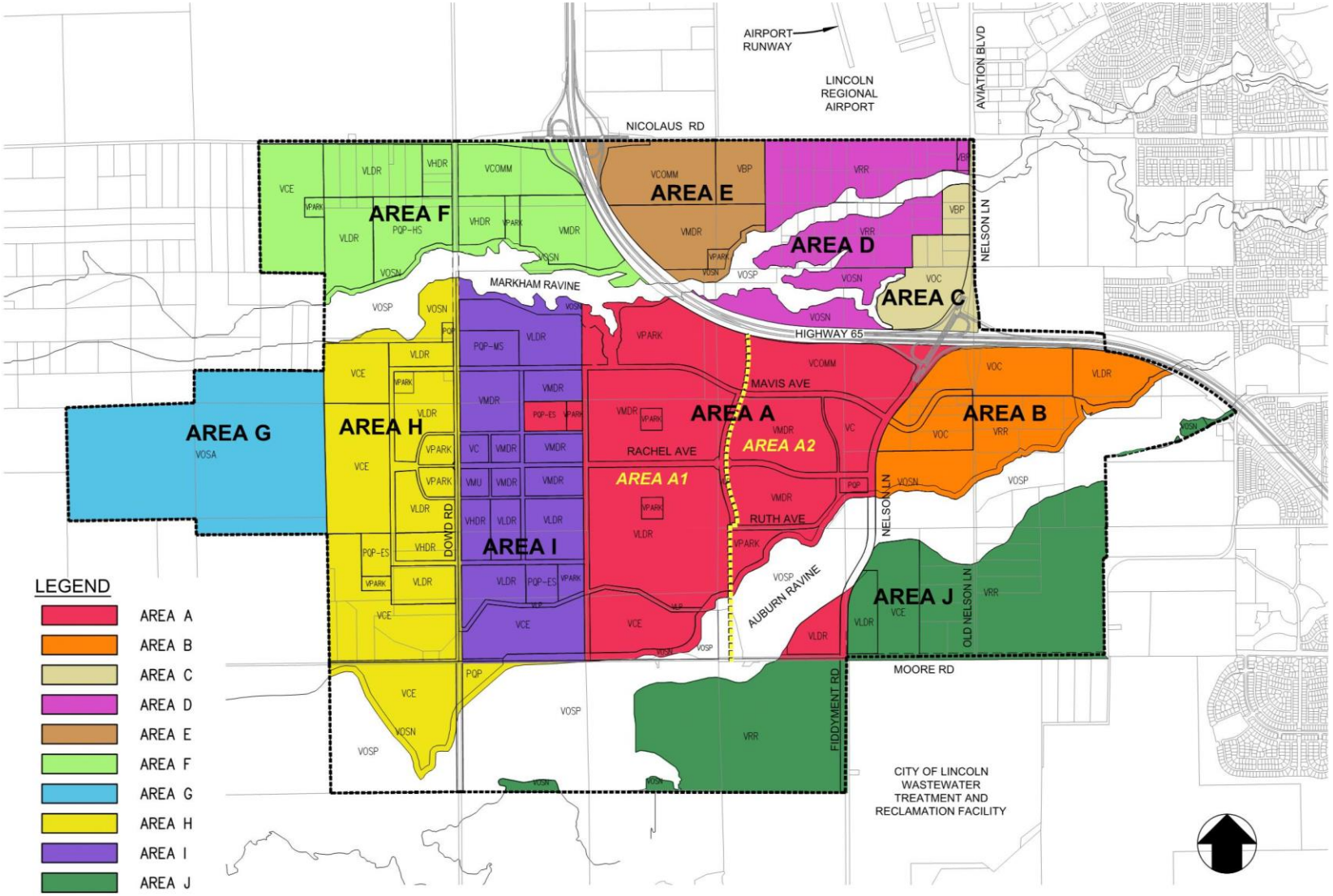


Exhibit 2.3: Planning Areas

2.5 PLAN AREA SETTING

2.5.1 Setting

The Plan Area is comprised of 141 parcels and many different landowners. The applicant, Richland Developers, Inc., owns and/or controls approximately 1,700 acres (approx. 35% of the total) within the Plan Area boundaries.

2.5.2 Adjacent Uses

The current land uses on the properties within the Plan Area include grazing, rice farming, small ranches, and rural residential homes. Adjacent land uses to the Plan Area include:

West: Agricultural land
North: Lincoln Airport, residential homes, open space, agricultural land
East: Residential homes, agricultural land, vacant land
South: Lincoln Wastewater Treatment and Reclamation facility, agricultural land

2.6 CONSTRAINTS & OPPORTUNITIES

Primary conditions that have potential influence on the Plan Area were considered in the site analysis and design. Such conditions influence both opportunities and constraints to the future development of the Plan Area, which include the Highway 65 corridor bisecting the Plan Area, the floodplains and associated riparian vegetation within Auburn and Markham Ravines which traverse the Plan Area, the overflight zones related to the Lincoln Airport, and the presence of biological habitat and resources. Exhibit 2.4 depicts the constraints and opportunities of the Plan Area.

2.6.1 Habitat and Resources

At the time of Specific Plan preparation, the habitat types occurring within the Plan Area included annual grasslands, seasonal wetlands, vernal pools, seasonal marsh and riparian habitat. The natural resources and habitat will be preserved and provide open space areas that serve as a scenic resource and is a visual relief from urban development. The primary biological constraints within the Plan Area include sensitive habitats and protected oak trees associated with Auburn and Markham Ravines.

2.6.2 Existing Transportation and Access

The Plan Area is bisected by State Route 65, a Caltrans freeway which extends from Interstate 80 to the east in Roseville and continues through the Plan Area to the west, terminating at State Route 70 in Olivehurst. An interchange at Nelson Lane provides freeway access to the Plan Area, and connects V5 with residents, employees, and visitors from surrounding communities and throughout the region. Freeway frontage for businesses and regional accessibility to the Plan Area are opportunities, however noise and air quality impacts are potential constraints. Other roadways existing at the time of Specific Plan preparation include Nicolaus Road, South Dowd Road, Moore Road, Fiddyment Road and several small rural roads and lanes; Aitkin Road, William Lane, Rockwell Lane, Neighbor Lane and Heatherbrook Lane.

2.6.3 Existing Infrastructure

The Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) is located directly to the south of the Plan Area at the southeast corner of Fiddyment and Moore Roads. A sewer point of connection (POC) capable of serving the entire Plan Area is provided at the north edge of the WWTRF. Two domestic water POC's are stubbed to the Plan Area boundary. The first water POC is located near the intersection of Nicolaus Road and Nelson Lane and the second water POC is located on Moore Road at the WWTRF. A reclaimed water POC is located near the southwest corner of Fiddyment and Moore Roads.

2.6.4 Lincoln Regional Airport

The Lincoln Regional Airport abuts the Plan Area on the north. This airport is a general aviation facility owned and operated by the City of Lincoln. Airport influence areas and related compatibility zones extend over a portion of the site, as shown in Exhibit 2.4 and 2.5. An airport influence area is defined as an area in which current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses. Compatibility Zones A through D have varying intensity criteria (people/acre), requirement for open space within each site and other specific criteria related to land uses, with Zone A being the most restrictive and Zone D the least. Table LIN-6A of the Placer County Airport Land Use Compatibility Plan (ALUCP) provides detailed guidelines and policies for development compatibility for the Lincoln Airport.

The airport zones A, B1 and C1, which are aligned with the airport runway trajectory over the Plan Area, are the zones which had significant influence on the placement of uses on the land plan. These zones represent a composite of four compatibility factors of noise, safety, airspace protection and overflight. The portion of the Plan Area which falls within the A, B1 and C1 zones, totaling 1,120 acres, has land use restrictions that include, but are not limited to the following: no residential densities more than 4 dwelling units per acre average, schools, active parks, hospitals and large gathering places. In addition, non-residential uses have varying height and occupancy restrictions in these zones. Zone C-2 has conditional compatibility criteria for K-12 schools, hospitals and large indoor assembly facilities. Zone D has minimal restrictions due to the primary constraint of aircraft noise only. The land use plan responds to the airport constraint by locating commercial, office and Rural Residential uses only within the most restrictive zones of A, B-1 and C-1. A small PQP site is located at the edge of the C-1 zone along Auburn Ravine, intended for an allowable private or public community use, such as an athletic club or community center. The land plan locates the schools within Zone D only, as directed by the compatibility criteria.

2.6.5 Noise

Known sources of potential noise in the Plan Area vicinity at the time of Specific Plan preparation include the aircraft noise from the Lincoln Regional Airport and vehicle noise from Highway 65.

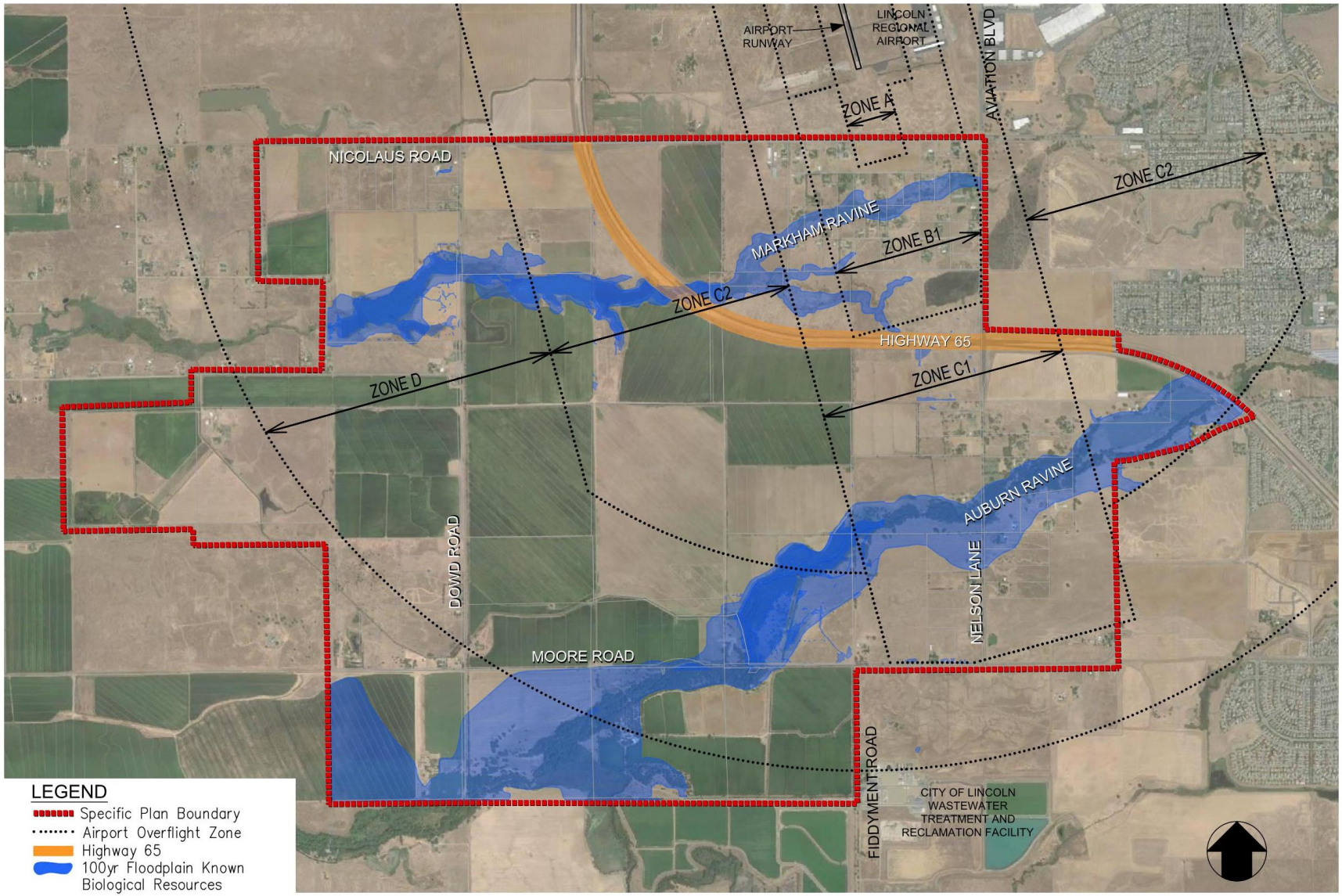


Exhibit 2.4: Constraints and Opportunities

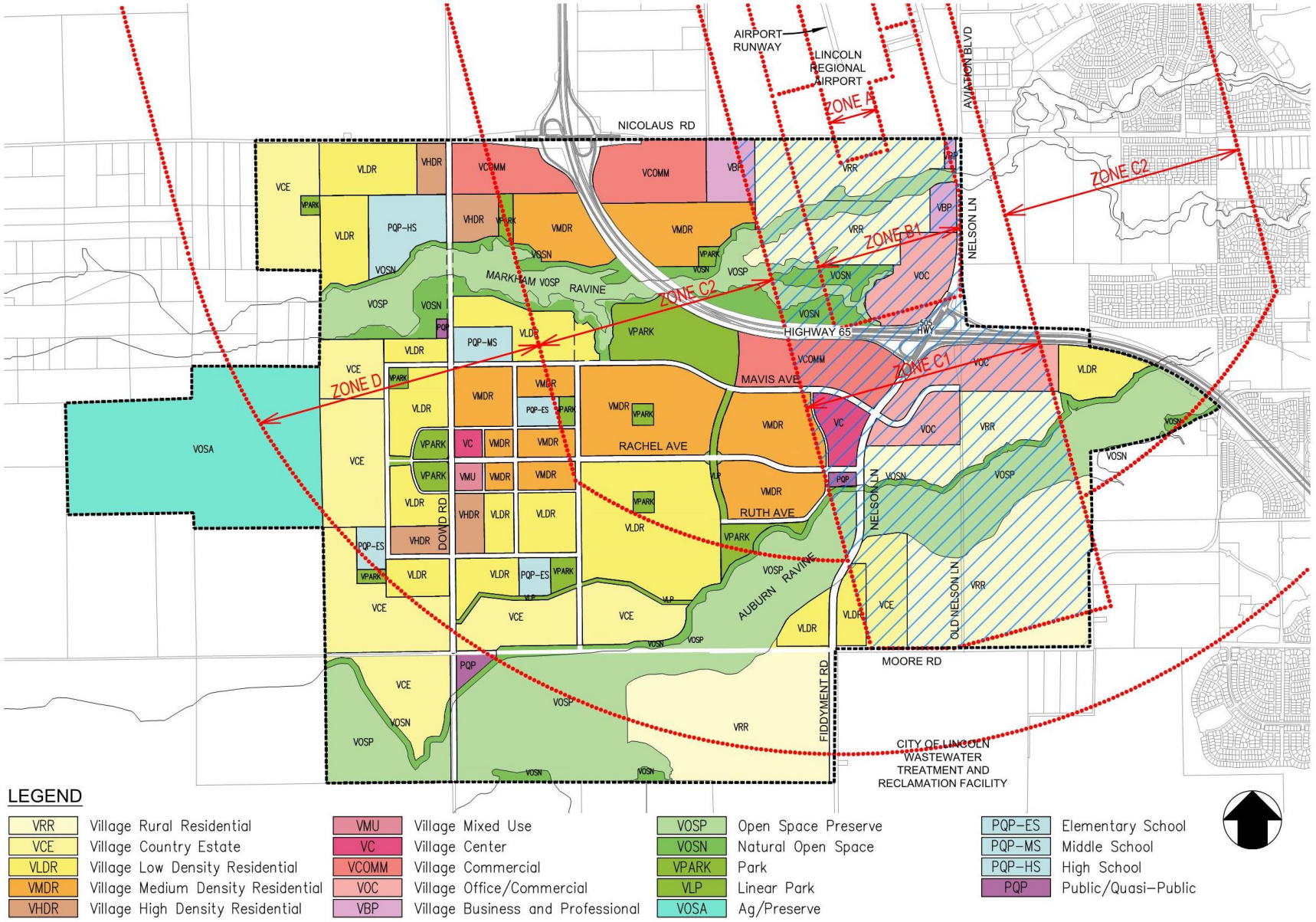


Exhibit 2.5: Land Use & Airport Compatibility Zones

CHAPTER 3: DESIGN FRAMEWORK

3.1 OVERVIEW

The Lincoln General Plan utilizes the designation of Villages to organize new development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility and neighborhood identity. The framework for the V5SP embraces the goals and principles of the General Plan, applied to the Plan Area to emphasize the diversity and natural environment of the site.

The following sections describe the vision and principles at a broad level derived from the General Plan, the community framework that emerges from the vision and principles, and finally, the land use goals used to implement the project vision.

3.2 VISION AND PRINCIPLES

The vision for the Plan Area responds directly to General Plan Goal LU-1; *Grow in orderly pattern consistent with the economic, social, and environmental needs of Lincoln.* The policies for Goal LU-1 are founded upon the principles of 'smart growth', and were adapted from the principles used by SACOG in the development of the regional Blueprint. These General Plan principles are fundamental to the V5SP vision:

Establish a vibrant, self-sustaining, mixed use community including a broad range of uses which are in symmetry and balance with the existing community of Lincoln. The character of the Village will draw upon the rich agricultural history of Lincoln and Placer County to form a rustic yet contemporary form. Particular focus is placed on providing a pedestrian and bicycle friendly community, expansive open space and recreation opportunities, quality architecture, preservation of resources and the natural setting of the site, where feasible. The community will be enhanced with a strong sense of place intended to foster social cohesion, one that promotes non-vehicular modes of travel, encourages education and recreation, minimizes energy use and maximizes sustainability.

Illustrative View of West Village Center

The fundamental basis for the project vision is to create an authentic community which respects the natural, cultural and physical elements of the land and the surrounding uses. The V5SP incorporates the following organizing principles into the overall vision.

3.2.1 Efficient Development Pattern

The Land Use Plan is designed to use the land efficiently by providing a compact core and appropriate land use transitions while responding to the existing constraints. Land uses are organized in a modified grid pattern to encourage walking, biking and use of alternative vehicles and to shorten auto trips. Efficiency is achieved through placement of the primary commercial, employment and recreation uses in close proximity to the Highway 65 interchanges.

3.2.2 Mixed Use Development

The land plan designates a cohesive mix of complementary land uses to create active, vital neighborhoods, providing an integration of residential uses with appropriately scaled commercial uses. In addition, mixed use zoning in the West Village Mixed Use (VMU) site allows both vertical and horizontal integration of residential and commercial land uses.

3.2.3 Transportation Choices

The Specific Plan is designed to allow and encourage residents to live, work, shop, educate and recreate within Lincoln. The integration of a comprehensive roadway and trail system will maximize the potential for people to walk, ride bicycles, use neighborhood electric vehicles (NEVs) or carpool. These elements, in combination with the significant natural open space areas within the Plan Area, will result in a pedestrian and bicycle friendly environment that will promote non-vehicular use as a primary choice, becoming a way of life for residents. In addition, transit services will be extended to the Plan Area as the demand for such services occur and funds are available as determined by the transit provider.

Illustrative View of Path System along Open Space

3.2.4 Diversity

The V5SP provides a wide variety of places where people can live, including apartments, condominiums, townhouses, live-work units, attached and detached single-family homes. The range of neighborhood types and lot sizes include large rural lots, executive estate size lots, traditional lots, compact lots and age-qualified neighborhoods in a variety of styles. This creates many housing opportunities for families, singles, seniors and people with special needs while providing community identity and diversity.

3.2.5 Quality Design

The V5SP emphasizes quality site planning, human scale streetscapes and architectural design as important factors in

creating a strong sense of community and sense of place. The design details of the development, such as the relationship of the buildings to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design and the design of the public rights-of-way, are factors that influence the attractiveness of living in a cohesive community and facilitates the ease of walking and biking to work or neighborhood services. Comprehensive Design Guidelines provided in the GDP will ensure that the character and quality of each development fulfills the project vision through the build out of the Plan Area.

3.2.6 Use of Existing Assets

The Land Plan draws upon the existing assets of Highway 65, Auburn and Markham Ravines, which bisect the Plan Area. The trail network and placement of parks enhances these corridors as unifying elements. The significant visibility of the Plan Area from the Highway 65 corridor elevates the importance of cohesive treatment of the abutting land uses, landscaping and signage, which are addressed in the GDP Design Guidelines.

3.2.7 Natural Resource Conservation

The Land Use Plan designates significant open space areas throughout the Plan Area, preserving existing wildlife corridors and plant habitat along the ravines and creating additional connections with linear parkways. The comprehensive open space is an integral, unifying element of the community. Environment-friendly practices such as energy efficient design, water conservation, stormwater management and low impact development are integrated as sustainable design standards. The conservation of natural resources protects species and improves overall quality of life by providing places for outdoor enjoyment.

3.3. COMMUNITY FRAMEWORK

The development framework of the Plan Area was guided by several key elements that achieve the community's desired physical form, as depicted in Exhibit 3.1, Community Framework. Auburn and Markham ravines are significant natural elements that helped shape the physical form of the Land Use Plan. These two physical features, which bisect the Plan Area from east to west, create a natural green "necklace" encompassing the primary Plan Area core neighborhoods. Other contributing factors are the location of Highway 65 corridor and the influence of the Lincoln Airport overflight zones. The key features that inspired the community design framework are described as follows:

1. **Natural Environment framing a compact core:** The core area of Village 5 is framed by the ravines, the high school farm and existing rural residential properties. The residential densities are lower at the edges of the Plan Area and along the open space preserves, gradually increasing in density and intensity towards the core and Highway 65. The core neighborhoods comprise the central area of the land plan, with the full range of residential densities, flanked by the Village Centers on each end. The north neighborhoods are separated by Markham Ravine from the core neighborhoods, with a denser mix of housing nearest to Highway 65 and decreasing density to the west. This framework provides a distinct identity, a well-defined pattern and gradual transitions to the Plan Area edges.

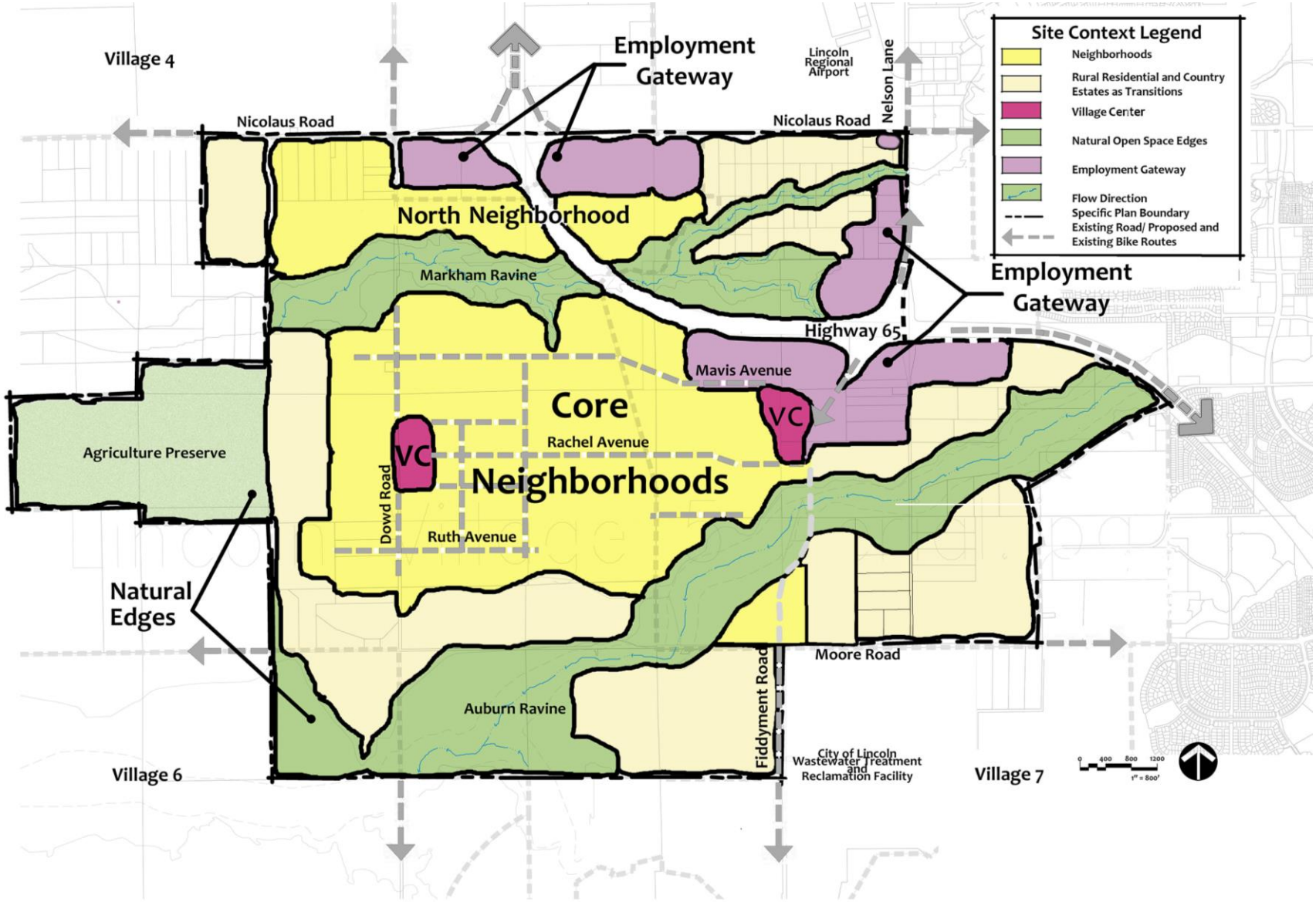


Exhibit 3.1: Community Framework

2. **Village "Centered"**: Two village centers are focal points and identifying elements for the Plan Area, one in the east and one in the west. These village centers function as pedestrian-friendly, social and commercial hubs, at a scale that matches the location and intensity. The West Village Center is a community oriented gathering space with a local market, shops, cafés, service oriented retail and integrated residential uses. The East Village Center is envisioned as a lifestyle center that will not only serve the local neighborhood but also the greater region, inspired by The Fountains in Roseville.
3. **Employment Gateways:** The commercial, office and business park employment uses are primarily located to take advantage of access to and from Highway 65 and the Lincoln Airport. The placement of the primary employment node located at Highway 65 and Nelson Lane responds the land use restrictions of the primary Airport overflight zones, which prohibits most residential land uses, as described in Section 2.6.4. These employment uses are not only compatible within the airport zone, they are also well situated to serve the City of Lincoln residents, the surrounding region as well as the neighborhood needs and services.
4. **Health, wellness and support of community values**: The extensive, interconnected open space, active recreation facilities and a sports tourism emphasis will provide ample places for physical activity and will form a unifying element of the community, providing places for residents to meet, compete, play, and experience natural surroundings**.**

5. Integrating agriculture with community: The project provides the opportunity for integrated agriculture and open space within the boundaries of the rural residential districts (i.e.; through clustering), provides buffers and educational programs to help protect/respect neighboring agriculture and promotes the use of locally grown products**.**

Illustrative View of Class I Trail along Open Space

3.4 LAND USE GOALS

This section discusses the goals and policies that guided the arrangement of Specific Plan land uses. The General Plan Land Use and Community Design Element provided detailed guidance for the Specific Plan. A complete list and consistency analysis of applicable General Plan goals and policies is provided in Appendix A. The following V5SP land use goals are used to implement the project vision and to guide the form and character of the emerging community.

Goal 3.1: Foster a distinctive community with a strong sense of place

- *Policy 3.1.1: Reinforce community image through the preservation and creation of landmarks and icons that reflect the agricultural heritage of the Plan Area and Lincoln.*
- *Policy 3.1.2: Provide vibrant village centers that are gathering places for the community and attractive destinations, accessible via an interconnected mobility system.*
- *Policy 3.1.3: Locate the schools and parks as focal points and gathering places within each neighborhood.*
- *Policy 3.1.4: Design neighborhoods so that most dwelling units are within one-quarter mile of an open space area such as a park, school site, linear parkway or other open space.*

Goal 3.2: Integrate a balance of complementary land uses

- *Policy 3.2.1: Locate retail and employment centers with easy access and visibility from Highway 65. These land uses provide an extensive array of local and regional goods and services as well as employment opportunities for residents in the Plan Area, the City of Lincoln and the South Placer region*
- *Policy 3.2.2: Designate the East Village Center in a location that functions as a gateway for the eastern portion of the Plan Area and serves as a destination lifestyle center. Prioritize the development of a regional retailer within the East Village Center that offers a unique and an enhanced market opportunity for the Plan Area that cannot be replicated throughout the region.*
- *Policy 3.2.3: Designate mixed-use zoning in the West Village Center to reinforce civic hubs, support consumer demand for locally-based businesses, promote live-work opportunities and encourage non-vehicular mode share and transit use.*
- *Policy 3.2.4: Provide job-generating uses to achieve a balanced jobs-to-housing ratio and to encourage close home-work linkages to reduce automobile dependence.*

Goal 3.3: Provide a range of housing choices and opportunities

- *Policy 3.3.1: Provide a range of housing options (i.e., apartments, townhouses, lofts, single family detached homes, age-qualified units) for the variety of people desiring new housing (i.e., families, single, multi-generational, seniors and those with disabilities/special needs).*
- *Policy 3.3.2: Provide housing opportunities and choices for moderate and low income persons and families.*
- *Policy 3.3.3: Design infrastructure and services for the existing rural residential areas within the Plan Area which lack urban services.*

- *Policy 3.4.4: Provide a balanced mix of residential land use types across the Plan Area in the full range of permitted densities, from 0.2 du/acre to 30 du/acre.*

Goal 3.4: Provide a connected, accessible open space and recreation network to enhance existing natural resources and encourage use of non-vehicular modes

- *Policy 3.4.1: Preserve and protect the Auburn Ravine and Markham Ravine corridors as permanent open space and provide public access with perimeter trails and crossings, where feasible.*
- *Policy 3.4.2: Establish a network of open space and recreation amenities including a regional sports park, community parks, neighborhood parks, linear parkways, and pedestrian and bike connections throughout the Plan Area.*
- *Policy 3.4.3: Allocate a minimum of forty percent (40%) of the Plan Area for useable open space, such as parks, recreation, natural open space, linear parkways, buffers and landscape areas.*

Goal 3.5: Incorporate buffers and/or compatible land uses to preserve and protect sensitive land uses and existing assets

- *Policy 3.5.1: Designate appropriately sized buffers between proposed developed areas and the open space preserves, natural open space and other sensitive resources.*
- *Policy 3.5.2: Locate appropriate land uses within the compatibility zone of the Lincoln Airport in compliance with the Placer County Airport Land Use Compatibility Plan (ALUCP). Provide avigation easements for any residential parcels within Zones A, B-1, C-1 and C-2.*
- *Policy 3.5.3: Provide buffers for adjacent agricultural land uses designated for long-term protection to minimize land use conflicts using techniques including, but not limited to; linear parkways, open space, fencing, tree windrows and berms. Provide agricultural disclosure for new residential uses adjacent to active agricultural uses.*
- *Policy 3.5.4: Require adequate buffers within the Village Rural Residential zone along Fiddyment Road where abutting the Wastewater Treatment and Reclamation Facility.*

CHAPTER 4: LAND USE PLAN

4.1 OVERVIEW

This chapter describes the Land Use Plan and the relationship of the Zoning and GDP to the development process. A description of each land use type is provided, including density and intensity ranges pursuant to each zoning category and provisions for transfers of dwelling units and non-residential square footages.

4.2 LAND USE PLAN

The Land Use Plan is the culmination of a comprehensive collaboration between City staff, the applicant's team and landowners, a process which identified physical constraints, examined adjacent land uses and analyzed General Plan policies and influences on the land use planning process. The Land Use Plan is based on the goals and policies of the City of Lincoln 2050 General Plan, specifically from the Land Use and Community Design Element, as described in the vision and principles, Section 3.2.

The Land Use Plan, shown on Exhibit 4.1, illustrates the arrangement of land uses, transportation networks and open spaces that will comprise the V5SP community. Table 4.1 provides a detailed summary of the land use designations, acres, dwelling units and square footages allocated on the Land Use Plan and evaluated in the EIR analysis. The Land Use Plan designates a broad range of residential land uses, Village centers, employment and commercial land uses as well as parks, open space, public and educational land uses. The land use plan is estimated to result in approximately 8,200 dwelling units and approximately 4.6 million square feet of employment and commercial land uses. The mix of land uses types and intensities will provide for a diverse village which complements surrounding and planned uses within the City.

The variety of housing types and densities proposed will accommodate a wide range of groups including families, singles, seniors and people with special needs. Housing types proposed include rural residential homes, detached and attached single-family homes, age-qualified homes, apartments, condominiums, townhouses and live-work buildings. A wide variety of employment and commercial land uses are allocated within the Plan Area. These uses are primarily located to take advantage of access to and from Highway 65 and the Lincoln Airport. The new employment and commercial opportunities will serve the City of Lincoln residents, the surrounding region as well as village and neighborhood needs and services. Parks, open space and public uses, such as schools and fire stations, are distributed throughout the Land Plan to ensure optimum access and use.

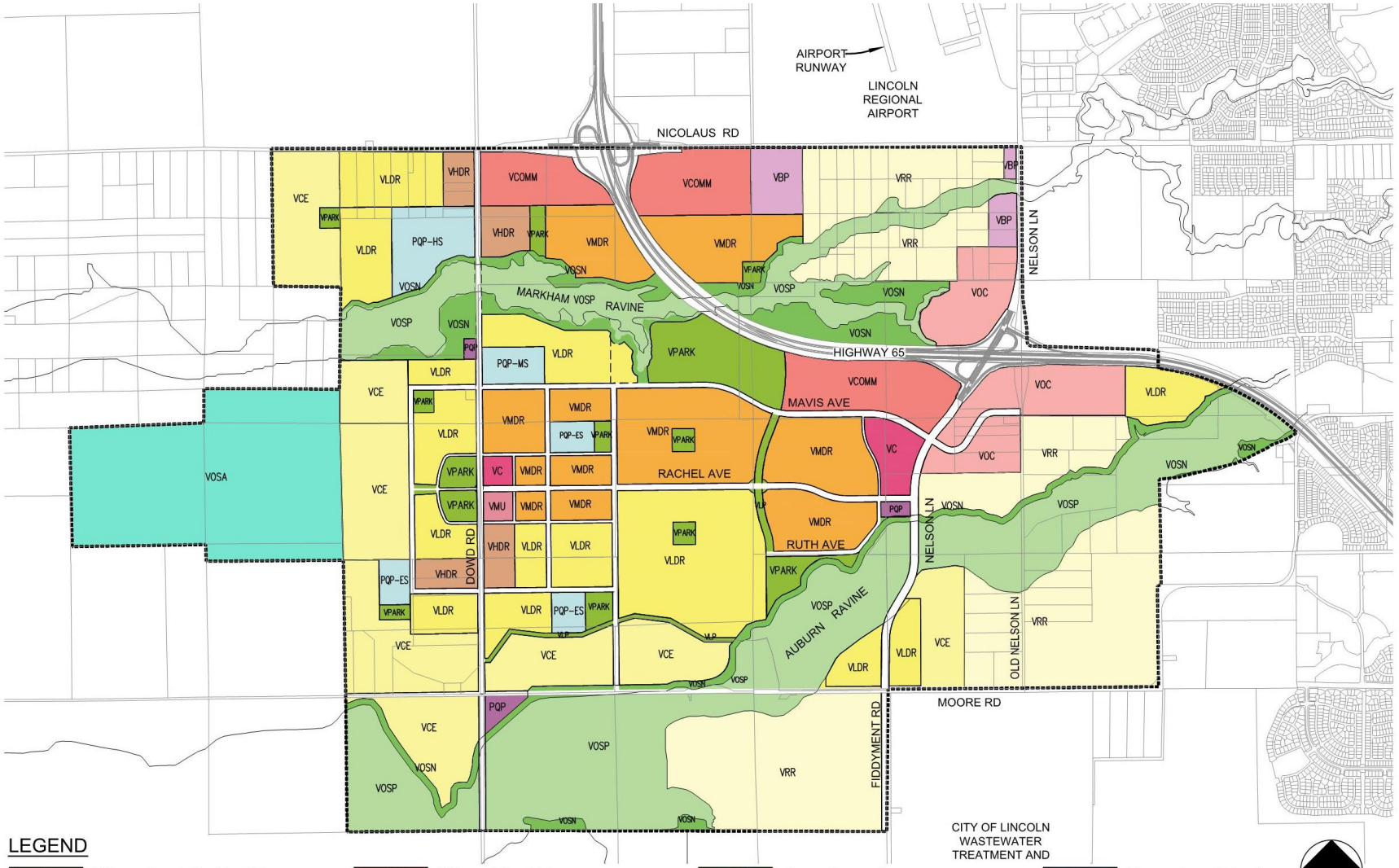


Exhibit 4.1: Land Use Plan

TABLE 4-1: LAND USE SUMMARY

ABBR.	LAND USE DESIGNATION	GROSS ACRES	NET ACRES[1]	DENSITY RANGE	DU/AC. TARGET	F.A.R.[3]	RES. UNITS[2]	RES. % OF DU	NON-RES S.F.	% S.F.
Residential Uses										
VRR	Village Rural Residential	709.2	614.3.4	0.2-0.5	0.5		302	3.7%	N/A	
VCE	Village Country Estate Residential	500.4	476.0	1.0-2.9	2.0		925	11.2%	N/A	
VLDR	Village Low Density Residential	570.1	529.5	3.0-5.9	5.0		2,690[4]	32.6%	N/A	
VMDR	Village Medium Density Residential	441.6	405.3	6.0-12.9	7.0		2,830[4]	34.3%	N/A	
VHDR	Village High Density Residential	68.7	68.7	13.0-30.0	21.0		1,441	17.5%	N/A	
	SUBTOTAL	**2,290.0**					**8,188**	**99.3%**		
Commercial and Employment Uses										
VMU	Village Mixed Use	7.5	7.5		7.5	0.35	56	0.7%	114,300	2.5%
VC	Village Center	33.9	29.9			0.35	N/A		456,400	9.9%
VCOMM	Village Commercial	196.3	176.2			0.25	N/A		1,918,300	41.7%
VOC	Village Office/Commercial	159.9	129.9			0.30	N/A		1,696,800	36.9%
VBP	Village Business and Professional	46.2	38.0			0.25	N/A		413,600	9.0%
	SUBTOTAL	**443.8**					**56**	**0.7%**		**100.0%**
Parks and Open Space										
VPARK	Village Park	149.2	126.6							
VLP	Village Linear Park	19.5	18.6							
VOSA	Village Ag/Preserve	343.5	343.5							
VOSP	Village Open Space Preserve	838.5	838.5.1							
VOSN	Village Natural Open Space	208.2	192.1							
	SUBTOTAL	**1,558.9[5]**								
Public Uses										
PQP	Public / Quasi-Public	13.6	13.0							
PQP-ES	Elementary School	35.9	35.8							
PQP-MS	Middle School	20.0	20.0							
PQP-HS	High School	48.7	48.7							
	SUBTOTAL	**118.2**								
ROW	Right of Way	225.6	225.6							
HWY	Highway 65	139.0	139.0							
	SUBTOTAL	**364.6**								
	TOTAL	**4,775.5**	**4,486.7**				**8,244**	**100.0%**	**4,599,400**	**100.0%**

Table 4.1 Footnotes:

1. Net Acreage shown excludes detention ponds and airport required open land, based on the Placer County Airport Land Use Compatibility Plan, February 26, 2014. Detailed calculations for each land use node is provided in Appendix B.
2. Total dwelling units for each land use type is based on the net acreages for each land use node, as provided in Table B-1 of Appendix B-Planning Area Detail, and multiplied by the average density factor. The densities shown are an average and may vary based on the ranges established for each residential zone.
3. The FAR factors are targets and may vary based on the ranges established for each zone. VMU FAR is based on GP Table 4-3; COMM FAR assumes no internal public roadways; O/C FAR assumes mix of two and three story buildings; VBP FAR assumes single story buildings.
4. 1,000 units of VLDR and VMDR will be developed as age-qualified units, with 771 designated as VLDR and 229 designated as VMDR.
5. Detailed calculation of required open space is provided in Table 6.3.

4.3 Zoning and General Development Plan

The planned zoning designation for all areas in the V5SP is Planned Development (PD), as defined in Section 18.32 of the City of Lincoln Zoning Ordinance. The PD district is intended "to encourage and provide for a creative and more flexible approach to the use of land; to maximize the choices of types of living environments available to people in the city; and to encourage more efficient allocation and maintenance of common open space through the redistribution of overall densities where such a rearrangement is desirable and feasible" (Zoning Ordinance Section 18.32.010).

The PD zoning designation allows the City to adopt a General Development Plan (GDP) for Village 5, which functions as the Specific Plan's primary zoning tool. Application of the GDP provides flexibility in the establishment of development standards, including minimum setbacks, lot area and width, lot coverage, and other provisions. In accordance with the PD district, the Specific Plan provides for flexibility in the application of development standards and permitted uses. This flexibility is reflective of the unique attributes of the site and the dynamic nature of the evolving housing market. Flexibility is important to accommodate the mix of new and traditional housing and other development types envisioned, and in achieving the overall principles of Village 5.

At the time of Specific Plan approval, the City adopted the GDP to provide land use uses regulations and Design Guidelines for the entire Plan Area. A Chapter addressing Planning Level Detail is also provided for Area A, which is the first Planning Area slated to proceed. Amendments to the GDP will be processed for the other Planning Areas as part of the subsequent entitlements, as described in Section 9.4.

As additional Planning Areas (B-J) are granted development entitlements, the GDP will be augmented to add Planning Level Detail chapters to reflect the project-level planning for that area. As a zoning tool, the GDP provides the permitted uses, development standards and design guidelines to regulate development. It also works in conjunction with the City of Lincoln Zoning Ordinance to achieve the vision and principles of the Specific Plan. The GDP constitutes the development regulations for the overlying PD zoning districts and identifies considerations unique to the character and development objectives of the varied Planning Areas within Village 5. Design Guidelines and Planning Level Detail are included to help facilitate the design and review of individual development

projects. All development in Village 5 is required to comply with this Specific Plan and the regulations set forth in the GDP.

4.4 Residential Land Uses

4.4.1 Village Rural Residential (VRR)

This designation provides for large rural lots and is primarily applied to parcels within the airport overflight area. The VRR zone provides an opportunity for large rural residential development including single family dwellings, accessory dwellings and structures such as barns. The density range is 0.2 to 0.5 du/acre, i.e.; 1.0 dwelling unit per 2 to 5 gross acres.

Rural Residential Housing example

4.4.2 Village Country Estates (VCE)

The VCE category includes large lot traditional single family development, however detached accessory dwelling units are also allowed. The VCE zone provides an opportunity for larger, estate sized parcels which are uniquely located with proximity to adjacent agricultural lands and open space. The density range is 1.0 to 2.9 dwelling units per gross acre.

Country Estates Housing Example

4.4.3 Village Low Density Residential (VLDR)

The VLDR land use category provides for single family detached homes on standard suburban size lots, however attached homes are also allowed. Alternative lot configurations such as alley, cluster or halfplex lots may also occur. The density range is 3.0 to 5.9 dwelling units per gross acre.

Low Density Residential Example

4.4.4 Village Medium Density Residential (VMDR)

The VMDR land use category accommodates a variety of housing types. This density allows for single family detached housing, as well as detached and attached housing types. VMDR housing types may include, but are not limited to the following; standard, halfplex, cluster, alley, courtyard, greencourt, zero-lot line, brownstones, townhomes, or condominiums. The density range is 6.0 to 12.9 dwelling units per gross acre.

Medium Density Residential Example

4.4.5 Village High Density Residential (VHDR)

The VHDR land use category anticipates a variety of attached and multi-family housing types. The VHDR sites are strategically located along Dowd Road near the Village Commercial and West Village Center sites to promote alternative transportation through the proximity to goods, services and transportation hubs.

High Density Residential Example

The VHDR sites will provide rental and for-sale housing opportunities such as but not limited to apartments, brownstones, townhomes or condominiums. Pursuant to the Regional Housing Needs Plan (RHNP), the City of Lincoln may designate VHDR parcels in the Plan Area to provide zoning capacity to accommodate the housing needs for lower income households. The density range for VHDR is 13.0 to 30.0 dwelling units per gross acre.

4.5 Commercial and Employment Uses

4.5.1. Village Mixed Use (VMU)

The purpose of the VMU designation is to provide for a mixed use commercial site to complement the West Village Center. This land use category provides for creative and functional integration of residential uses with retail, service commercial, office or recreational uses. This category allows for both vertical and horizontal mixed use opportunities. Residential uses in this designation will meet the requirements for VHDR. The target floor area ratio (f.a.r.) for the non-residential uses is 0.35.

Example of Village Mixed Use

4.5.2 Village Center (VC)

The purpose of the VC designation is to provide small to mid-size commercial sites. Two sites are designated as VC, the East and West Village Centers. The larger East Village Center is intended to be community-oriented, with anticipated uses including retail and service uses restaurants, banks and entertainment. The East VC is intended to provide a unique regional retailer as an enhanced market opportunity for the Plan Area, drawing market potential beyond the Plan Area and well into the Greater Sacramento Region. The East VC site is located within the C-1 compatibility zone of the Lincoln Airport, which has additional use restrictions that limit building heights, site densities (people/acre) and large assembly facilities, both indoor and outdoor. The smaller West Village Center provides the opportunity for neighborhood and locally-oriented retail and service uses, civic, public and quasi-public uses and similar, compatible uses. The target f.a.r. is for VC is 0.35.

Example of Village Center Use

4.5.3 Village Commercial (VCOMM)

The VCOMM land use category is designated for larger, visible sites along Highway 65 at the Nelson and Nicolaus Road interchanges. The VCOMM commercial sites are targeted to serve the immediate region and the entire Lincoln community, including shopping centers, larger format retailers, hotels/motels and a range of freestanding uses such as banks, restaurants and offices. The VCOMM sites which are located within the C-1 compatibility zones of the Lincoln Airport which has additional use restrictions that limit building heights, site densities (people/acre) and large assembly areas, both indoor and outdoor. Appendix B, Planning Area Detail, identifies the compatibility zones affecting the VCOMM sites. The target f.a.r. for VCOMM is 0.25.

Example of Village Commercial Use

4.5.4 Village Office/Commercial (VOC)

The VOC land use category will provide areas for a mix of offices and commercial uses, with target ratio of 60% office and 40% commercial. The VOC sites are strategically located at the Highway 65/Nelson Road interchange, providing opportunities for a compatible mix of moderate intensity office and commercial employment in a central location within Lincoln and easily accessible from Highway 65. Uses anticipated generally include professional offices, fitness centers, financial institutions, restaurants and other business services. Retail commercial activities that complement or are accessory to the primary uses of the zone are also appropriate. The VOC parcels are located within the B-1 and C-1 compatibility zones of the Lincoln Airport have additional use restrictions that limit building heights, site densities (people/acre) and large assembly facilities, both indoor and outdoor. Appendix B, Planning Area Detail, identifies the compatibility zones which affect the VOC sites. The target f.a.r. for VOC is 0.30.

Example of Office Commercial Use

4.5.5. Village Business Professional (VBP)

The VBP category will provide areas for research/development campuses, professional offices and services. Uses anticipated generally include medical offices and clinics; law firms; accountant offices; insurance, real estate, and financial; governmental offices; social services; and non-profit organizations. Retail commercial activities that complement or are accessory to the primary uses of the designation are also appropriate. The VBP zoning which is located within the B-1 and C-1 compatibility zones of the Lincoln Airport have additional use restrictions that limit building heights, site densities (people/acre) and large assembly facilities, both indoor and outdoor. The presence of these compatibility zones and the required building height, intensity, and maximum concentrations of people have influenced the targeted f.a.r. of 0.25. Appendix B, Planning Area Detail, identifies the compatibility zones which affect the BP sites.

Example of Business Professional Use

4.6 PARKS, OPEN SPACE, PUBLIC AND AG USES

4.6.1 Village Parks (VPARK)

Parks provide locations in the Plan Area for recreation and community gathering. Parks of varying sizes are provided to meet neighborhood, community and regional needs. This designation is intended to provide locations for parks and other related compatible public services/uses. Both active and passive recreational activities are permitted.

Example of Park Playground

4.6.2 Village Linear Park (VLP)

This category is to provide for varying width corridors that link the overall pedestrian and bikeway trail network and provide passive recreation opportunities. Linear parkways may also provide space for compatible recreation amenities such as benches and gathering areas for the adjacent community.

Example of Linear Park

4.6.3 Ag Preserve (VOS-A)

The VOS-A category is applied to the existing Lincoln High School Farm (LHS Farm) property. This site consists of educational farming projects and wildlife habitat on the majority of the site, with classrooms and workshops on the easternmost area. Expansion of the LHS Farm may expand the educational uses on this site as well as maintaining the focus on farming and habitat uses.

4.6.4 Village Open Space (VOSP and VOSN)

The Open Space category includes two types of open space. The first is village open space preserve (VOSP) that corresponds with the Draft Placer County Conservation Plan (PCCP), generally coinciding with the Auburn and Markham Ravine corridors. VOSP zoning is applied to the natural resources within the Plan Area including creeks, seasonal wetlands, vernal pools, swales, marshes as well as oak trees and other natural vegetation. Uses within and access into the VOSP areas are restricted pursuant to the Draft PCCP or a conservation easement.

Open Space Preserve along Auburn Ravine

The second type is natural open space (VOSN), which is applied to areas adjacent to the open space preserves. The Plan Area sets aside areas of VOSN in order to preserve wetland and aquatic resource features that contribute to the integrity of the watersheds encompassed within the VOSP areas. Uses within the VOSN may include wetland creation (with appropriate buffers) and may also provide space for compatible passive recreation amenities such as trails, benches and viewing areas to enhance the Auburn and Markham Ravine corridors for the adjacent community.

Example of Passive Recreation Amenities

E

4.6.5 Public/Quasi–Public (PQP)

This category is to provide for the establishment of public and quasi-public uses, such as safety facilities, utilities, local government offices/facilities, public schools (schools, colleges, and universities), community centers and other similar uses. The intent of this zone is to identify appropriate locations for these uses without impacting, disrupting, or otherwise removing other lands for residential or other uses.

Example of Elementary School, PQP Use

4.6.6 Agricultural Overlay (AO)

The Agricultural Overlay Zone allows for the continuation of agricultural uses and agricultural support uses within the Plan Area. The AO Zone is superimposed over the urban zoning assigned by the Specific Plan Land Use Diagram, shown on Exhibit 4.2. The AO Zone is applied to the entirety of the Plan Area. Any use in the AO Zone existing and allowed at the time of annexation of the property, yet does not conform to the AO Zone Permitted Uses defined in Section 3.4.13.2 of the GDP, may continue as a legal non-conforming use, pursuant to the GDP, Chapter 3.3.4, Nonconforming Uses and Structures. Uses in existence at the time of annexation or "new" uses which are consistent with the Permitted Uses shall be deemed "conforming uses," which are permitted by right in the AO zone.

The AO Zone establishes land development requirements for any "new" agricultural and rural residential uses within the AO Zone which occurs after annexation by the City. It is the intent of the Specific Plan to allow existing, agricultural uses to continue, on an interim basis or in perpetuity, concurrent with development of the Specific Plan land uses by requiring buffers on the adjacent Zoned parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut an agricultural activity, operation or facility are addressed in the Development Standards and Regulations of the applicable zone, Tables 3.2 through 3.9 in the GDP. Development standards for new ag uses in the AO Zone are provided in Section 3.4.13 of the GDP.

4.7 Dwelling Unit and Square Footage Transfer provisions

It is the intent of the Specific Plan to promote flexibility in transferring dwelling units and non-residential square feet between certain parcels in response to market demand, subdivision design, permanent open space preservation or other

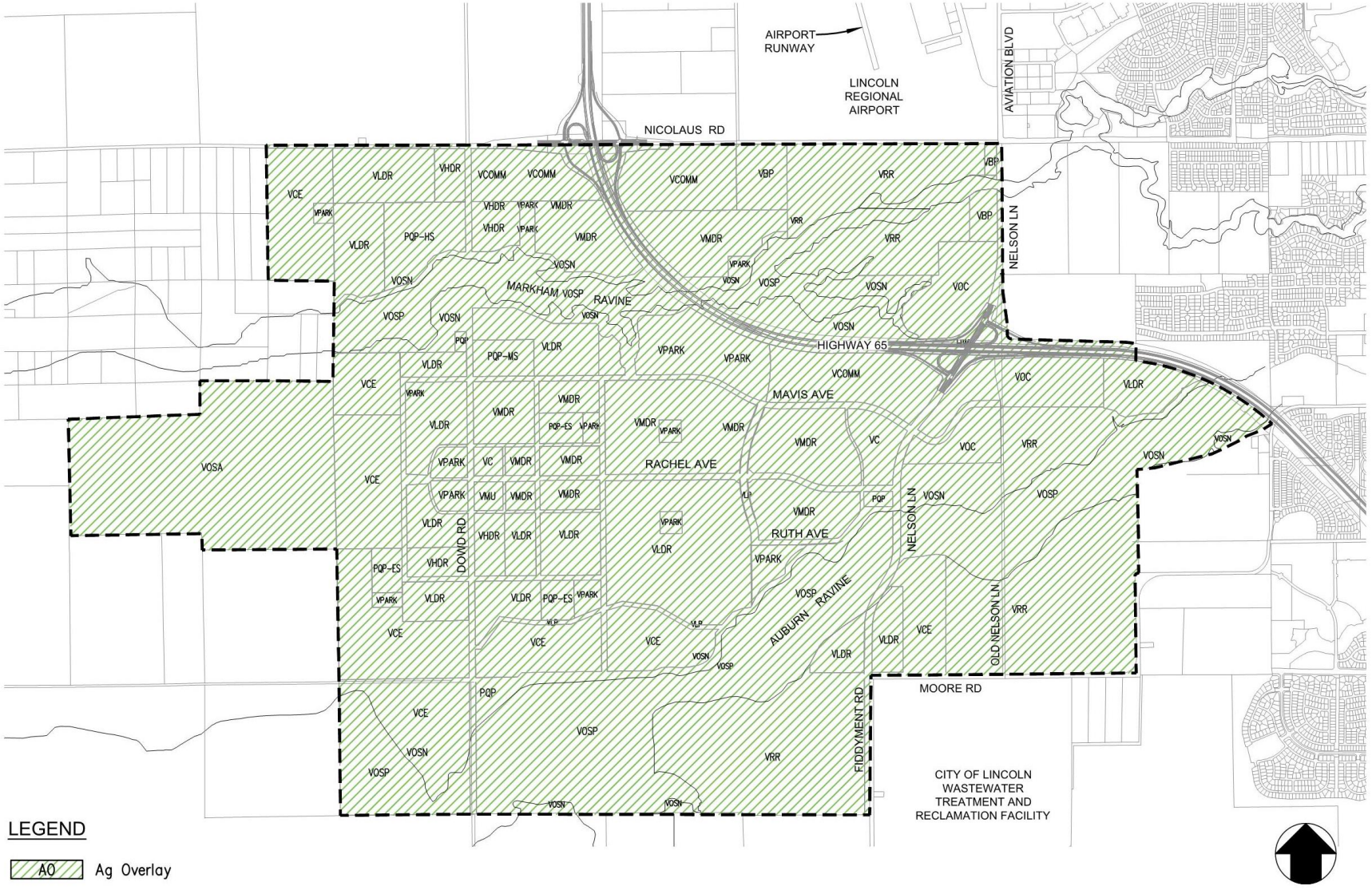


Exhibit 4.2: Ag Overlay Boundaries

considerations. The Land Use Plan, Exhibit 4-1, in conjunction with Parcel Summary Table B1, found in Appendix B, Planning Area Detail, provides a detailed summary of the land use, zoning, unit and square footage allocation for each land use node. Transferred units or footage may be derived from a parcel where the complete allocation of units or square footage was not utilized. VHDR parcels which may be designated by the City as locations to accommodate the housing needs for lower income households are eligible for transfer of units into those parcels only in order to provide the minimum density to meet RHNA obligations, as described in Section 4.4.5.

4.7.1 Dwelling Unit and Square Footage Transfer Criteria

Dwelling unit or square footage transfers, if consistent with the following criteria, are consistent with the Specific Plan and the V5SP EIR and do not require an amendment to the Specific Plan or the General Plan, therefore such transfers may be approved administratively. Requests for transfers which exceed the following criteria require a Specific Plan Amendment (SPA), as described in Section 9.7.

- A transfer may involve two parcels or more, provided that the transferring and receiving parcels are within the V5SP, the proposed number of dwelling units/square footage falls within the density or intensity range for each parcel as designated by the Land Use Summary and the total maximum number of approved units and non-residential square footage for the entire Plan Area is not increased.

- The cumulative increase or decrease in units resulting from the density transfer does not change by more than twenty percent (20%) the number of pre-transfer units allocated to any one parcel node or grouping of parcel nodes, as established by Parcel Summary Table B-1 found in Appendix B.

- The transfer of units/square footage from any parcel or parcels is reflected in the subsequent entitlements for that property (i.e., tentative subdivision map or site plan review).

- The transfers will not adversely impact planned infrastructure, roadways, schools, other public facilities or Plan Area fee programs and assessment districts.

- To request a unit or square footage transfer, the owner or owners of both the transferring and receiving parcels shall submit a Dwelling Unit/Square Footage Transfer application to the City Planning Department, identifying the impacted parcels, designating the number of units or square footage being transferred and providing other documentation as required by the Community Development Director (Director) to determine compliance with the above criteria. The applicant shall also provide a revised Table B-1, reflecting the adjusted unit counts and densities or square footage and floor area ratio. The revised table will be the official record kept on file in the Community Development Department used for tracking allocations to each large lot parcel. Underutilized dwelling units or square feet may be held by landowners within the Plan Area for the purpose of transfers until all parcels within the Plan Area have been approved for site specific development.

- If, in the opinion of the Director, such a transfer satisfies the above criteria, it is consistent with the intent of this Specific Plan and EIR and will not require an amendment to the Specific Plan. If the Director determines that the transfer is not consistent with the criteria, the transfer shall require an amendment to the Specific Plan. The applicant may appeal such a determination to the Planning Commission.

4.8 Residential Clustering

The community vision for the Plan Area draws on the rich agricultural history of Lincoln and Placer County, with particular focus on the preservation of resources and the natural setting of the site. The strategic locations of the Village Rural Residential (VRR) and the Village Country Estates (VCE) along the edges of the Plan Area act as land use transitions from the natural edges of the Ravines and the adjacent agriculture to the more compact core neighborhoods and employment areas. The V5SP provides a unique, optional opportunity to create enclaves of VRR and VCE lots that are clustered to preserve land and create buffers for existing and new agriculture, to preserve open space or other resources, while creating a sustainable, community asset.

Example of a Residential Clustering Approach

It is the intent of the Specific Plan to allow Cluster development of selected VRR and VCE parcels, resulting in a clustering of the allocated dwelling units to a smaller footprint, thereby allowing the creation of smaller lots than allowed by the development standards. The undeveloped area that is not used for the residential units will be set aside for either agriculture or open space use, such as an orchard, vineyard, neighborhood garden or habitat preserve. The undeveloped portion can be owned and maintained in private ownership or in common by the residents within the clustered subdivision. The undeveloped portion would be encumbered by a guarantee of land preservation agreement, in a form acceptable to the City.

For example, a 48 acre VRR parcel has a total of 24 dwelling units allocated, at a density of 0.5 du/acre, or 2 acre lots. A possible Clustering approach to development of this parcel would set aside 24 acres for a vineyard and develop the remaining 24 acres as 1 (one) acre lots. Another example is a 100 acre VCE parcel which is allocated for a total of 200 dwelling units, 2 (two) du/acre (approx. 20,000 s.f. lots). A possible Clustering approach to development of this parcel would set aside 35 acres for a neighborhood orchard/ garden and develop the remaining 65 acres at a density of 3 du/acre (approx. 13,000 s.f. lots). A hypothetical example of approaches to clustering is shown in Exhibit 4.3.

4.8.1 Clustering Criteria

Clustering, if consistent with the following criteria, is permitted in conjunction with the review and approval of a tentative subdivision map and will not require an amendment to the Specific Plan, zoning, development agreement or the City General Plan. Clustering may be approved in combination with a dwelling unit transfer, as described in Section 4.7.1.

- **Number of parcels:** The number of residential cluster units allowed in a Cluster project shall be based on the maximum number of lots that would result from a

conventional subdivision in the VRR or VCE land use category, as set forth in Table B-1 Parcel Summary, as adjusted by any dwelling unit transfers.

- **Applicability:** Any 20 acre or larger VRR or VCE parcel is eligible if not precluded from further subdivision by conditions of approval and/or deed restriction and not covered by a permanent agricultural easement.

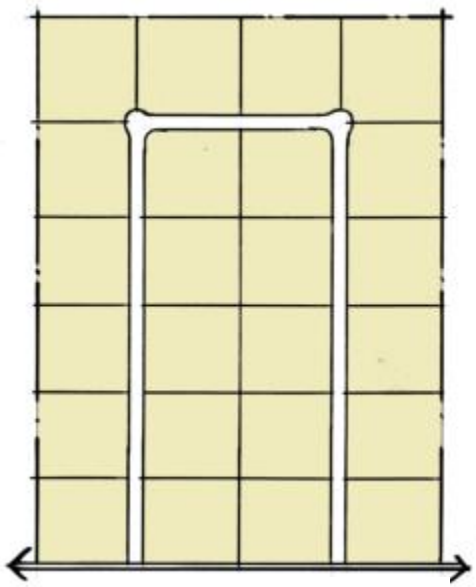
  Guarantee of land preservation: When a Cluster project is established, the portion of the Cluster project that is not subject to development (the "undeveloped area") shall be maintained in agricultural or open space use in perpetuity. All commonly owned areas shall be permanently reserved and managed by a non-profit land trust or governmental entity, which shall be maintained and managed with funds provided by a homeowners association (HOA) maintenance district or other funding source established by the applicant.

- **Allowed development area:** Residential development for VRR parcels shall be limited to no more than 50 percent of the overall Cluster project with the minimum area of 50% for the agricultural or open space use. Residential development for VCE parcels shall be limited to no more than 65 percent of the overall cluster project with the minimum area of 35 percent for the agricultural or open space use. Residential development components include but are not limited to clustered lots, roadways and access drives, and any other areas of the project site that may be removed from agriculture or public open space to accommodate the proposed Cluster project.
- The City may impose conditions as it deems necessary to govern the location, separation and height of buildings to ensure compatible placement on the proposed site and with relationship to the surrounding area.
- **Clustered Density:** Where clustering is utilized, a portion of the site will have a maximum density higher than the conventional density range for that land use type. However, to reflect an appropriate character of the base land use, the maximum density in the cluster is limited as follows:

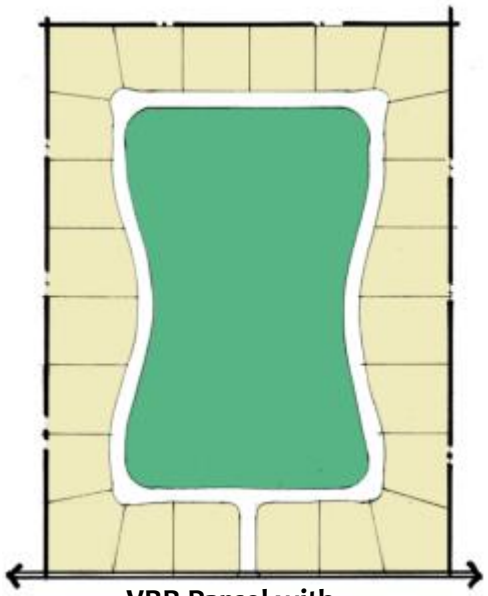
Land Use	Conventional Density Range	Maximum Density in Cluster Area
Village Rural Residential	0.2-0.5 du/ac	2.0 du/ac
Village Country Estate	1.0-2.9 du/ac	4.0 du/ac

- **Minimum Parcel Size:** As a Clustered development would have potentially smaller lots, the minimum parcel size of lots may also be decreased to compensate.

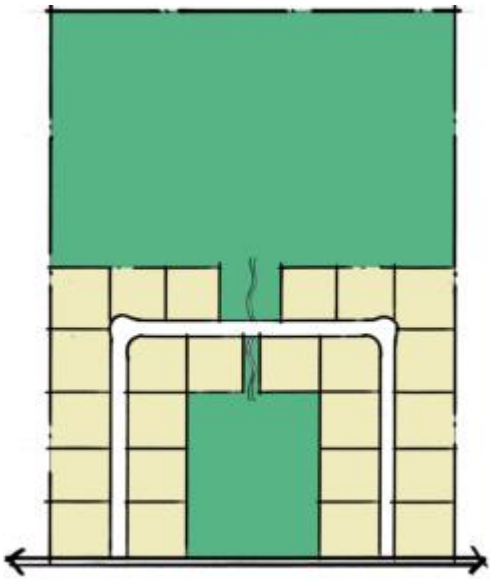
Land Use	Minimum Clustered Lot Dimensions	Minimum Lot Area (Square Feet)
Village Rural Residential	100'x130'	13,000
Village Country Estate	70'x110'	7,700



VRR Parcel Conventional Subdivision of 2 acre lots



VRR Parcel with Clustered Approach yielding 1 acre lots with internal Open Space use



VRR Parcel with Clustered Approach yielding 1 acre lots with Ag and internal Open Space use

Exhibit 4.3: Schematic Clustering Examples

CHAPTER 5: CIRCULATION/MOBILITY

5.1 OVERVIEW

This chapter provides a discussion of the existing and proposed circulation system for the V5SP. The circulation system includes a hierarchy of roadways and non-motorized transportation options. The mobility plan includes bicycles, Neighborhood Electric Vehicles (NEVs) and pedestrians. Emphasis is placed on ensuring connectivity between uses and creating a safe and efficient circulation system that complies with City policies and allows for multiple transportation options. The circulation system has been designed to link with the existing local and regional transportation systems.

The Village 5 land use design, roadway system, and mobility network were influenced by the numerous General Plan goals and policies related to smart growth principles. The land uses are sited to provide close proximity between housing, open space, recreation, schools, entertainment, shopping, and services. These community elements are incorporated as part of an extensive interconnected mobility system of multi-use trails, paths, shaded sidewalks, and transit facilities. These elements, in combination with the significant natural open space areas within the Plan Area, will result in a pedestrian and bicycle friendly environment that will promote non-vehicular use as a primary choice becoming a way of life for residents.

5.2 ROADWAY SYSTEM

Primary vehicle access to Village 5 will be from a series of arterial streets including Nelson Lane, Nicolaus Road, and Dowd Road.

Illustrative Depiction of Neighborhood Street

Connections to State Route 65 will be provided by new interchanges at Nelson Lane and Nicolaus Road. Access to the south will be provided by Fiddyment Road and to the east will be provided by the extension of Moore Road to Ferrari Ranch Road.

As shown in Exhibit 5.1, a series of collector streets will be provided. East-west travel options within the Plan Area include Mavis Avenue, Rachel Avenue, and Ruth Avenue. Several north-south streets are also provided in addition to Nelson Lane and Dowd Road to accommodate local trips.

Exhibit 5.1 depicts the number of travel lanes proposed on roadways within the Plan Area. Nelson Lane is proposed to consist of six lanes (three in each direction). Nicolaus Road will have six lanes between Dowd Road and Airport Road, and four lanes (two in each direction) west of Dowd Road and east of Airport Road. South Dowd Road will consist of four lanes. The majority of collector streets will consist of two-lanes. However, portions of Mavis Avenue along the frontage of the Regional

Park and commercial properties (west of Nelson Lane) will consist of four and six lanes, respectively.

Per City of Lincoln standards, streets with cul-de-sacs shall be a maximum of 750 feet long. All cul-de-sacs that are greater than 500 feet and less than 750 feet long need to have a minimum diameter of 96 feet and provide emergency vehicle access.

Roadways in the West Village Center area will feature on-street parking, narrower travel lanes, wide sidewalks, and slower traffic speeds. These features will support the bicycle and pedestrian travel in the Village Center.

5.2.1 Typical Cross-Sections

Twenty-one different cross-sections are proposed within the Plan Area to accommodate a wide range of roadways ranging from six-lane arterial streets to residential collector streets. Street sections A through P are labeled alphabetically and are shown in Exhibit 5.2. These cross-sections are referenced for specific roadways on Exhibit 5.1. Table 5-1 compares each cross-section type including the number of lanes, ROW, presence of medians, bicycle/NEV lanes, and pedestrian facilities. Cross sections for local residential, local rural, garage lane and alley cross sections are shown in Exhibit 5.3 and 5.4. The locations of these street sections will be identified at the tentative tract map level for individual projects. The following describes some of the key attributes of the roadway cross-sections:

- Lane widths – On arterial streets (Sections A through D), the lane closest to the landscaped median is 12-feet, while the other lanes are 11-feet. These widths, which are consistent with City design standards, reduce operations and maintenance costs, and decrease pedestrian crossing distances at signalized intersections. Two-lane collectors in the west Village Center area have lane widths of 11 feet (Sections Land M). The lane widths on all other two-lane collector streets range from 12 to 16 feet depending on a variety of factors.
- Medians – A 14-foot wide landscaped median (13 feet not including the curbs) is provided in sections A, C, E through H, K and P. The landscaped median provides aesthetic landscaping opportunities, safety benefits, and opportunities for left-turn ingress at select locations.
- Complete Streets – Roadways within the specific plan will be designed to serve multiple modes of transportation. This includes the following features for pedestrians, cyclists, and NEVs:
    - Pedestrian Facilities: sidewalks or Class I trails on all streets except the rural road section of Moore Road (Sections N and O).
    - Bicycle Facilities: Class II bicycle lanes on all four-lane and six-lane arterials and collectors (Sections A through I); off-street Class I trails per Exhibit 5.5 (Sections E and L); and a buffered bike lane on Rachel Avenue (Section K).
    - Shared NEV/Bicycle Lanes are provided on both sides of most four-lane and six-lane arterials and collectors (Sections A through G, and I). Shared NEV/bike lanes are also provided on the rural road section of Moore Road (Sections N and O). NEVs are also permitted to use the general purpose lanes on two-lane streets.

- Rural Road Section – The existing two-lane segment of Moore Road through the Plan Area does not include shoulders, NEV lanes, or bicycle lanes. This roadway will be upgraded to consist of a 12-foot travel lane, an 8-foot NEV/bike lane, and an 8-foot ditch in each direction.

5.2.2 Intersections

Intersections within the Plan Area may be controlled by traffic signals, roundabouts, or stop signs, depending on the roadway type, location, and traffic volumes. Major streets are designed to provide adequate spacing between signalized intersections. This includes planned intersections along Nelson Lane and Nicolaus Road and their spacing requirements to future Caltrans-maintained freeway interchanges. Signalized intersections within the Plan Area to be maintained by the City of Lincoln will be designed to operate at Level of Service (LOS) of C or better unless the resulting size of the intersection would conflict with achieving a pedestrian design, consistent with City of Lincoln General Plan Policy T-2.

5.2.2.1 Roundabouts

Roundabouts should be considered for traffic control at the intersection of two-lane streets. Roundabouts generally provide safer and more efficient operations than conventional intersection control (i.e., traffic signals or stop signs) at the intersection of two-lane roadways. Benefits of roundabouts include:

- Safety – Research indicates that collisions occur less frequently and are less severe than at signalized intersections.
    - The number of possible conflict points between vehicles decreases from 32 at a four-way intersection, to 8 at a roundabout.
    - Vehicle speeds at roundabouts are much lower, generally less than 20mph. Lower speeds equate to shorter required braking distances.
    - Roundabout design eliminates right angle and head-on collisions, which are typically the most severe.
- Reduced Delay – By yielding at the entry rather than stopping, vehicle delay is typically reduced.
- Capacity – A roundabout may accommodate more vehicles than a signal given the same right-of-way. In particular, intersections with a high volume of left turns may be accommodated better by a roundabout than a multi-phased traffic signal.
- Environment – Roundabouts generally operate with fewer delays. A reduction in delay corresponds to a decrease in fuel consumption, air pollution, and greenhouse gases.
- Cost Savings – Construction costs are generally less than or equal to a signalized intersection. Maintenance costs are typically lower.
- Aesthetics – The central island and splitter islands provide an opportunity to provide landscaping. Roundabouts have been applied as a gateway feature.

A roundabout is proposed at the intersection of Rachel Avenue and Ruth Avenue. Roundabouts may be considered for other intersections of two-lane streets where traffic conditions create favorable conditions for their implementation.

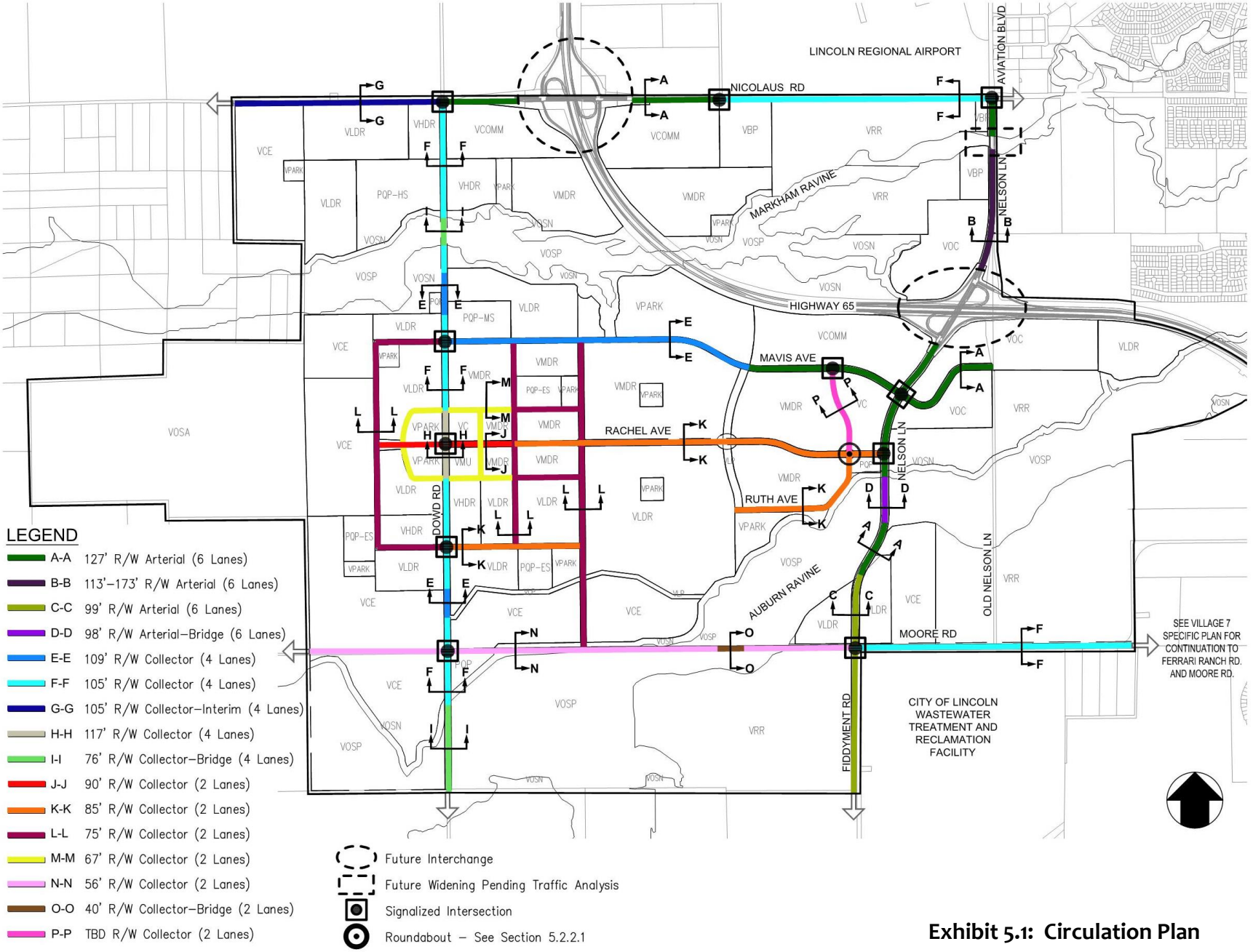
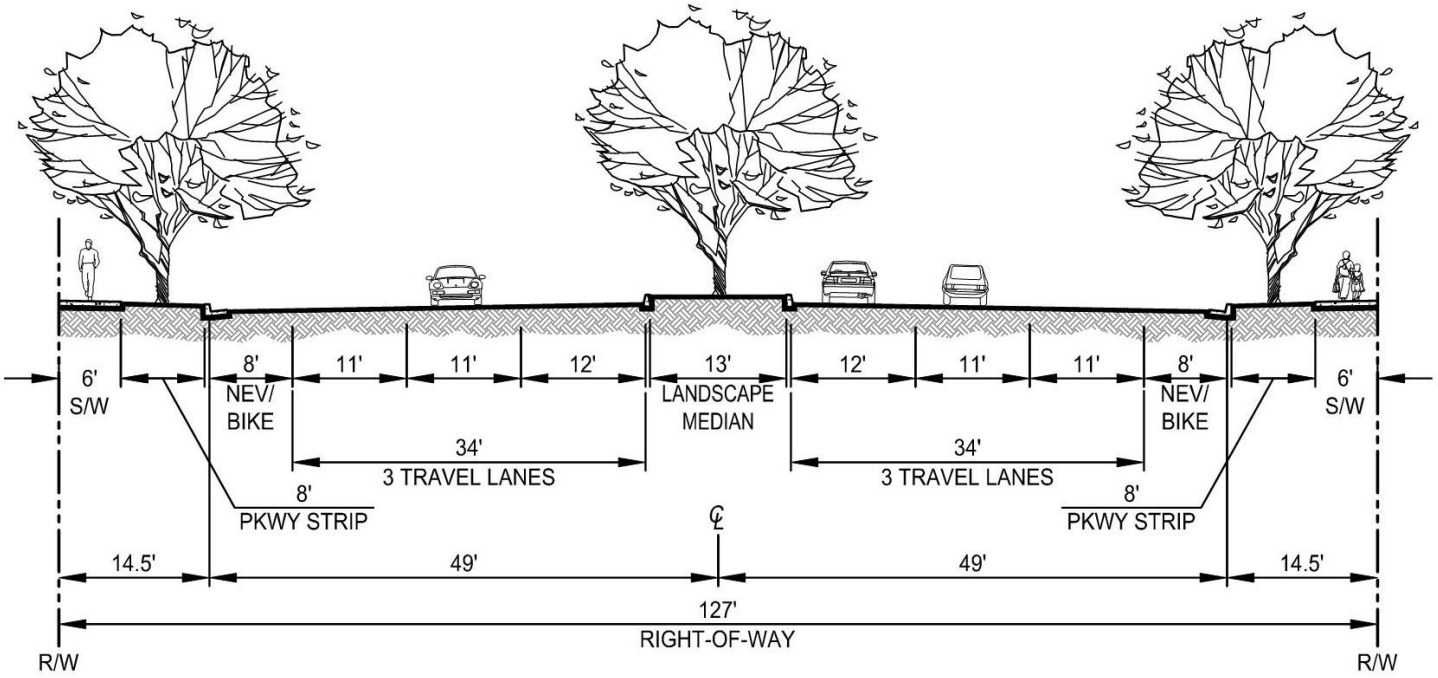


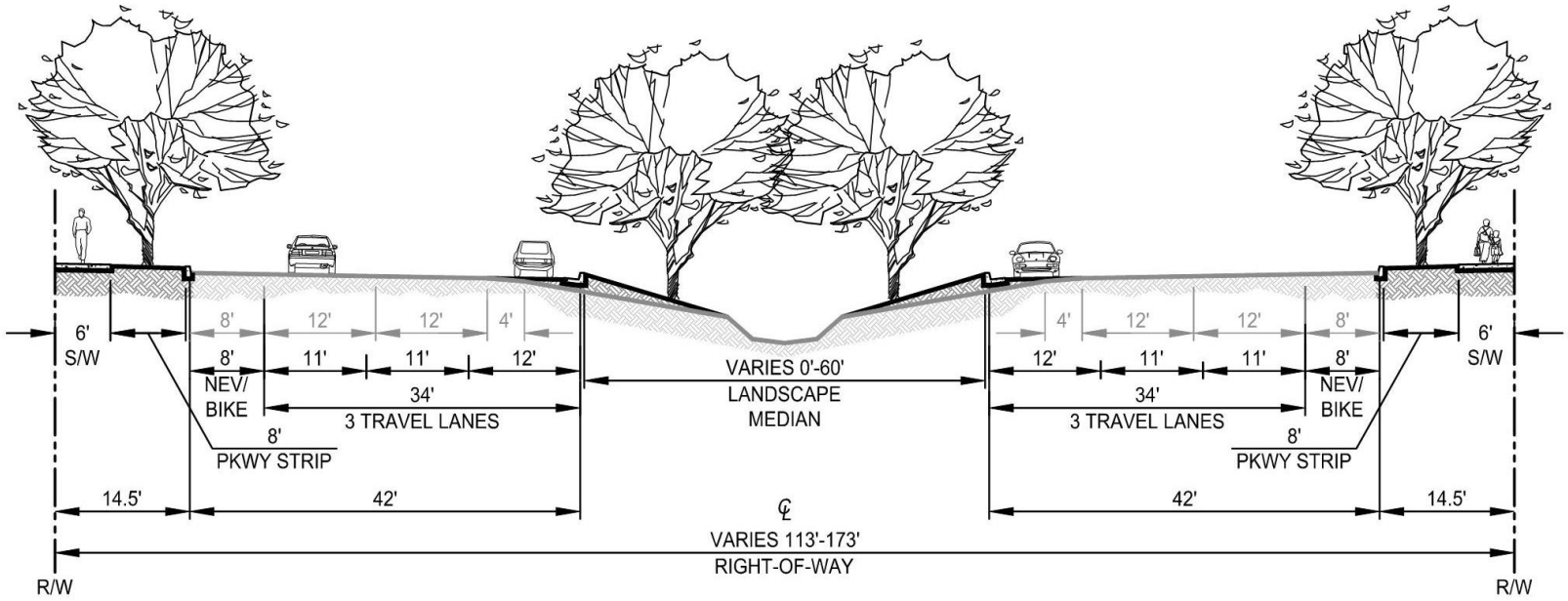
Exhibit 5.1: Circulation Plan



A 6 LANE STREET SECTION (NON-RESIDENTIAL)
NELSON LN, NICOLAUS RD, MAVIS AVE
SEPARATED SIDEWALKS, 8' N.E.V. LANE, AND 14' LANDSCAPE MEDIAN
NOT TO SCALE

Exhibit 5.2: Street Sections

* WIDENING TO OCCUR IN CONJUNCTION WITH FUTURE INTERCHANGE



B 6 LANE STREET SECTION (NON-RESIDENTIAL)

NELSON LN

SEPARATED SIDEWALKS, 8' N.E.V. LANE, AND LANDSCAPE MEDIAN

NOT TO SCALE

Exhibit 5.2: Street Sections

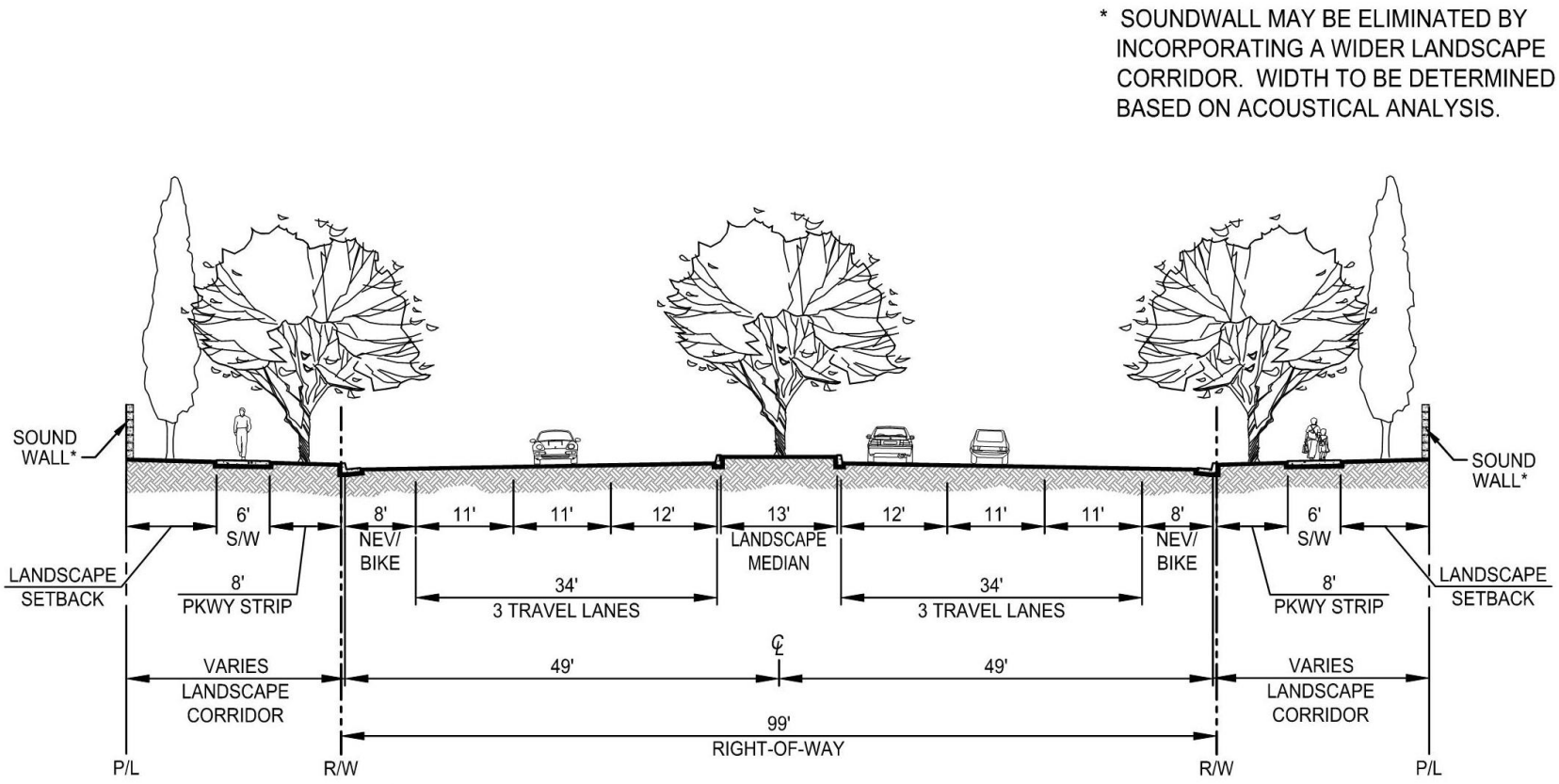
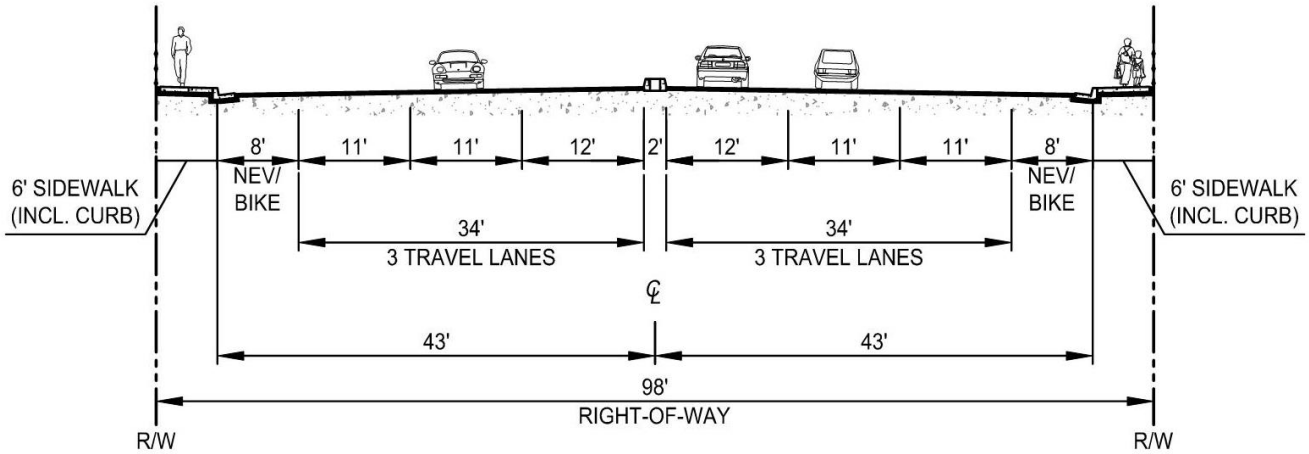


Exhibit 5.2: Street Sections



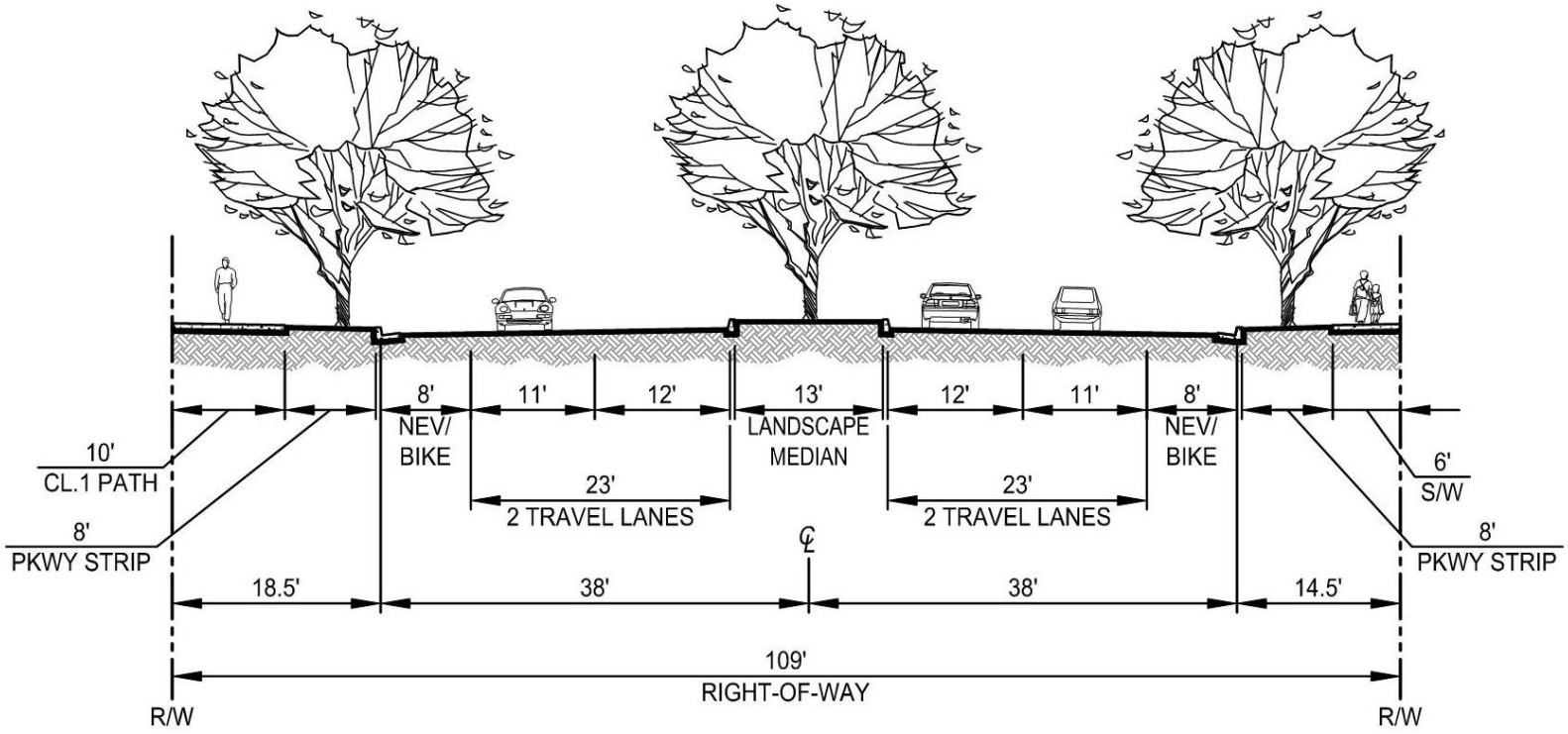
D **6 LANE STREET SECTION (BRIDGE)**

NELSON LN

ATTACHED SIDEWALKS AND 8' N.E.V. LANE

NOT TO SCALE

Exhibit 5.2: Street Sections



E

4 LANE STREET SECTION (WITH CLASS 1 PATH)

DOWD RD, MAVIS AVE

SEPARATED SIDEWALKS, 8' N.E.V. LANE, AND 14' LANDSCAPE MEDIAN

NOT TO SCALE

Exhibit 5.2: Street Sections

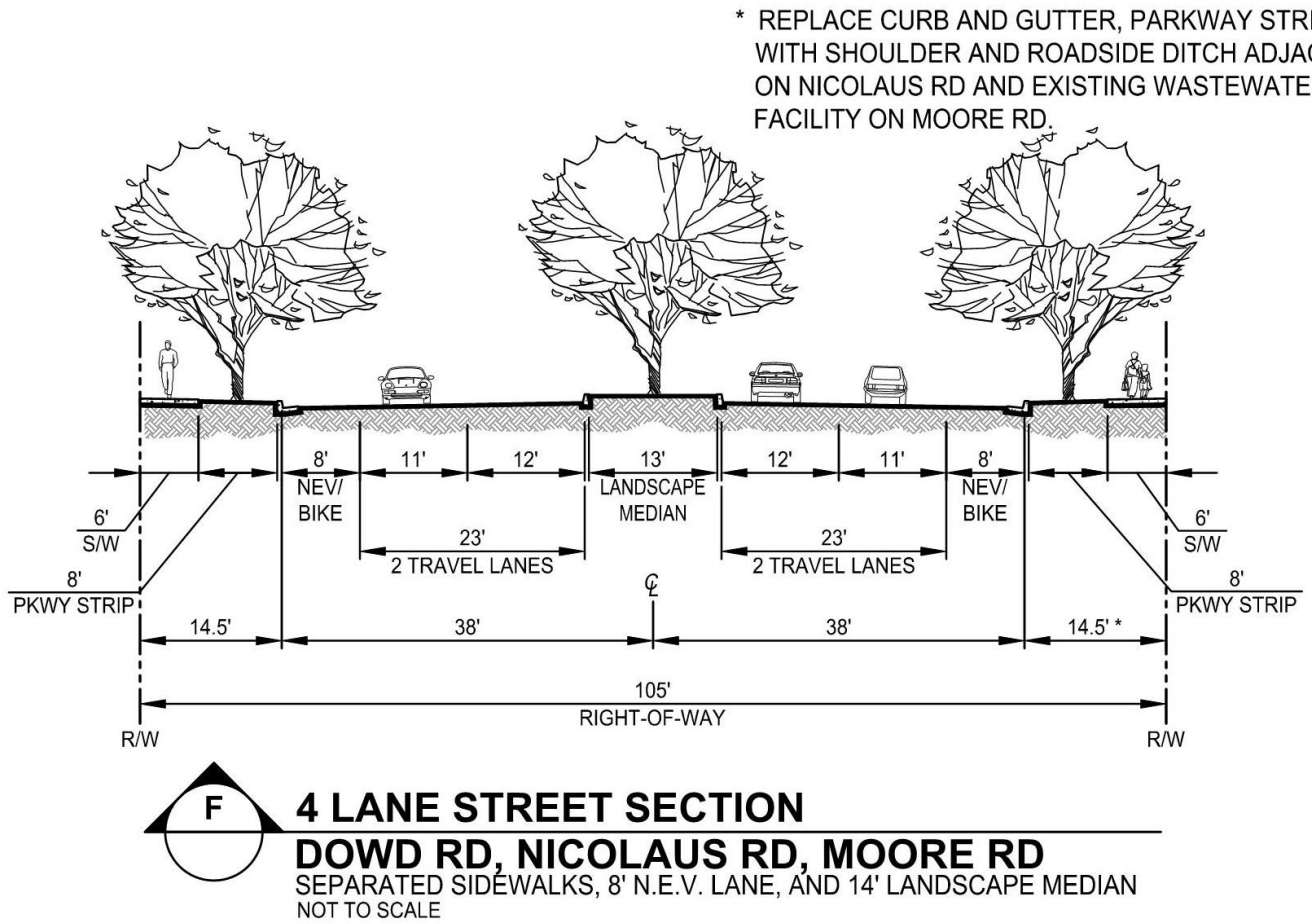
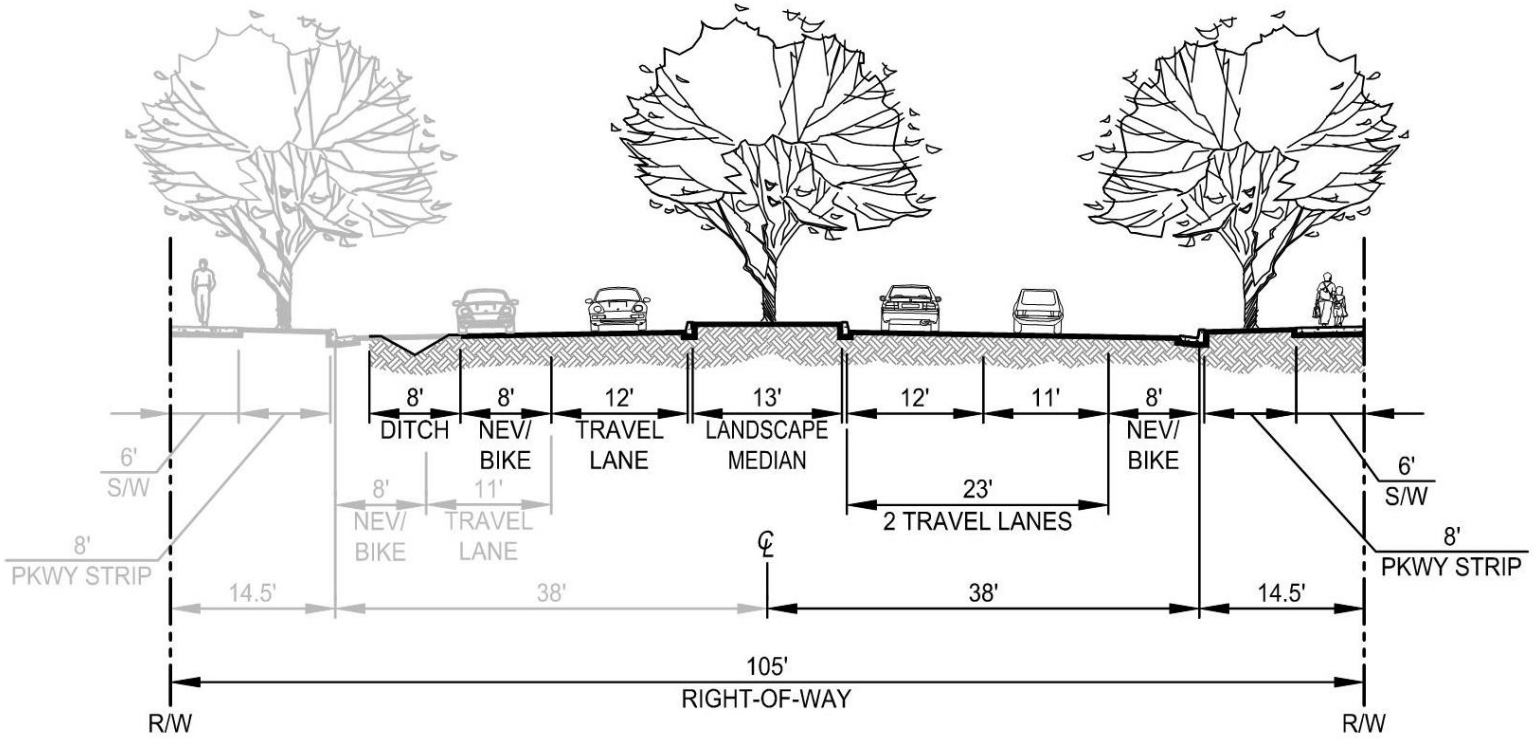


Exhibit 5.2: Street Sections



G **4 LANE STREET SECTION (INTERIM)**

NICOLAUS RD

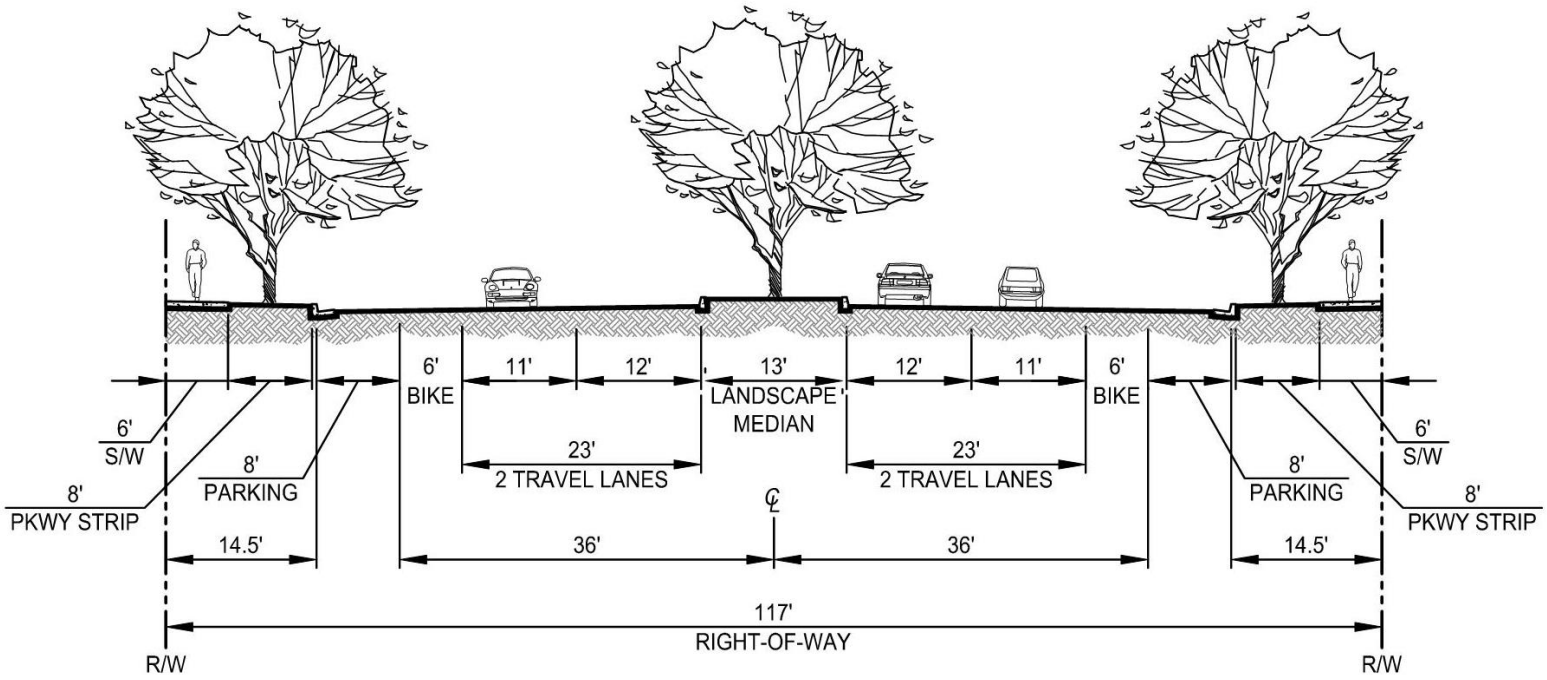
SEPARATED SIDEWALKS, 8' N.E.V. LANE, AND 14' LANDSCAPE MEDIAN

BUILD-OUT OF STREET TO BE BY ADJACENT VILLAGE 4

NOT TO SCALE

Exhibit 5.2: Street Sections

* ASSIGN SPEED LIMIT TO BE NO GREATER THAN 35 MPH WITH APPROPRIATE TRAFFIC CALMING MEASURES TO PROVIDE SAFE PEDESTRIAN CROSSINGS



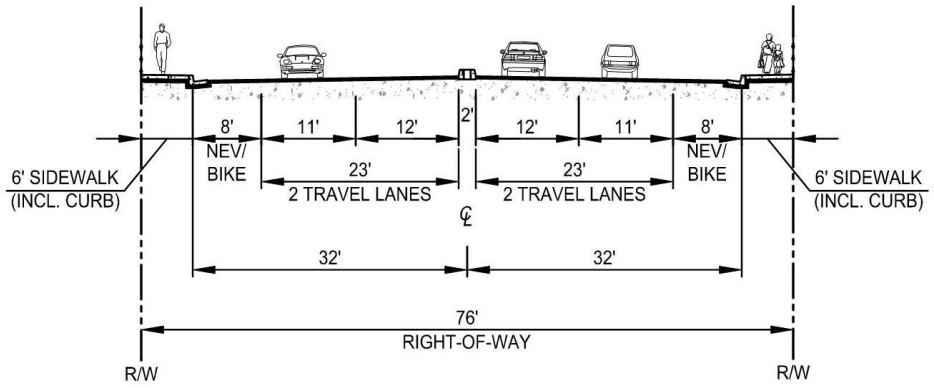
H **4 LANE STREET SECTION (VILLAGE CENTER)**

DOWD RD

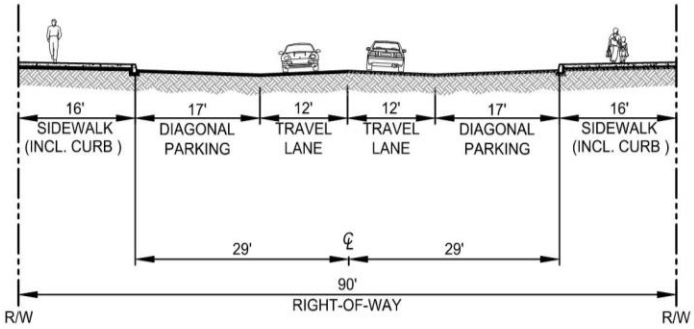
SEPARATED SIDEWALKS, 6' BIKE LANE, AND 14' LANDSCAPE MEDIAN

NOT TO SCALE

Exhibit 5.2: Street Sections

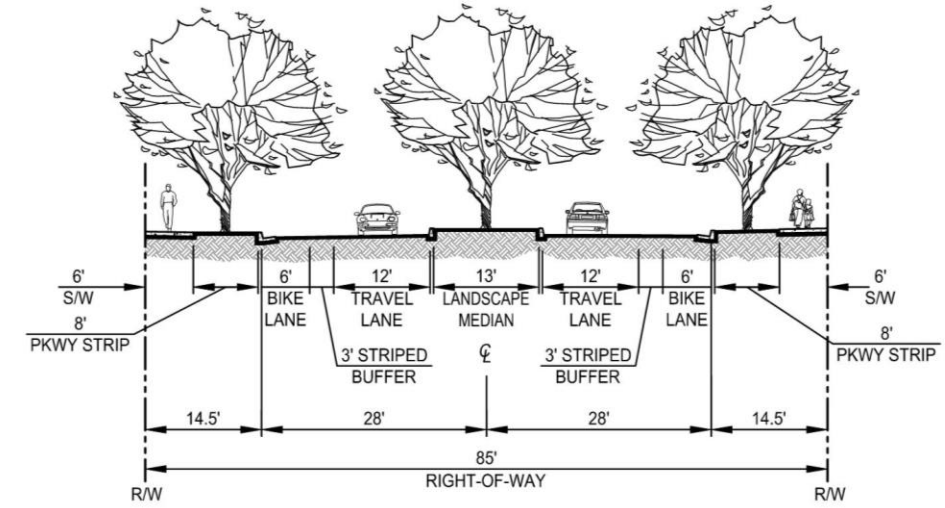


I 4 LANE STREET SECTION (BRIDGE)
DOWD RD
ATTACHED SIDEWALKS AND 8' N.E.V. LANE
NOT TO SCALE

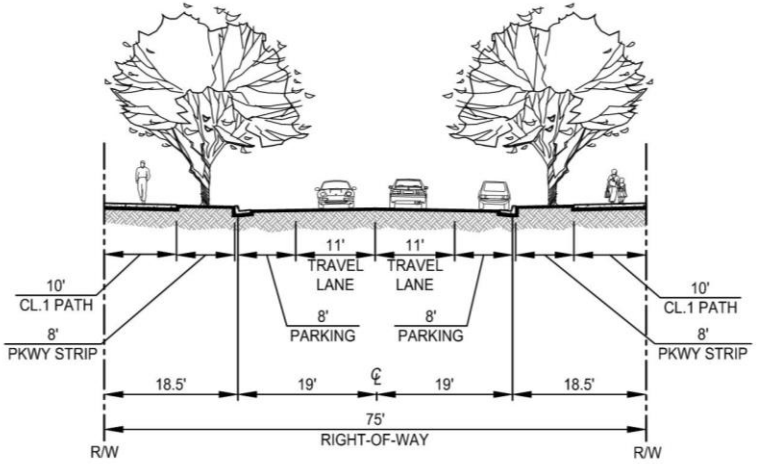


J 2 LANE STREET SECTION (WITH DIAGONAL PARKING)
RACHEL AVE
ATTACHED SIDEWALKS AND ON-STREET DIAGONAL PARKING
NOT TO SCALE

Exhibit 5.2: Street Sections

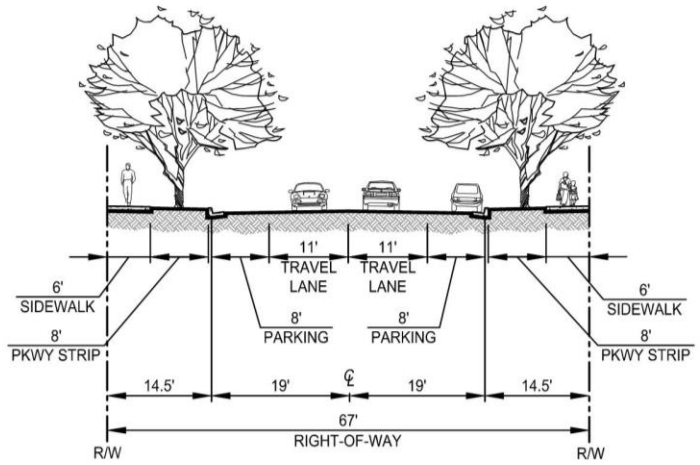


K 2 LANE STREET SECTION
RACHEL AVE & RUTH AVE



L 2 LANE STREET SECTION (WITH CLASS 1 PATHS)
CLASS I PATHS AND 8' ON-STREET PARKING
NOT TO SCALE

Exhibit 5.2: Street Sections



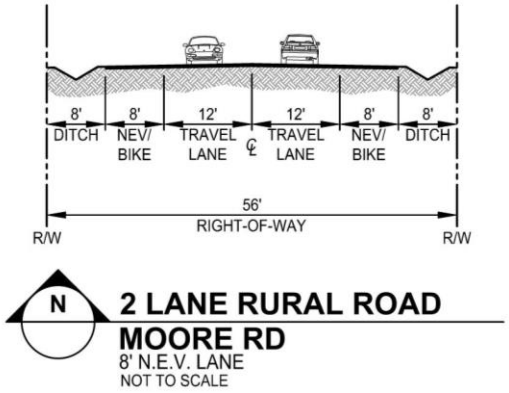
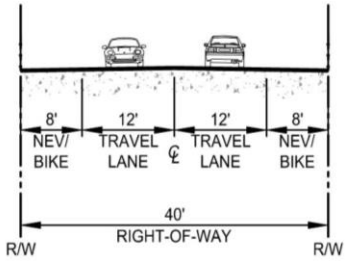
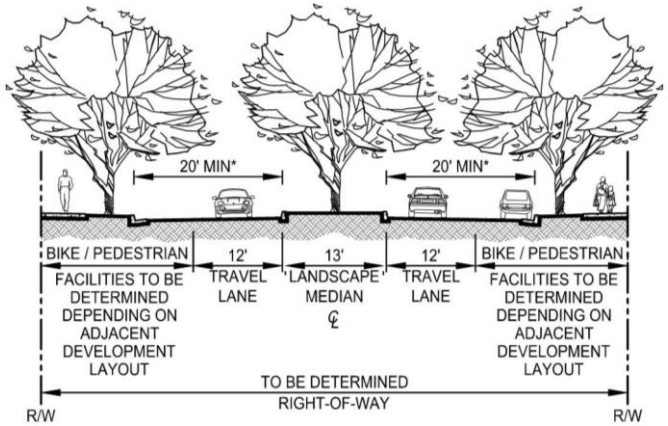


Exhibit 5.2: Street Sections



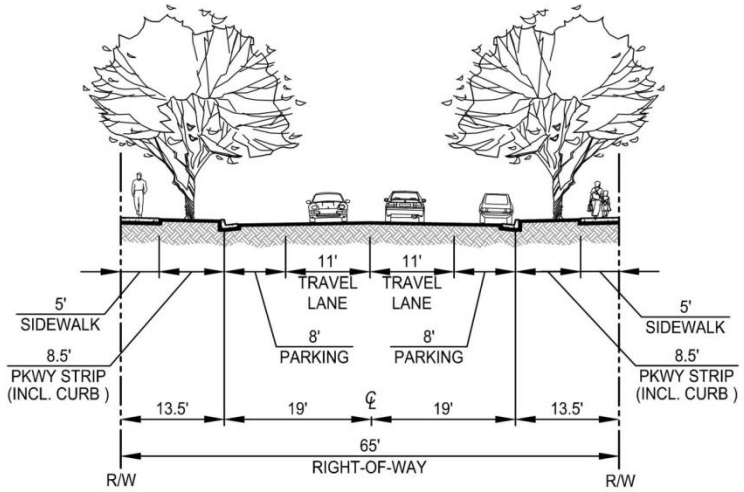
O **2 LANE STREET SECTION (BRIDGE)**
MOORE RD
8' N.E.V. LANE
NOT TO SCALE

* STREET SECTION SHALL PROVIDE MINIMUM
20' WIDTH FOR FIRE ACCESS



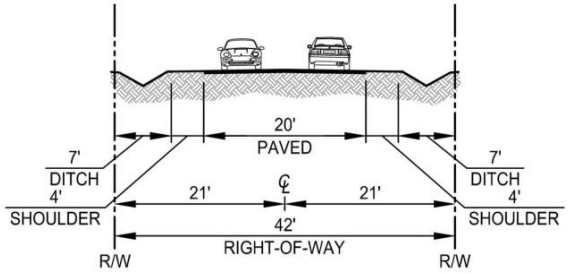
P **2 LANE STREET SECTION**
MAVIS AVE
14' LANDSCAPE MEDIAN
NOT TO SCALE

Exhibit 5.2: Street Sections



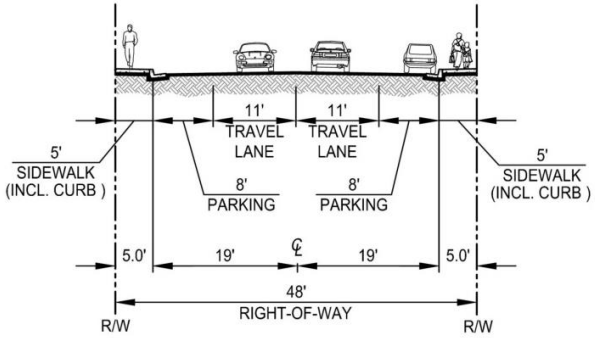
2 LANE RESIDENTIAL STREET SECTION

SEPARATED SIDEWALKS AND 8' ON-STREET PARKING
NOT TO SCALE



2 LANE RURAL ROAD SECTION

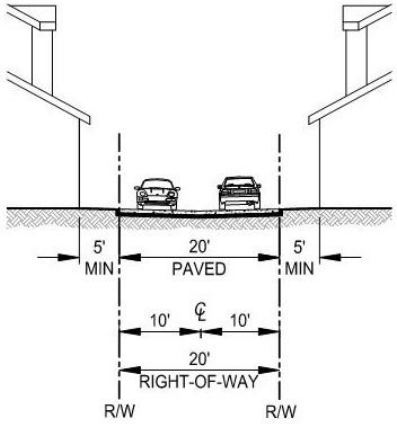
UNPAVED SHOULDERS
NOT TO SCALE



2 LANE RESIDENTIAL STREET SECTION

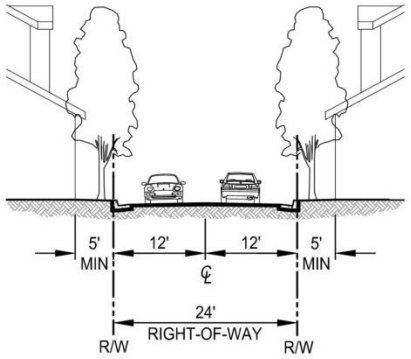
ATTACHED SIDEWALKS AND 8' ON-STREET PARKING
NOT TO SCALE

Exhibit 5.3: Local Residential/Rural Street Sections



ALLEY SECTION

NOT TO SCALE



GARAGE LANE SECTION

NOT TO SCALE

Exhibit 5.4: Alley & Garage Lane Street Sections

Table 5-1: Plan Area Roadway Cross-Sections

ROADWAY TYPE	# OF LANES	R.O.W.	LANDSCAPE MEDIAN[5]	DEDICATED NEV LANE[4]	CLASS II BIKE LANE[4]	ON-STREET PARKING	PATH/ SIDEWALK
Arterial							
Section (A-A)	6	127 feet	14 feet	Yes	Yes	No	6 feet
Section (B-B)	6	113-173 feet	0-60 feet	Yes	Yes	No	6 feet
Section (C-C)[1]	6	99 feet	14 feet	Yes	Yes	No	6 feet
Section (D-D)	6	98 feet	N/A	Yes	Yes	No	6 feet
Collector							
Section (E-E)	4	109 feet	14 feet	Yes	Yes	No	10 feet/6 feet
Section (F-F)[2]	4	105 feet	14 feet	Yes	Yes	No	6 feet
Section (G-G)	4	105 feet	14 feet	Yes	Yes	No	6 feet
Section (H-H)	4	117 feet	14 feet	No	Yes	Yes – Parallel	6 feet
Section (I-I)	4	76 feet	N/A	Yes	Yes	No	6 feet
Section (J-J)	2	90 feet	N/A	No	No	Yes – Diagonal	16 feet
Section (K-K)	2	82 feet	14 feet	No	Cycle Track	No	6 feet
Section (L-L)	2	75 feet	N/A	No	No	Yes – Parallel	10 feet
Section (M-M)	2	67 feet	N/A	No	No	Yes – Parallel	6 feet
Section (N-N)	2	56 feet	N/A	Yes	Yes	No	N/A
Section (O-O)	2	40 feet	N/A	Yes	Yes	No	N/A
Section (P-P)[3]	2	TBD	14 feet	No	No	TBD	TBD

1. Soundwalls may be eliminated by incorporating a wider landscape corridor. Width to be determined based on acoustical analysis.
2. Replace curb and gutter, parkway strip, and sidewalk with shoulder and roadside ditch adjacent to airport and wastewater treatment facility.
3. Bike and pedestrian facilities to be determined depending on adjacent development layout.
4. Where NEV and bicycle lanes co-exist on a roadway, they are provided via an 8-foot lane.
5. Median dimension includes the curb on both sides, therefore the net dimension of the landscaping in the median is reduced by one (1) foot.

5.2.3 On-Street Parking

As shown in Exhibit 5.2, on-street parking will be provided in cross-sections H, J, L and M. These streets located within the West Village Center area will include on-street parking on both sides of the street. This includes parallel parking on Dowd Road, diagonal parking on Rachel Avenue, and parallel parking on other two-lane streets within the Village Center area.

5.2.4 Vehicular and Non-Motorized Bridges

Build out of the Plan Area roadway network requires construction of several new and expansion of existing vehicular bridges including:

- A new six-lane bridge on Nelson Lane across Auburn Ravine
- An expanded six-lane bridge on Nelson Lane across Markham Ravine
- An expanded four-lane bridge on Dowd Road across Markham Ravine
- An expanded four-lane bridge on Dowd Road across Auburn Ravine
- Replacement of the two-lane bridge on Moore Road across Auburn Ravine

In some instances, new bridge structures may be necessary to replace existing, outdated structures. In other instances, new bridges may be constructed alongside existing bridges that will remain. A non-vehicular bridge will be constructed across Markham Ravine between Dowd Road and SR 65. This bridge will accommodate bicycle and pedestrian travel between the regional park and a Class I trail that parallels Auburn Ravine on its north side. In addition, one or more grade-separations of the Class I trail system may be provided at the primary east-west roadways in the Plan Area (including Mavis Avenue, Rachel Avenue, or Ruth Avenue).

5.3 Mobility System

Exhibit 5.5 displays the mobility network, which consists of designated corridors for bicycles and pedestrians and complements the street network where vehicles, NEVs, bicycles, and pedestrians will all mix. This multimodal network is an important component for connectivity and promoting non-vehicular travel within and outside of the Plan Area. The mobility network has been designed to allow intuitive and efficient movement throughout the Plan Area and provide linkages to the existing Lincoln community and includes sidewalks, off street Class I bike trails and on-street Class II and Class III lanes and routes. As described in Section 5.6, NEVs are accommodated on many Plan Area streets within shared bicycle/NEV lanes on both sides of the street. NEVs are permitted to use the general purpose lanes on two-lane streets which have posted speed limits of 35 miles per hour (mph) or less.

5.4 Bikeway and Trail System

The bikeways and trails system is illustrated in Exhibit 5.5. The Class I system is designed to minimize barriers and reduce potential travel disruptions. Class II bike lanes are designated on-street bike routes, six-foot wide, delineated with signage and striping.

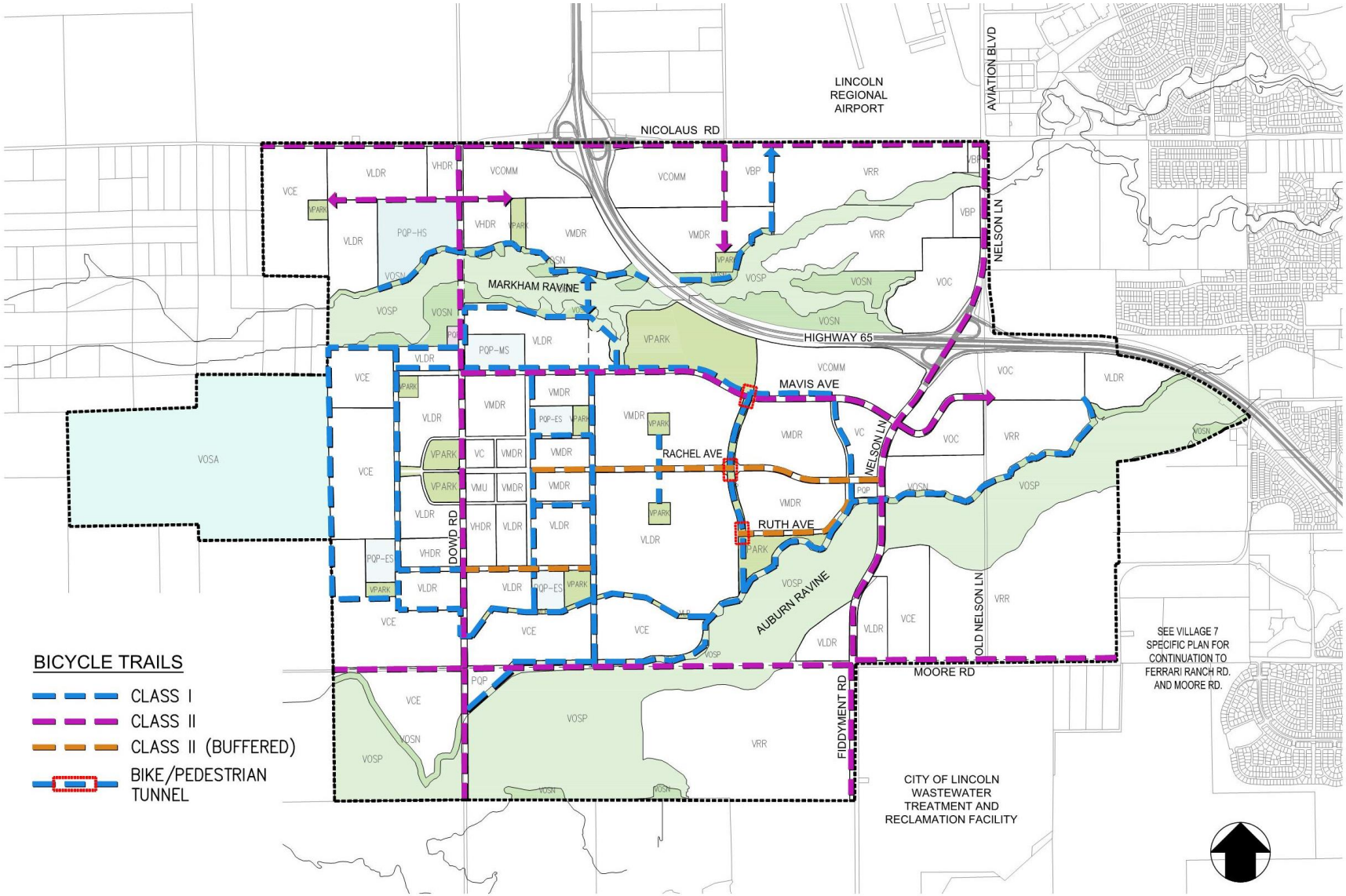


Exhibit 5.5: Mobility Plan

5.4.1 Class I Facilities

Numerous Class I trails are provided throughout the Plan Area, situated primarily along Auburn and Markham Ravines. The Class I bikeway system provides off-street connectivity within the Plan Area for both cyclists and pedestrians. In addition, the paths accommodate emergency and maintenance vehicle access to open space areas. The north-south trails that extend from Auburn Ravine to the Regional Park and Commercial uses may include grade-separated crossings (via tunnels or bridges) at roadways such as Ruth Avenue, Rachel Avenue and Mavis Avenue. Grade- separated crossings reduce conflicts between bicyclists and vehicles, thereby encouraging greater use of this travel mode.

5.4.2 Class II Bicycle Lanes

Class II bicycle lanes are provided on expected bicycle commute corridors (i.e., Nelson Lane, Nicolaus Road, and South Dowd Road) and other key locations within the heart of the Plan Area. In the vast majority of instances, bicyclists will share the lane with NEVs. To accommodate both travelers, an 8-foot lane is provided. Class II bicycle lanes are provided on facilities expected to be used for longer distance recreational travel (e.g., Moore Road).

5.4.3 Class III Bicycles Routes

Class III (shared use of general purpose lane) facilities may also be provided on local streets. Class III routes will be designated with pavement markings as shown in the photo. Class III routes are not identified on the Mobility Plan but shall be determined in conjunction with the individual GDPs.

5.4.4 Innovative Mobility Facilities

Two segments of the mobility network warrant special treatment, based on the anticipated high use of these areas due to key locations within the Plan Area. The first is Rachel Avenue, which is the central spine street which connects the neighborhoods to the Village Centers on each end. Buffered bicycle lanes are provided along each side of Rachel Avenue. The proposed buffered bicycle lanes provide a 3-foot wide striped buffer between the bicycle lane and the adjacent vehicle travel lane. This buffer provides additional shy distance between vehicles and bicyclists while also not making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane. This encourages bicycling by contributing to the perception of safety among bicyclists.

Example of a Buffered Bicycle Lane

A portion of Mavis Avenue is the second segment of the mobility network given special treatment. Mavis Avenue is east-west connector street which provides access to significant destinations such as the East Village Center, primary retail commercial center, the Regional Park and the Middle School. Accordingly, the western portion of Mavis Avenue is designed with both off-street and on-street bicycle facilities to accommodate different user groups. The off-street Class I trail is located on the north of Mavis Avenue to provide optimum bicycle and pedestrian access opportunities to the retail commercial, Regional Park and Middle School. The on-street Class II facility consists of an 8-foot bicycle/NEV lane on both sides of the street.

A variety of other innovative bicycle treatments may also be considered. Examples include bike boxes at signalized intersections, which enhance bicyclist visibility thereby reducing potential bicycle/vehicle conflicts. Other options include green Class II bike lanes at potential bicycle/vehicle conflict points (including skip-striping within intersections), bicycle signals, "bicycle boulevards", sharrows, and similar concepts.

Bike Box at signalized intersection

5.5 PEDESTRIAN SYSTEM

The pedestrian system will consist of a variety of off-street and on-street facilities. Pedestrians may use the off-street trails shown in Exhibit 5.5. On-street facilities consist of 6-foot sidewalks provided on the vast majority of primary Plan Area roadways and 5-foot sidewalks on local neighborhood streets. The exceptions are where an adjacent 10-foot class I path is proposed (Sections E and L), and along Rachel Avenue in the West Village Center where a wider 16-foot sidewalk is provided. Sidewalks are not planned along Moore Road west of Fiddyment Road based on its rural surroundings and intended function as a rural roadway.

Crosswalks are provided at signalized intersections and roundabouts. To facilitate safe pedestrian crossings, a variety of other design features may be considered to enhance pedestrian visibility at key intersections, such as at the Village Centers and school locations. Examples include bulbouts, raised crosswalks, high visibility striping (e.g., ladder patterns, special coloring/marking/materials), and pedestrian refuge islands in medians where space allows. An example of a raised crosswalk is shown below. Specific pedestrian treatments shall be determined in conjunction with the individual GDPs.

Raised Crosswalk

Marked crosswalks at mid-block locations may be considered in areas with high pedestrian activity and high demand to cross the street between major intersections. This may be appropriate in the West Village Center, for example. Marked crosswalks at mid-block locations should be thoroughly vetted by a transportation engineer to ensure the following conditions exist:

- There is sufficient pedestrian activity and demand to cross the street mid-block
- The mid-block crosswalk is a convenient location for pedestrians to cross with excellent visibility
- The mid-block crosswalk would improve safety for pedestrians
- Drivers are aware of the pedestrian crossing

5.6 NEIGHBORHOOD ELECTRIC VEHICLES (NEVS)

The Plan Area is designed to accommodate NEV travel within the Plan Area and the City. Per Lincoln's NEV Transportation Plan and the California Vehicle Code (CVC), NEVs are permitted to travel in general purpose lanes on roadways in the City of Lincoln which have posted speed limits of 35 miles per hour (mph) or less. On roadways that have a posted speed limit above 35 mph, a dedicated NEV lane is required to enable NEV travel. The City of Lincoln has chosen to use a combined 8-foot shared Class II bicycle/NEV lane in many such instances. As

NEV Charging Station

shown in Figure 5.2, Sections A through G (four to six lane arterials) include shared bicycle/NEV lanes on both sides of the street. NEVs are permitted to use the general purpose lanes on two-lane streets. Thus, NEVs can circulate throughout the Plan Area to many of the most likely NEV destinations such as the Village Center, Regional Commercial center and Regional Park. NEVs may or may not be able to use the future SR 65/Nelson Lane and SR 65/Nicolaus Road interchanges, whose design and operation is subject to Caltrans standards. NEVs often have specially designated parking spaces and charging stations, as depicted in the photo on the previous page, which may be preferentially located. The proposed NEV facilities in the V5SP are consistent with the proposed NEV Circulation Plan in the Lincoln NEV Transportation Plan.

5.7 TRANSIT SYSTEM

The Plan Area includes bus turnouts and shelters to accommodate planned transit service expansion to the area. Transit service to the area may be provided both by City of Lincoln Transit, and Placer County Transit. Based on the expected population in V5SP, the surrounding planning areas and the concentration of planned commercial uses, it is likely that City of Lincoln Transit will expand its service to the Plan Area. A bus transfer lot will be considered as part of a joint use park-and-ride lot, similar to what exists at the Twelve Bridges Transfer Center and at the Roseville Galleria.

5.8 PARK AND RIDE

Park and ride lots serve an important role in the transportation system and are an integral part of Caltrans' goal of improving ridesharing, carpooling, and transit opportunities. Park and ride lots are intended to make transit a more practical travel option, improve highway safety, increase trip throughput to reduce congestion, and maximize transportation system efficiency. Park and ride lots may be state-owned facilities located near state highways/freeways that are dedicated for park and ride use. They may also be non-state-owned facilities that share parking with adjacent retail, office, or related land uses. A park-and-ride lot was recently constructed directly south of the SR 65 Bypass/Lincoln Boulevard interchange. Field observations indicate that this lot is currently underutilized.

Given the population growth and commercial land use growth planned to occur in Village 5, it is advisable to identify one or more park-and-ride lots within the Plan Area. These would most suitably be located near the planned SR 65/Nelson Lane and SR 65/Nicolaus Road interchanges. They could either be designated on an available parcel within State ROW, or identified as a joint use lot and operated as a non-State-owned facility on a parcel occupied by retail, a church or a related use.

CHAPTER 6: PUBLIC SERVICES

6.1 OVERVIEW

This chapter describes the services necessary to meet the needs of Plan Area, in accordance with the policies of the Lincoln General Plan. The coordinated delivery of public services is essential to ensure a complete community, one that provides educational, recreational, public safety and library services for the residents. The Public Services Element of the General Plan provides information and policy guidance to ensure that services are sufficient to support new development in the V5SP. Phasing and financing obligations relating to public services are outlined in the Specific Plan development agreements and in Implementation Chapter 9 of the Specific Plan. Table 6-1 summarizes the public service providers to the Plan Area.

Table 6.1: Service Providers

Service	Provider/ Authority
Parks and Recreation	City of Lincoln
Schools	Western Placer Unified School District (WPUSD)
Library Services	City of Lincoln
Police Protection	City of Lincoln
Fire Protection	City of Lincoln

Most public service demands are based upon a per capita or population factor. Table 6.2 shows the projected population for Village 5, which is used in determining the demand for the public services addressed in this chapter.

Table 6.2: Population Projection

Dwelling Units	D.U.	PPH	Total Population
VRR, VCE AND VLDR	3,917	2.86	11,203
VMDR	2,830	2.00	5,660
VHDR and VMU	1,497	1.80	2,695
TOTAL	**8,244**		**19,558**

6.2 VILLAGE PARKS AND OPEN SPACE

The extensive parks and open space system in Village 5 is a key feature required in order to meet the health, wellness and support of community values envisioned for the Plan Area. The interconnected open space, active and passive recreation facilities will not only provide ample places for physical activity, but will also provide places for residents to meet, socialize, play and experience natural habitat and wildlife. The intent of this section is to ensure sufficient and timely improvement of the parks and open space system, which is an integral part of the community framework. Together, the park and open space amenities provide a full range of active and passive recreation opportunities to help form a unifying element of the community.

6.2.1 Village Parks and Open Space System

The Plan Area is served by the City of Lincoln Parks Department. The V5SP parks and open space system provides for a range of active and passive recreational opportunities that meet and exceed the General Plan requirement of 6 acres of active park and 3 acres of passive park/open space per 1,000 total population. Specific Plan areas must also provide interconnected, usable open space pursuant to Policy LU-15.14,

which requires a minimum of 40% of open space allocation. Table 6.3 provides the calculations of the acreage needed to meet the minimum acreage requirement. The active regional, community and neighborhood park sites, open space and linear parkways are depicted in the Public Facilities Exhibit 6.1.

Table 6.3: Parks and Open Space Calculations	
Plan Area Population	**19,558**
Active park area requirement (6 acres/1000 pop.)	**117.3 acres**
Active park area provided: **Regional Park:** Site is 71.2 acres, park credit of 61.2 acres (The non-City owned soccer fields, a 20 acre portion of park, is given 50% credit) 61.2 acres **Community Parks:** 35.0 acres **Neighborhood Parks:** 43.0 acres	**139.2 acres**
Passive park/open space area requirement (3 acres/1000 pop.)	**58.7 acres**
Passive park/open space area provided	**273.6 acres**
Open Space Required :40% of gross Plan Area minus primary roads and Highway 65; 4410.4 acres x .40	**1,764 acres**
Open Space Provided: 41.0% **Portion in Active Parks; 149.2 acres** **Portion in Passive Open Space ;273.6 acres** comprised of Linear parks=19.5 Natural Open Space= 208.2 Detention Basins not within open space zones=45.9 **Portion in other categories; 1388.0 acres** comprised of Open Space Preserve=838.5, Ag/Preserve=343.5, varying open space requirements within Airport zones=206.0	**1,810.8 acres** **3.4%** **6.2%** **31.4%**

The system is comprised of one regional park, two community parks, nine neighborhood parks and numerous open spaces. The placement and sizing of parks is reflective of community need, General Plan policy, proximity to users, ability to promote joint-use activities and existence of natural resources. Parks are generally located within neighborhoods to create a local focal point, are adjacent to or connected with open space areas to create the desired interconnectivity within the community. More information on the size, purpose, intended facilities and schematics of the various parks is provided in the GDP for each Planning Area. Construction of park and recreation facilities shall be in accordance with the Development Agreement and consultation with the City Parks Department. All parks will be owned and maintained by the City.

6.2.2 Regional Sports Park

The 71 + acre Regional Sports Park is located on the north side of Mavis Avenue and lies adjacent to Markham Ravine and Highway 65. The City has partnered with Placer United Soccer Club and Richland Developers, the Specific Plan applicant, to design a regional park which contains a soccer/sports complex integrated with City park facilities for community use. This facility will help the soccer club meet its training needs, provide fields for community uses and attract high-profile tournaments and other revenue-producing events.

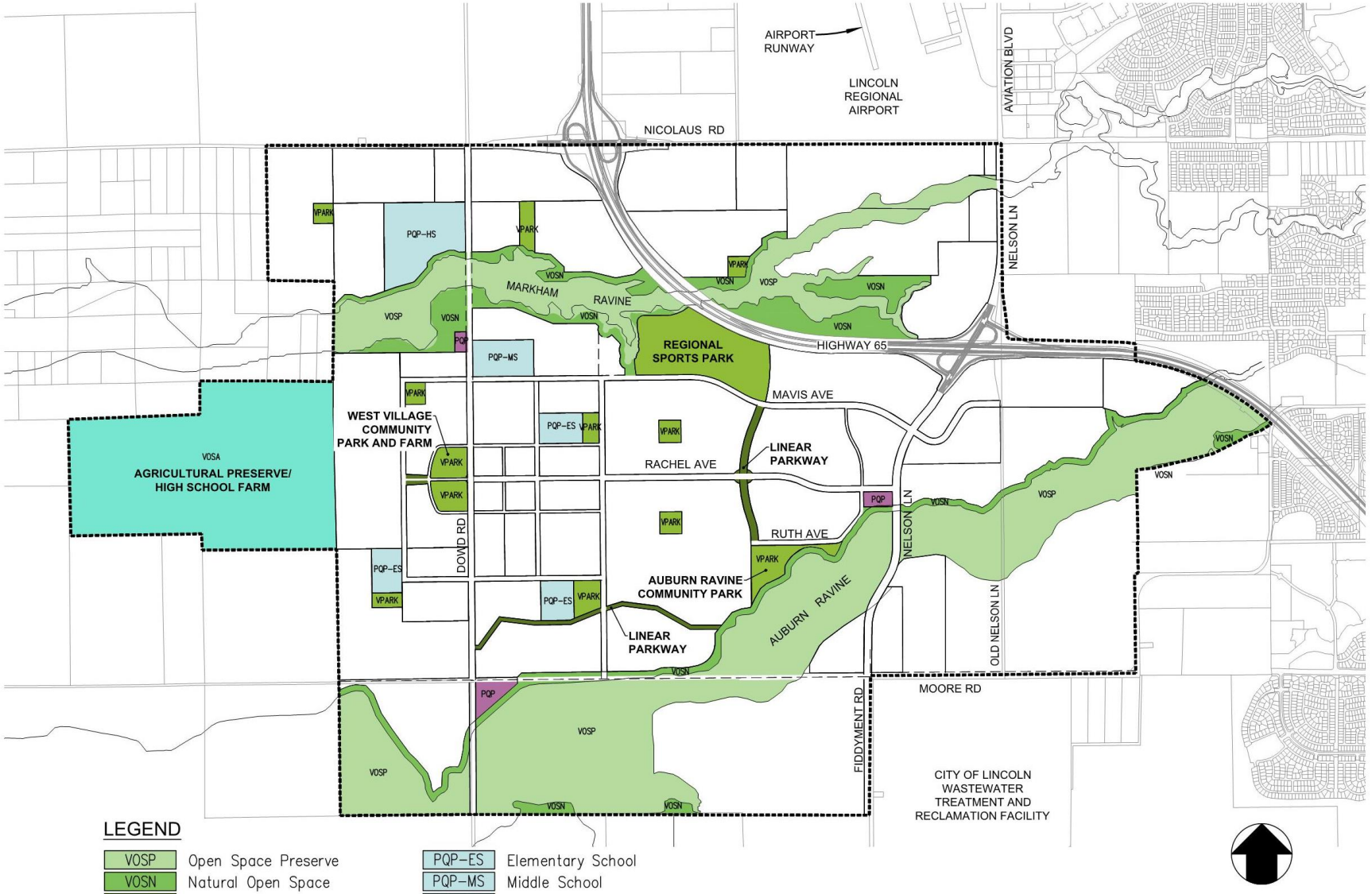


Exhibit 6.1: Public Services

Exhibit 6.2: Illustration of Regional Soccer Complex

The regional park site has been strategically located to offer easy access from SR 65 and be directly adjacent to retail services, lodging and restaurants. Planned facilities may include 12 soccer fields, training fields, Fieldhouse with locker rooms, civic plaza, restrooms, picnic area, playground, digital messaging sign and on-site parking areas. A conceptual illustration is shown in Exhibit 6.2. The site design provides trailheads and pedestrian facilities to link the park with the adjacent commercial services, the lake and Markham Ravine open space corridor, nearby neighborhoods and parks.

6.2.3 Community/Village Parks

Two sites are designated as community or village parks. The 19 acre West Village Park and Farm is located on the west side of South Dowd Road, directly across from the West Village Center. The 19 acre Village Park is comprised of two parts- one side will function as "central" park with primarily social type spaces such as a community center, plaza, playground, open turf areas, group picnic area and other public amenities. The other side will function as a multi-purpose park, including active and passive park facilities. The Village Park can also accommodate a village "garden/farm". The concept is to provide an integrated farming element with some form of food production -- a micro-farm, community garden and/or edible park. Elements may include a barn, greenhouse, vineyard and orchard.

The 16 acre Auburn Ravine Community park site, located on Ruth Avenue, is envisioned to provide for large active facilities, such as softball/ baseball fields, tennis complex, parking, restrooms, concession facilities and playground, as well as amenities such as a trailhead and nature/wildlife interpretive facilities. This park is strategically located to the primary linear parkway which links Auburn Ravine to the Regional Sports Park and to Markham Ravine, making a convenient biking, walking or running circuit.

Example of Community Garden and Micro-farm

Example of Community Park Amenities

6.2.4 Neighborhood Parks

The neighborhood parks within Plan Area are the core facilities of the park system and are planned to provide a balance between passive and active recreation uses as well as creating a sense of place for the V5SP. The parks are designed to serve as both the recreational facilities and social gathering spaces for the residential neighborhoods. Many of the neighborhood parks are located adjacent to schools to provide joint-use facilities and to reinforce them as focal points for the neighborhoods. Neighborhood parks will be easily accessible to the surrounding neighborhood through the use of pedestrian trails, bikeways, sidewalks or residential streets. A range of recreation is planned, including play areas for children, open turf areas, areas for organized sports, picnic areas and flexible opportunities for small groups of people to gather and recreate.

Example of Neighborhood Park Playground

6.2.5 Village Open Space

Open space is organized into three categories: open space preserve, natural open space and linear parkways. All open space and park lands contribute to the overall 40% open space requirement. This network is equally significant as the park system in providing for community wellness and establishing the landscape / recreational character of the community. Open space allows for multi-use functions including passive recreation opportunities, wildlife habitat, corridors for pedestrian and bicycle trails, storm water conveyance and water quality treatment. The entire open space system for the Plan Area will be developed to meet the goals of ecological and resource management enhanced by cultural, community and recreational amenity benefit. Design standards to ensure emergency access to open space areas is addressed in Chapter 3.4.11 of the GDP.

6.2.5.1 Open Space Preserve

The land plan has been designed to preserve large, contiguous open space areas, primarily to allow for the preservation of Auburn Ravine, Markham Ravine, wetlands and other waters, while also providing visual open space for the adjacent community. Open space preserves are sited to protect the areas with the greatest concentration of wetlands, to ensure that Village 5 is consistent with the Draft Placer County Conservation Plan (PCCP), and to meet the City open space requirements. These open space areas will preserve the resources in a natural condition and setting, with all activities and management performed consistent with the PCCP and the Village 5 Operations and Maintenance Plan and as regulated by the County Aquatic Resources Program (CARP). The PCCP Joint Powers Authority (JPA), or its designee, will own and maintain the open space areas in the Plan Area.

6.2.5.2 Natural Open Space

The natural open space areas in the Plan Area are primarily lands that lie adjacent to the open space preserve in the Ravines. The natural open space designation provides the opportunity to preserve features which lie outside of the PCCP footprint and area for wetland creation and restoration, trails and buffers. Enhancements in the natural open space will be primarily low maintenance with native landscaping as edge treatment. If allowed by the regulatory agencies, exercise stations, disc golf space and other types of amenities may be provided in select locations. Refer to Section 8.2.2 for more detail on the resource management approach and measures. The dominant Class I trails in the Plan Area are situated within natural open space along the Auburn Ravine and Markham Ravine corridors, as shown on the Mobility Plan, Exhibit 5.3.

Example of Trail System

6.2.5.3 Linear Parkways

Linear parkways are developed features that are located to interconnect the trail system. One prominent linear parkway connects the Regional Park with the 16 acre Community Park along Auburn Ravine. A linear parkway is also situated along an existing drainage ditch, serving as a buffer and trail connector between neighborhoods and school/park sites. These open space elements vary in width, with most ranging from approximately 40 feet to 100 feet in width. Additional trail corridors, greenbelts and linear parkways will be designated at the neighborhood level. All linear parkways are owned and maintained by the City.

6.3 SCHOOLS

The Plan Area is located in the Western Placer Unified School District (WPUSD). At the time of Specific Plan preparation, the District serves the following: 7 elementary schools (Grades K-5), 2 middle schools (Grades 6-8) and 2 high schools (Grades 9-12 & 10-12 Continuation High School). In addition, the Lincoln High School Farm (LHF) is located within the Plan Area along the western boundary. The LHF parcel is designated as Ag Preserve (VOSA) due to the presence of a conservation easement addressing the use of a portion of the property.

The V5SP provides school sites to accommodate the students living within the Plan Area. The demand for school facilities, sizing, locations and generation rates have been based on information provided by the WPUSD and State of California criteria. Table 6.4 summarizes the anticipated number of students and number of sites necessary for each school within the Plan Area, based on student generation factors provided by the District.

The Plan Area would generate an estimated 4,286 students upon buildout (Table 6.4). Three elementary school sites (12 acres each) capable of supporting a capacity of approximately 650 students per site, one middle school site (approximately 20 acres) capable of supporting a capacity of approximately 1200 students, and one high school site (approximately 49 acres) capable of supporting approximately 2,000 students are proposed in the Plan Area to serve the student population generated by the residential land uses. Exhibit 6.1 depicts the location of these schools.

The sites have been located to provide good accessibility from most homes within the Plan Area. The middle school and high school will serve students from outside Village 5, influencing the location selected for optimum access for all residents. The existing Lincoln High School Farm (LHS Farm) property is approximately 280 acres in size. This facility currently includes classrooms, holds workshops, offers educational farming projects and protects wildlife habitat.

Table 6.4 Estimated Student Generation/School Site Demands

Land Use	D.U.	K-5	Total	6-8	Total	9-12	Total
Single Family VRR,VCE, VLDR,VMDR	5,747	0.328	1885	0.134	770	0.118	678
Multi Family[1] VHDR, VMU	1,497	0.361	540	0.147	220	0.129	193
Total units[2]	7,244						
Total students			**2,425**		**990**		**871**
School site capacity (average)			650		1200		2000
Total sites			**3.73**		**0.82**		**0.43**

Notes:

1. Multi-family unit factors by school type is an estimate only, to be verified by WPUSD.
2. 1,000 units have been deducted from the VLDR and VMDR categories for age-restricted units.

The elementary school sites are co-located with neighborhood park sites to encourage joint uses of the facilities. In addition, the school sites are centrally located to serve as a focal point and gathering area for the neighborhood and each school is situated approximately ½ mile walking distance from most of the residences. School sites can serve as a community resource for neighborhood meetings and functions and provide a safe

and secure educational atmosphere. The sites are also linked on the greenway system to maximize the non-vehicular modes of travel to these frequented locations, as depicted on the Mobility Exhibit 5.3.

6.4 LIBRARY SERVICES

The City of Lincoln operates a public library system that includes two library facilities. The downtown Lincoln library, a Carnegie library that first opened in 1909, is a historic register-listed building. The Twelve Bridges library, located at 485 Twelve Bridges Drive, functions as the main Lincoln Library.

The adopted City library standards of 0.7 square feet per capita is required to meet the educational, informational, and cultural needs of all community residents. The increased demand of library services for Village 5 is satisfied via the assessment of the City's Public Facilities Fee, a portion of which contributes to the provision of additional library services.

6.5 POLICE PROTECTION

The Lincoln Police Department provides law enforcement for the City. The Police Department provides all operations and patrols from the central station, located at 770 7th Street in downtown Lincoln, approximately 2.5 miles from the Plan Area. For purposes of defining capital facilities investment for police facilities, facility needs are based on a staffing ratio of 1.8 officers per 1,000 population. General Plan policy discourages construction of police substations and to maintain a centralized police station. At the time of Specific Plan preparation, the Police Department identified the potential need for a new central police station and Public Safety Center in a location in close proximity to Highway 65 and the Nelson Lane interchange. Village Commercial (VCOMM) and Village Office/Commercial (VOC) zoned parcels on Nelson Lane could accommodate the Police and Public Safety Center, if determined by the City to meet the siting criteria.

The increased demand for police services associated with Village 5 is satisfied via the assessment of the Plan Area Community Facilities District (CFD) and the City's Public Facilities Fee, a portion which contributes to the capital costs related to additional police services.

6.6 FIRE PROTECTION

The Lincoln Fire Department will provide fire protection, suppression, emergency medical services and hazardous materials management to the Plan Area. The Lincoln Fire Department relies on the City of Roseville Fire Department to respond to hazardous material calls and maintains mutual aid agreements with the City of Rocklin Fire Department and other Placer County agencies. In addition, as part of the PCCP, a wildland fire management plan will be in place to add protection from the fire hazards emanating from the significant open spaces associated with the Ravines.

At the time of Specific Plan preparation, three stations were in operation. The closest station to the Plan Area is Station #34, located at 126 Joiner Parkway, approximately one mile to the east. The adopted City policy is to maintain a firefighting capability sufficient to maintain a fire response time of five (5) minutes or less as a requirement for service provision and locating new fire stations. In consultation with the Fire Department, two PQP sites are designated within the Plan Area as potential sites to accommodate a new fire station to serve Village 5, as shown on Exhibit 6.1.

CHAPTER 7: PUBLIC UTILITIES

7.1 OVERVIEW

The goal of the Public Utilities chapter is to identify the necessary utilities required to serve the V5SP. This section provides an overview of the required public utilities and identifies the backbone infrastructure necessary to serve the Plan Area. Utility infrastructure will be constructed to ensure compliance with all applicable service and improvement standards, and state and federal laws and regulations. Phasing of City infrastructure improvements and funding obligations are detailed in the Implementation Chapter and the Development Agreement. Table 7.1, Utility Providers, lists the utility entities that will serve the Plan Area.

Table 7.1: Utility Providers

Utility	Provider/ Authority
Water	City of Lincoln
Reclaimed Water	City of Lincoln
Wastewater	City of Lincoln
Drainage and Flood Control	City of Lincoln
Electric Service	P.G. & E.
Natural Gas	P.G. & E.
Communications	Surewest, AT&T
Solid Waste	City of Lincoln

7.2 POTABLE WATER

7.2.1 Water Overview

The City of Lincoln is the municipal water purveyor for the V5SP. Potable water to serve the Plan Area will include surface supply from the Placer County Water Agency (PCWA) and groundwater from City wells. In the initial phase of development, the City has adequate supply to serve the proposed project. Upon expansion beyond the initial phase of development, additional offsite infrastructure will be required to support the full Plan Area demands. Groundwater wells are proposed within the Plan Area to supplement the City water system and provide redundancy for backup use. Reclaimed water for irrigation uses will supplement the potable water supply, as described in Section 7.3. The infrastructure system includes a looped connection to existing City transmission mains, with internally looped domestic water mains. Pursuant to the Village 5 Water Supply Assessment (WSA), the City will have adequate water supply available through PCWA and municipal wells to serve the Plan Area.

7.2.2 Existing Water Supply and Distribution

The City of Lincoln provides municipal water service to commercial and residential customers within its jurisdiction. The City receives this water from three sources: PCWA, Nevada Irrigation District (NID) and municipal wells.

Several public water infrastructure components are in place within the V5SP boundary, as shown in Exhibit 7.1. This includes three City municipal wells located at Moore Rd./Fiddyment Rd. (Well #8), Moore Rd./Nelson Ln. (Well #9), and Nicolaus Rd./Nelson Ln. (Well #2). An existing 18-inch transmission main

at Moore Road and Nelson Lane and an existing 12-inch main at Nicolaus Road and Nelson Lane serve as points of connection for the V5SP looped water system.

The City 2015 Urban Water Management Plan (UWMP) evaluates the anticipated growth of the City and the associated water demands and future water supplies through 2035. In addition, the June 2015 City of Lincoln SB 610 Water Supply Assessment identifies the long-term water supply strategy to serve the build out of the Plan Area.

7.2.3 Water Supply and Demand

Water use demand factors are based on the 2015 City of Lincoln SB 610 Water Supply Assessment (WSA), Table 2-1 – Summary of Residential Baseline and Proposed Project Demand Factors and Table 2-2, Summary of Non-Residential Demand Factors, as illustrated in Table 7.2, Potable Water Unit Demand Factors, these factors represent reductions due to conservation efforts and efficiency of new plumbing fixtures as compared with older City Standards.

Based on the demand factors for the Plan Area, the total average water demand is projected to be 5,762 acre-feet per year at build out. See Table 7.3, V5SP Average Annual Potable Water Demand for distribution by Land Use at buildout and Table 7.4, Area A Average Annual Potable Water Demand for distribution by Land Use for Area A.

According to the April 2013, PCWA Surface Water Supply summary, the City of Lincoln has 4.5 MGD of available capacity within the existing City system and an additional 5.6 MGD of unallocated capacity is available for purchase on a first come, first serve basis from PCWA. The first phase, Area A as shown in Exhibit 9.1, has a maximum day demand of approximately 2.30 MGD. At build out, the V5SP has a maximum day demand of 9.81 MGD. Therefore, the City has adequate water supply to serve Area A of the V5SP and there will be adequate supply to serve the full buildout of the Plan Area pending continued availability of the unallocated capacity. Should additional capacity be required, construction of the PCWA Ophir Water Treatment Plant, which is planned to have an initial capacity to provide 30 MGD, with an expansion potential to provide as much as 120 MGD may be necessary to serve the buildout of the Plan Area.

Table 7.2: Potable Water Unit Demand Factors (gpd[3])

Land Use	City Standard[1]	Incl. Conserv. Reductions[2,4]
Rural Residential (VRR)	1,092	2,830
Country Estate Residential (VCE)	1,092	768
Low Density Residential (VLDR)	546	411
Medium Density Residential (VMDR)	460	348
High Density Residential (VHDR, VMU)	260	187
Commercial & Employment (VCOMM,VOC, VBP, VC, VMU)	2,500	884
Public Facilities (PQP)	5,200	2,500
Schools (PQP-ES, PQP-MS, PQP-HS)	5,200	2,294
Parks (VPARK)	5,200	3,170
Linear Parks (VLP)	5,200	3,330
Open Space (VOSA, VOSP, VOSN)	5,200	0
Roads (ROW, HWY)	5,200	170

Table 7.2 Footnotes

1 General Plan Water System Constraint Analysis, Appendix F, Table 1
2 2015 City of Lincoln SB 610 Water Supply Assessment, Table 2-1 and Table 2-2
3 GPD per Unit for residential land use; GPD per Acre for non-residential
4 Demand Factors do not include water loss in the delivery system and thus only reflect demand at the customer's meter

7.2.4 Proposed Water Improvements

The preliminary Water System Plan, Exhibit 7.1, depicts the backbone infrastructure needed to distribute domestic water to the Plan Area. The Water System Plan is based on a City-wide model to ensure that adequate pressures and delivery are provided to the V5SP without adversely impacting the existing system. The water system is designed to connect to the existing transmission mains and complete a loop through the Plan Area. The existing offsite infrastructure lacks adequate capacity to supply the V5SP at buildout, however connection of the planned Village 7 water transmission main as defined in the City Water Master Plan would provide adequate capacity to serve buildout. Preliminary locations for groundwater wells have been identified, however these locations are subject to change pending a groundwater study and completion of the City-wide water master plan. Upon completion of the City-wide water master plan update, the number and locations of wells should be reevaluated to confirm any effects to the City transmission main network and future wells planned outside the Plan Area.

Approximately 9.81 million gallons of storage is required to supply potable water for emergency supply purposes. The preliminary location of the tank(s) is shown on Exhibit 7.1. The triggers for the wells and tanks will be identified in the Final V5SP Water Master Plan. Detailed technical information is provided in the Water Master Plan, Appendix C. Additional information regarding infrastructure phasing and implementation is provided in Chapter 9.

Table 7.3 footnotes:

1. 90% of park demands, 95% of linear park demands and 80% of Regional Park demands to be met with Reclaimed Water. Rights of Ways and Highway to be irrigated by Reclaimed Water. See Appendix D.
2. Agricultural land assumed to have own water supply and will continue with its use.
3. Non-irrigated. It is assumed that the Open Space Preserve will require irrigation during plant establishment; however this is a temporary water demand and will be primarily reclaimed water.
4. Average Annual Demand includes 10% non-revenue water (including system leaks, fire protection, maintenance, construction, and unauthorized or misreported connections).
5. Acreage is based on net land use areas, which excludes detention ponds and the Airport Land Use Compatibility Plan required open space. See Table 4.1 – Land Use Summary

Table 7.3: V5SP Average Annual Potable Water Demand (AF-yr)

Land Use	# of Units /Acres	Ave. Annual Demand
Rural Residential (VRR)	302 du	**1,056.6**
Country Estate Residential (VCE)	925 du	**875.0**
Low Density Residential (VLDR)	2,690 du	**1361.1**
Medium Density Residential (VMDR)	2,830 du	**1,214.4**
High Density Residential (VHDR, VMU)	1,441 du	**345.4**
Commercial (VCOMM, VC, VMU) [5]	176.2 ac	**233.2**
Office/Commercial (VOC) [5]	129.9 ac	**141.9**
Business and Professional (VBP) [5]	38.0 ac	**53.4**

Elementary School (PQP-ES) [5]	35.8 ac	**90.2**
Middle School (PQP-MS)	20.0 ac	**56.1**
High School (PQP-HS)	48.7 ac	**194.7**
Public/Quasi-Public (PQP) [5]	13.0 ac	**39.6**
Park (VPARK)[1]	78.0 ac	**31.9**
Regional Park (VRPARK) [1]	71.2 ac	**56.1**
Linear Park (VLP)[1]	19.5 ac	**4.4**
Ag/Preserve (VOSA)[2]	343.5 ac	**0.0**
Open Space Preserve (VOSP)[3]	838.5 ac	**0.0**
Natural Open Space (VOSN)[3]	208.2 ac	**0.0**
Right of Way (ROW)[1]	225.6 ac	**0.0**
Highway 65 (HWY)[1]	139.0 ac	**0.0**
TOTAL Acre/feet per year:		**5,762**

Table 7.4: AREA A Average Annual Potable Water Demand

Land Use	**# of Units /Acres**	**Ave. Annual Demand**
Rural Residential (VRR)	0 du	**0.0**
Country Estate Residential (VCE)	96 du	**91.3**
Low Density Residential (VLDR)	909 du	**459.8**
Medium Density Residential (VMDR)	1,412 du	**606.1**
High Density Residential (VHDR, VMU)	0 du	**0.0**
Commercial (VCOMM, VC, VMU)	105.9 ac	**115.5**
Office/Commercial (VOC)	0 ac	**0.0**
Business and Professional (VBP)	0 ac	**0.0**
Elementary School (PQP-ES)	12 ac	**33.9**
Middle School (PQP-MS)	0 ac	**0.0**
High School (PQP-HS)	0 ac	**0.0**
Public/Quasi-Public (PQP)	3.9 ac	**12.1**
Park (VPARK)[1]	29.4 ac	**11.0**
Regional Park (VRPARK) [1]	71.2 ac	**56.1**
Linear Park (VLP)[1]	14 ac	**2.9**
Ag/Preserve (VOSA)[2]	0 ac	**0.0**
Open Space Preserve (VOSP)[3]	0 ac	**0.0**
Natural Open Space (VOSN)[3]	17.3 ac	**0.0**
Right of Way (ROW)[1]	74.6 ac	**0.0**
Highway 65 (HWY)[1]	0 ac	**0.0**
TOTAL Acre/feet per year:		**1,389**

Table 7.4 Footnotes:

1. 90% of park demands, 95% of linear park demands and 80% of Regional Park demands to be met with Reclaimed Water. Rights of Ways to be irrigated by Reclaimed Water.
2. Agricultural land assumed to have own water supply and continue with its use.
3. Non-irrigated. It is assumed that the Open Space Preserve will require irrigation during plant establishment, however this is a temporary water demand and will be primarily reclaimed water.
4. Average Annual Demand includes 10% non-revenue water (including system leaks, fire protection, maintenance, construction, and unauthorized or misreported connections).

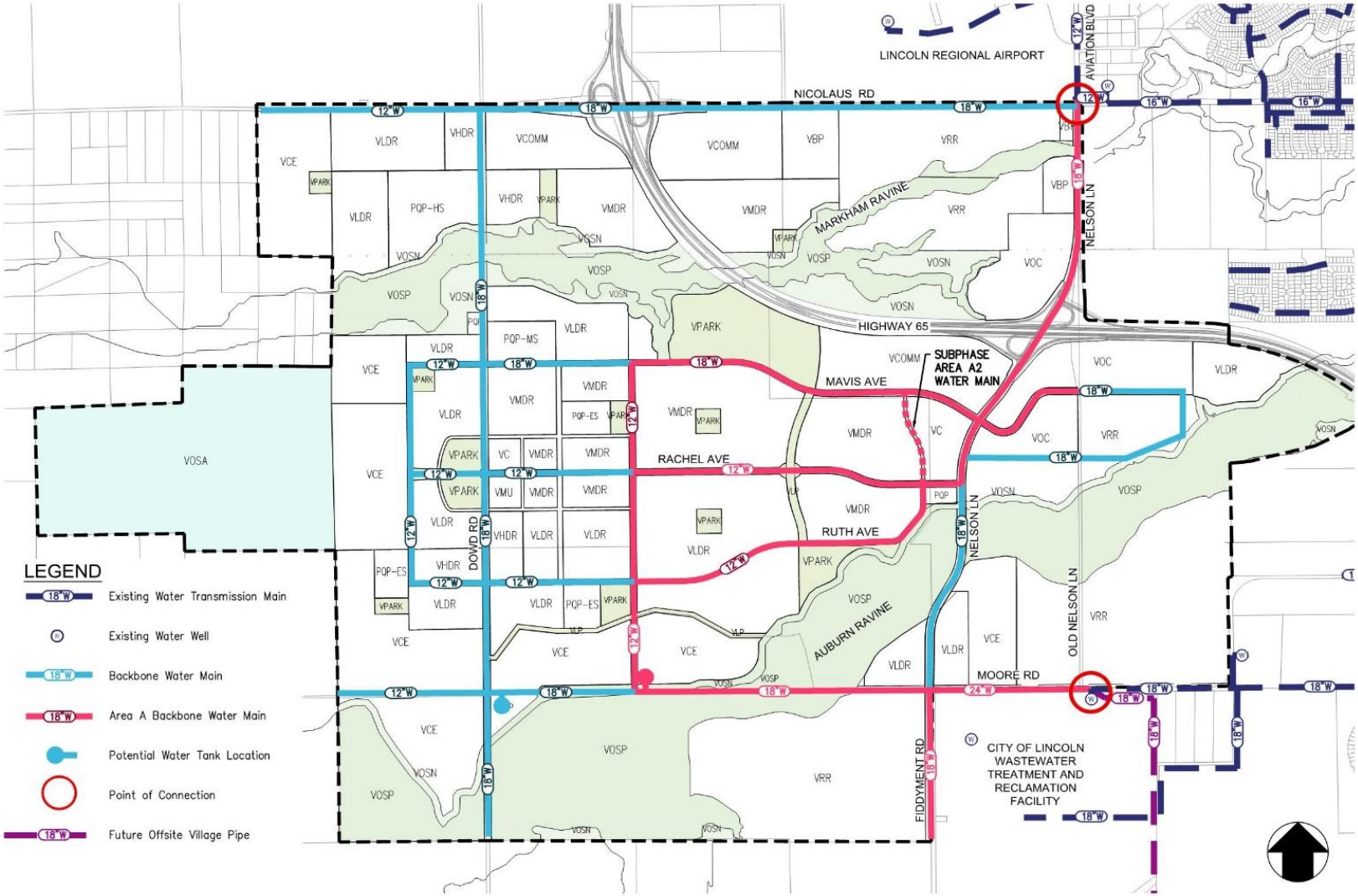


Exhibit 7.1: Backbone Water System

7.3 RECLAIMED WATER

7.3.1 Reclaimed Water Overview

The City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) is located just south of the Plan Area, as shown on Exhibit 7.2. Consistent with the City's Urban Water Management Plan, the City will provide reclaimed water for the Plan Area irrigation needs, including, but not limited to, landscape medians, separated sidewalk parkway strips for arterials, linear parkways, and parks. This use of reclaimed water is intended to help the City meet its treated effluent discharge requirements and to reduce the potable water demand of the Plan Area.

7.3.2 Existing Reclaimed Water Facilities and Supply

Reclaimed water refers to wastewater treatment plant effluent which has received a level of treatment that meets the State requirements for direct non-potable reuse. Reclaimed water use is regulated by the Regional Water Quality Control Board which applies stringent water quality, treatment, and disinfection standards. The City WWTRF is projected to produce up to 7,779 acre-feet of recycled water for use within the City, a portion of which, generated by the V5SP, will be made available for use within the Plan Area.

An existing 42-inch low pressure reclaimed water main is located on Fiddyment Road, south of Moore Road, which takes excess reclaimed water and discharges it into Auburn Ravine. This low pressure main is planned to serve as the point of connection for the Village 5 reclaimed water system. A booster pump is required to adequately pressurize the system to serve the Plan Area.

7.3.3 Reclaimed Water Demand

Reclaimed water use demand factors are based on the City of Lincoln 2015 Urban Water Management Plan, Table 4-5. As illustrated in Table 7.5 – Reclaimed Water Unit Demand Factors, these factors represent reductions due to conservation efforts and efficiency of new irrigation methods as compared with older City Standards.

Based on these demands and the projected supply generated by the WWTRF, there is sufficient reclaimed water capacity to serve the landscape median, linear parkway and park irrigation needs throughout the V5SP. Based on the V5SP reclaimed water demand calculations, as shown in Table 7.6, Average Annual Reclaimed Water Demand, the Plan Area is projected to use approximately 802 acre-feet per year at build out.

Table 7.5: Reclaimed Water Unit Demand Factors (gpd/unit or /acre)

Land Use	City Standard[1]	With Conservation Reductions[2]
Parks (VPARK)	5,200	3,170
Linear Parks (VLP)	5,200	3,170
Right of Way (ROW)	5,200	1,000

1 General Plan Water System Constraint Analysis, Appendix F, Table 1
2 2015 Urban Water Management Plan, Table 4-5.
3 Demand factors do not include water loss in the delivery system and thus only reflect demand at the customer's meter.

Table 7.6: Average Annual Reclaimed Water Demand (AF-yr)		
Land Use	**Land Use Acreage**	**Ave. Annual Demand**
Community/Neighborhood Parks (VPARK)	78.0 ac	273.9
Regional Parks (VRPARK)	71.2 ac	222.2
Linear Parks (VLP)	19.5 ac	72.6
Right of Way (ROW)	189.2 ac[3]	233.2
	TOTAL:	**801.9**

1 90% of park demands, 95% of linear park demands and 80% of regional park demands to be met with Reclaimed Water.

2 Average Annual Demand includes 10% non-revenue water (including system leaks, fire protection, maintenance, construction, and unauthorized or misreported connections).

3 Only includes Right of Way programmed with landscape strips/medians. 100% of Right of Way irrigation demands to be met with Reclaimed Water (see Figure 2.1 in Appendix D).

7.3.4 Proposed Reclaimed Water Improvements

The V5SP reclaimed water distribution system is illustrated on Exhibit 7.2. The backbone water system includes dedicated reclaimed water lines located within major internal roadways, backflow prevention devices and cross-connection controls. A storage element may be required to meet daily peak demands during summer peak irrigation months. The existing effluent storage basins at the WWTRF have a planned capacity of 500 million gallons. Based on this storage capacity, it is assumed that the required storage for daily reclaimed water use can occur in the WWTRF ponds. No reclaimed water storage elements are proposed with the Plan Area. This system will be tested by the City annually to prevent cross-connections or contamination of the domestic potable water supply. Reclaimed water demands associated with build out of the Plan Area does not require significant improvements to the existing City system. The Plan Area is the first Village located west of the WWTRF to provide a transmission system to receive reclaimed water for the irrigated areas described above. In addition, the V5SP reclaimed water infrastructure will be sized to provide connections for future adjacent Villages pending completion of the City-wide reclaimed water master plan. Detailed technical information is provided in the Reclaimed Water System Analysis, Appendix D.

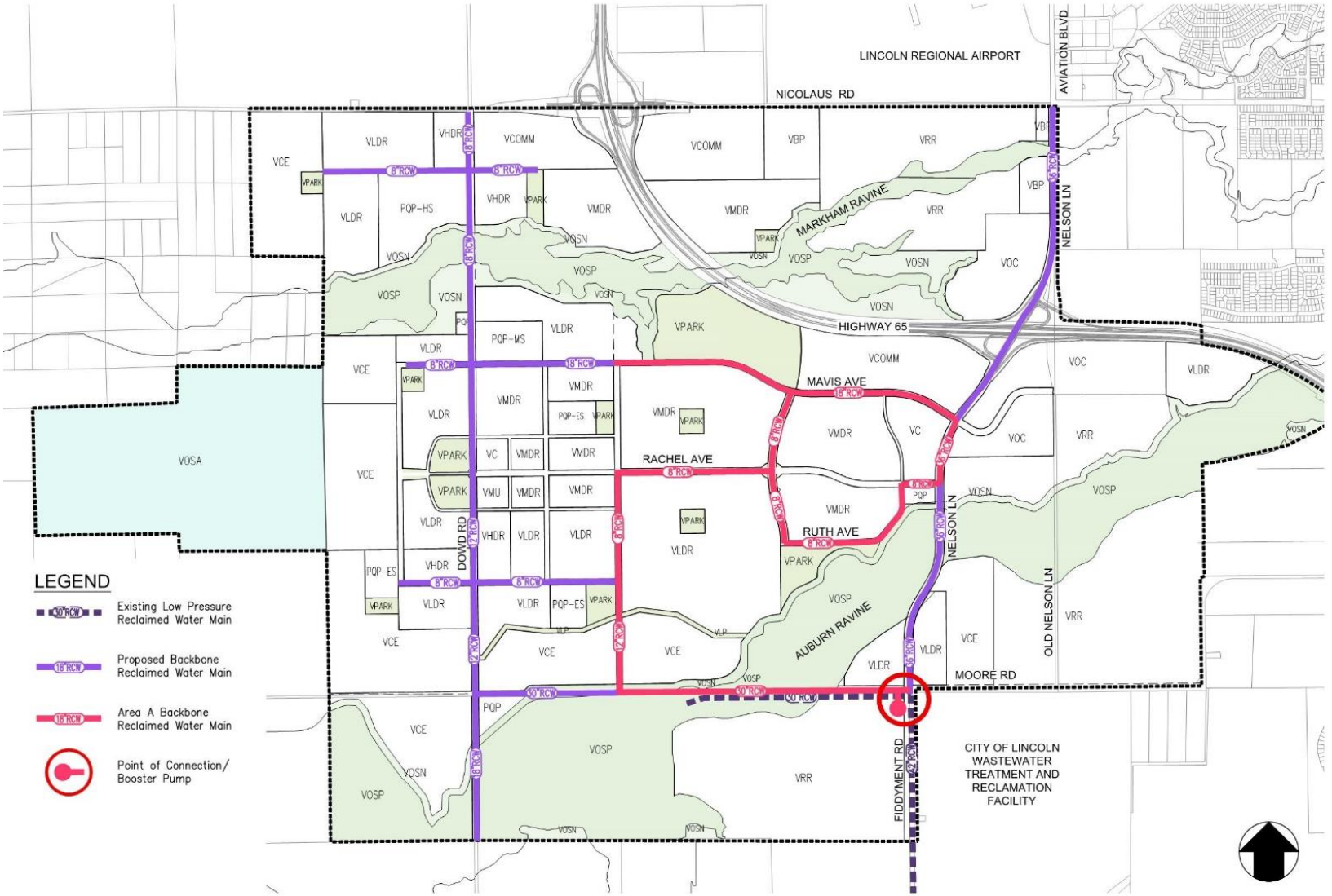


Exhibit 7.2: Reclaimed Water System

7.4 WASTEWATER

7.4.1 Wastewater Overview

The City of Lincoln will provide sanitary sewer service to the V5SP Plan Area. The treatment system will use the Regional Wastewater Treatment and Reclamation Facility (WWTRF) located to the south of the Plan Area. The wastewater infrastructure system will consist of primarily gravity pipelines, with pump stations serving the western portion of Village 5. The WWTRF currently has sufficient capacity to serve the majority of the first phase of the V5SP. Additional capacity will be required to be built by the City to accommodate full build out.

7.4.2 Existing Wastewater Collection and Treatment Facilities

The City of Lincoln WWTRF became operational in July 2004. This facility will provide wastewater treatment for the development and has the ability to expand for future development up to 24 MGD (average dry weather flow). An existing 54-inch diameter sewer line is stubbed to the north of the WWTRF which will serve as the point of connection for the V5SP sewer system.

7.4.3 Wastewater Demand

Proposed wastewater generation factors are taken from the City of Lincoln Design Criteria and Procedures Manual, dated June 2004 as shown in Table 7.7 - Unit Waste Water Demand Factors. Based on these City standards, the total average dry weather flow (ADWF) generation for the V5SP is estimated to be approximately 3.9. See Table 7.8, Waste Water Average Dry Weather Flow, for distribution by Land Use.

The WWTRF has approximately 1.4 MGD of unallocated capacity. The first phase, Area A1/A2 as shown in Chapter 9, has an average dry weather flow of approximately 1.04 MGD, leaving 0.36 MGD of available capacity in the WWTRF. The City of Lincoln WWTRF has capacity to serve the first phase of the V5SP. Upon development of phases requiring capacity in excess of the remaining 0.36 MGD, expansion of the WWTRF will be required in conjunction with the development infrastructure improvements.

7.4.4 Proposed Wastewater Improvements

The planned backbone sewer system is illustrated on Figure 7.3. The majority of Village 5 will be served by gravity collector facilities connecting to the WWTRF. The western portions of the Plan Area require lift stations or pump stations to convey wastewater to the WWTRF, as shown in Exhibit 7.3. Detailed technical information is provided in the V5SP Wastewater System Analysis, Appendix E.

Table 7.7: Unit Waste Water Demand Factors (gpd/unit or /acre)

Land Use	Unit Demand[1,2,3]
Rural Residential (VRR)	250
Country Estate Residential (VCE)	250
Low Density Residential (VLDR)	250
Medium Density Residential (VMDR)	250
High Density Residential (VHDR, VMU)	250

Commercial & Employment (VCOMM,VOC, VBP, VMU)	Varies, see Fig. SS-1
Public Facilities (PQP)	1,000
Schools (PQP-ES, PQP-MS, PQP-HS)	1,000
Parks (VPARK, VLP)	n/a

1 City of Lincoln DCMP Section 9-2 (B)
2 City of Lincoln DCMP Figure SS-1. See Appendix E for summary of unit demand factors for commercial land use.
3 Lincoln High School Farm within the Ag/Preserve property is assumed at 25,000 gpd

Table 7.8: Waste Water Average Dry Weather Flow

Land Use	# of Units /Acres	ADWF (mgd)
Rural Residential (VRR)	302 du	0.076
Country Estate Residential (VCE)	925 du	0.232
Low Density Residential (VLDR)	2,690 du	0.674
Medium Density Residential (VMDR)	2,830 du	0.709
High Density Residential (VHDR)	1,441 du	0.361
Mixed Use (VMU) [1]	56 du	0.083
Village Center (VC)	29.9 ac	0.230
Commercial (VCOMM)	176.2 ac	0.664
Office/Commercial (VOC)	129.9 ac	0.442
Business and Professional (VBP)	38.0 ac	0.264
Elementary School (PQP-ES)	35.8 ac	0.036
Middle School (PQP-MS)	20.0 ac	0.020
High School (PQP-HS)	48.7 ac	0.049
Public/Quasi-Public (PQP)	13.0 ac	0.013
Park (VPARK, VRPARK)	149.2 ac	0.001
Linear Park (VLP)	19.5 ac	0
Ag/Preserve (VOSA) [2]	20.0 ac	0.003
TOTAL:		**3.880 mgd**

1 Based on 50% Residential and 50% Commercial land use mix. Residential component based on 15 units per acre.
2 Based on ultimate school facilities on 20 acres of the total 343.5 acres.

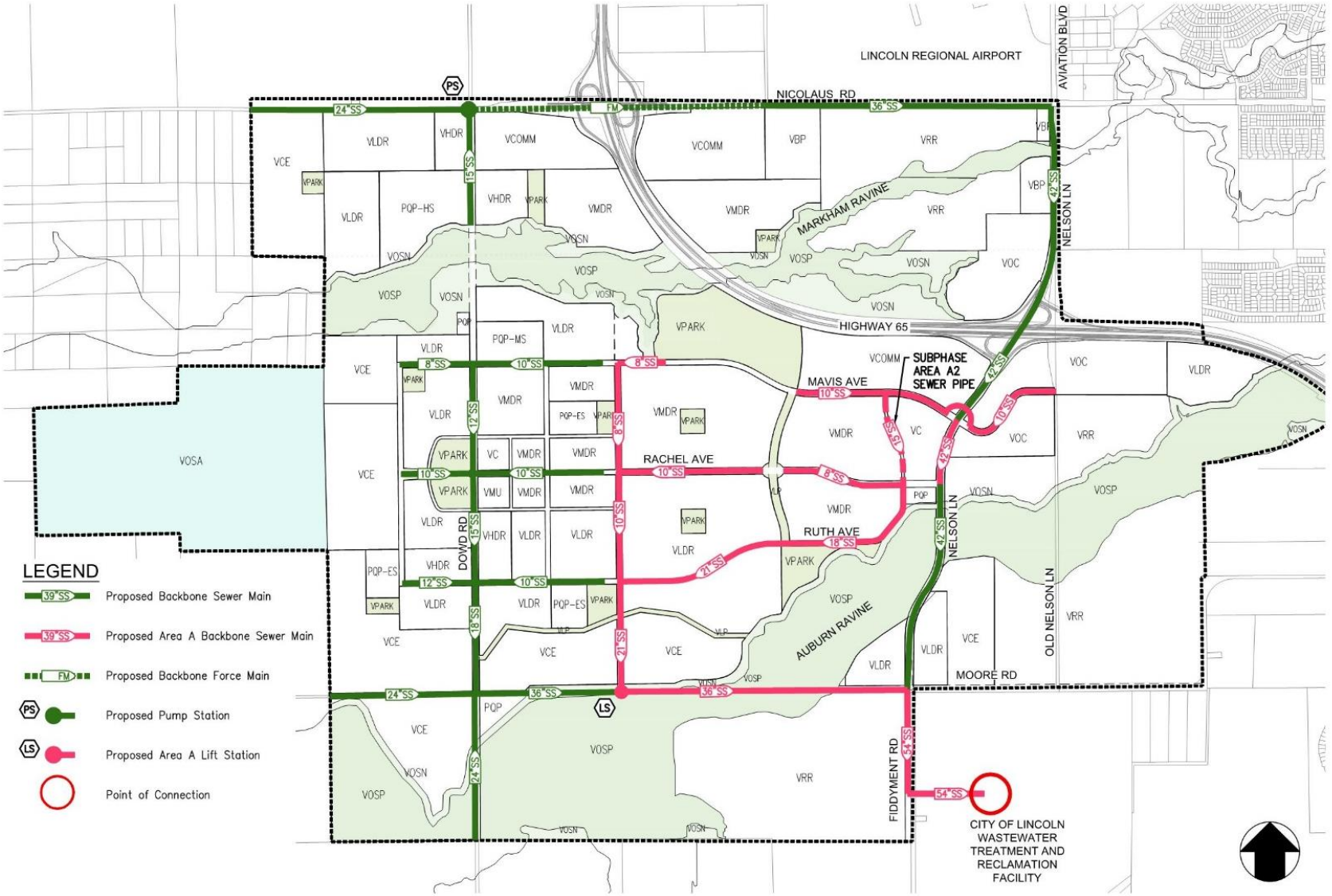


Exhibit 7.3: Wastewater System Exhibit

7.5 Drainage and Flood Control

7.5.1 Drainage Overview

Proposed drainage improvements for the V5SP will include a combination of subsurface and surface drainage systems, including new pipe and channel conveyance systems, plus culverts and/or bridges over waterway crossings. In addition, detention and retention facilities are planned with the aim of reducing local and downstream post-project impacts to the existing drainage system.

7.5.2 Site Hydrology

The V5SP lies partly within the Auburn Ravine watershed and partly within the Markham Ravine watershed, as indicated on Exhibit 7.4 Plan Area Hydrology. Overall, the Auburn Ravine watershed covers approximately 76 square miles, of which approximately 36 square miles lie upstream of the Plan Area. Upon development, approximately 2100 acres within the Plan Area will drain to Auburn Ravine, representing about 4% of this total watershed area. The Markham Ravine watershed consists of approximately 32 square miles, of which approximately 10 square miles lie upstream of the Plan Area. Approximately 1600 developed acres of the Plan Area will drain to Markham Ravine, constituting approximately 8% of this total watershed area.

The Plan Area is substantially undeveloped, with approximately 1-2% of impervious surface improvements. Topography generally slopes from east to west and ground slopes are very flat (on the order of 0.002 ft/ft). The existing soils generally exhibit low infiltration potential.

The proposed drainage sheds in the Plan Area are depicted on Exhibit 7.5, comprised of 13 drainage subsheds (A1-A13) located within the Auburn Ravine watershed and 12 subsheds (M1-M12) within the Markham Ravine watershed. Impervious ground coverage at buildout range from an estimated 15% impervious in the VRR zones to 90% impervious in the employment zones, with an estimated weighted average of 38% for the Plan Area overall.

7.5.3 Proposed Drainage & Flood Control Improvements

7.5.3.1 Drainage Collection and Conveyance

The primary drainage improvements are illustrated on Exhibit 7.5, Proposed Drainage System. This system is subject to refinement pursuant to the preparation of a project-level Drainage Master Plan. Stormwater will be collected and piped from developed areas and ultimately discharged into either Auburn Ravine or Markham Ravine. The drainage system improvements will be designed and constructed with reference to City of Lincoln standards. The number and location of outfalls shown on Exhibit 7.5 are subject to refinement, pursuant to the Drainage Master Plan and the subdivision map / improvement plan approval process. Detailed technical information is provided in the Drainage System and Flood Control Analysis, Appendix F.

The proposed drainage system includes a number of on-site detention basins to attenuate post-project peak flow rates for storms up to the 100-year, 24-hour event, in accordance with City requirements. The preliminary locations and approximate footprints of these detention basins are indicated on Exhibit 7.5.

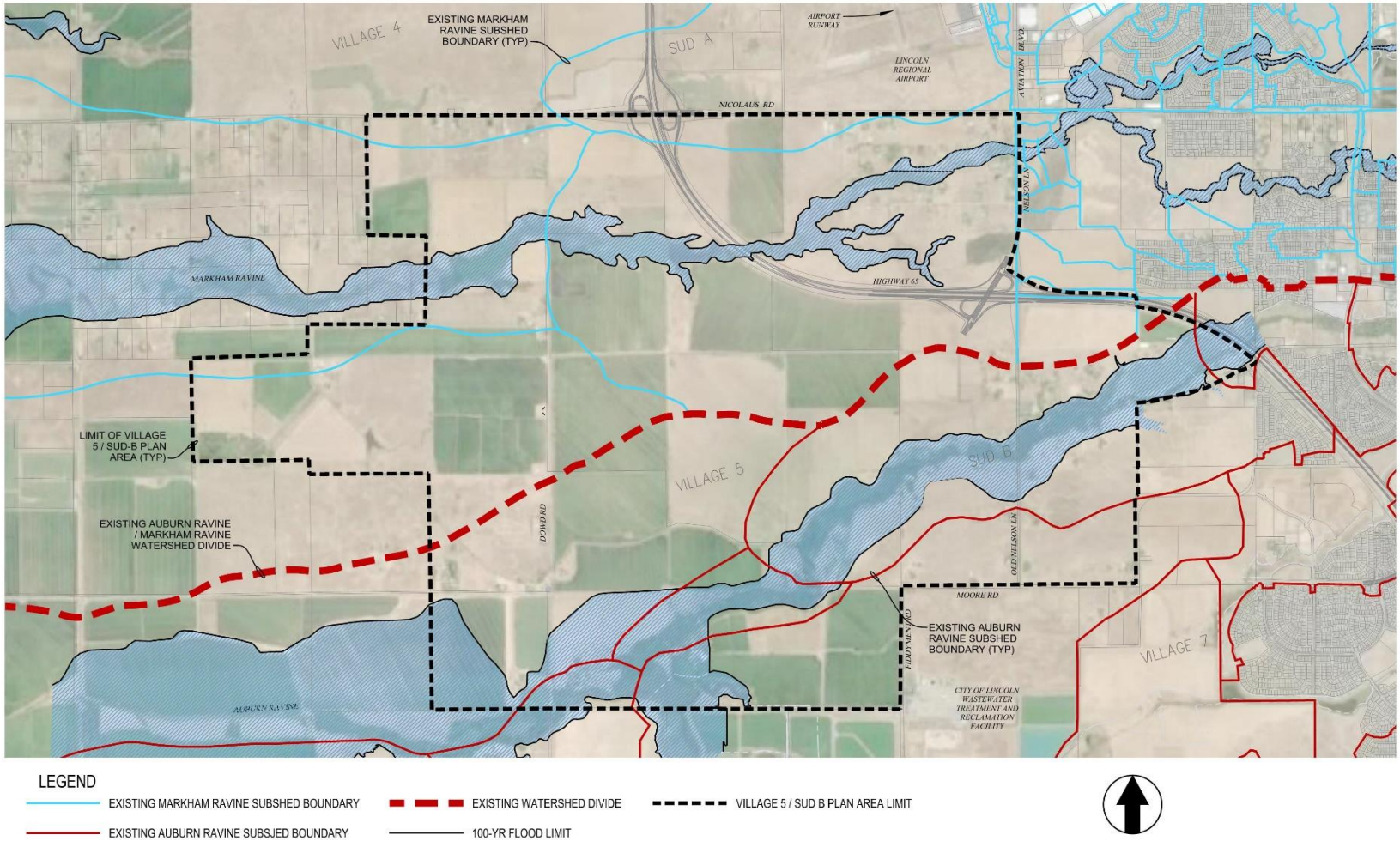


Exhibit 7.4: Plan Area Hydrology

Each detention basin has been initially sized using the local 100-year, 24-hour rainfall event, with the goal of providing significant local attenuation (at the basin outlet) of each proposed sub-shed's peak discharge.

7.5.3.2 Stormwater Detention

In addition to providing local peak flow attenuation at each detention basin's outlet, a broader goal for the Plan Area is to not materially increase 2-year and 100-year peak flows and resultant peak water surface elevations in Auburn Ravine and Markham Ravine, relative to existing computed peak values.

For both Auburn Ravine and Markham Ravine, preliminary hydrology computations (described in Appendix F) suggest that post-project peak stream flows with Village 5 detention are comparable to the pre-project existing stream flows. The pre- to post-project changes in 2-year and 100-year peak stream flows are minor (in relative terms), and are expected to not materially alter the computed peak water surface levels in Auburn Ravine and Markham Ravine.

7.5.3.3 Stormwater Retention

New development projects in Lincoln are required to have their post-development increase in runoff volume retained, so as to not exacerbate downstream flooding due to accumulated runoff. The Plan Area's retention requirement will be fulfilled using the City's regional stormwater retention system, which includes a retention pond at Lakeview Farms. Participation in this facility is administered by the City through a fee-based program for new development areas. The City has determined that capacity in the Lakeview Farms retention facility is sufficient to serve the retention requirements for Village 5, subject to the addition of pumping facilities and other improvements at Lakeview Farms. Onsite stormwater retention is an option should Lakeview Farms or other offsite facility not be available.

7.5.3.4 Stormwater Quality

Stormwater quality treatment design within the V5SP will be required to incorporate a combination of measures using Stormwater quality treatment design within the V5SP will be addressed by implementing a combination of LID measures and standard Treatment Control BMPs. Key LID elements include the incorporation of at-source drainage management features; reduction of new impervious areas; and disconnection of new impervious areas.

At source management entails integration of small-scale distributed drainage management features such as shallow, decentralized surface ponding areas and/or rain gardens that are consciously designed into streetscapes and individual site landscapes throughout the project area. For example, it is proposed that, to the extent feasible, stormwater planters be incorporated at regular intervals (500' typ.) into the landscape parkway strips of proposed local, collector and arterial street sections. Reduction of new impervious areas can be accomplished with compact building footprints, alternative driveway layouts and/or materials, narrower roadway cross-sections, pervious pavement and efficient parking layouts.

Disconnection of new impervious areas can be accomplished through judicious site design that seeks to place pervious areas (landscaping and/or pervious pavement) downstream of a site's impervious surfaces (roofs and conventional pavement), with site grading/landscaping designs that provide for sheet flow from those impervious surfaces onto the pervious surface areas.

Placer County published its own draft Water Quality/LID design guidelines in December 2015. It is expected that these will be referenced by the project design. The planned BMP measures will include (but not be limited to) vegetated swales, selective use of pervious pavements, and stormwater planters/rain gardens. In addition, detention ponds will incorporate a water quality component to supplement the planned upland BMP installations. Additional description of proposed water quality treatment measures and methods is provided in Appendix F and in the Village 5 General Development Plan.

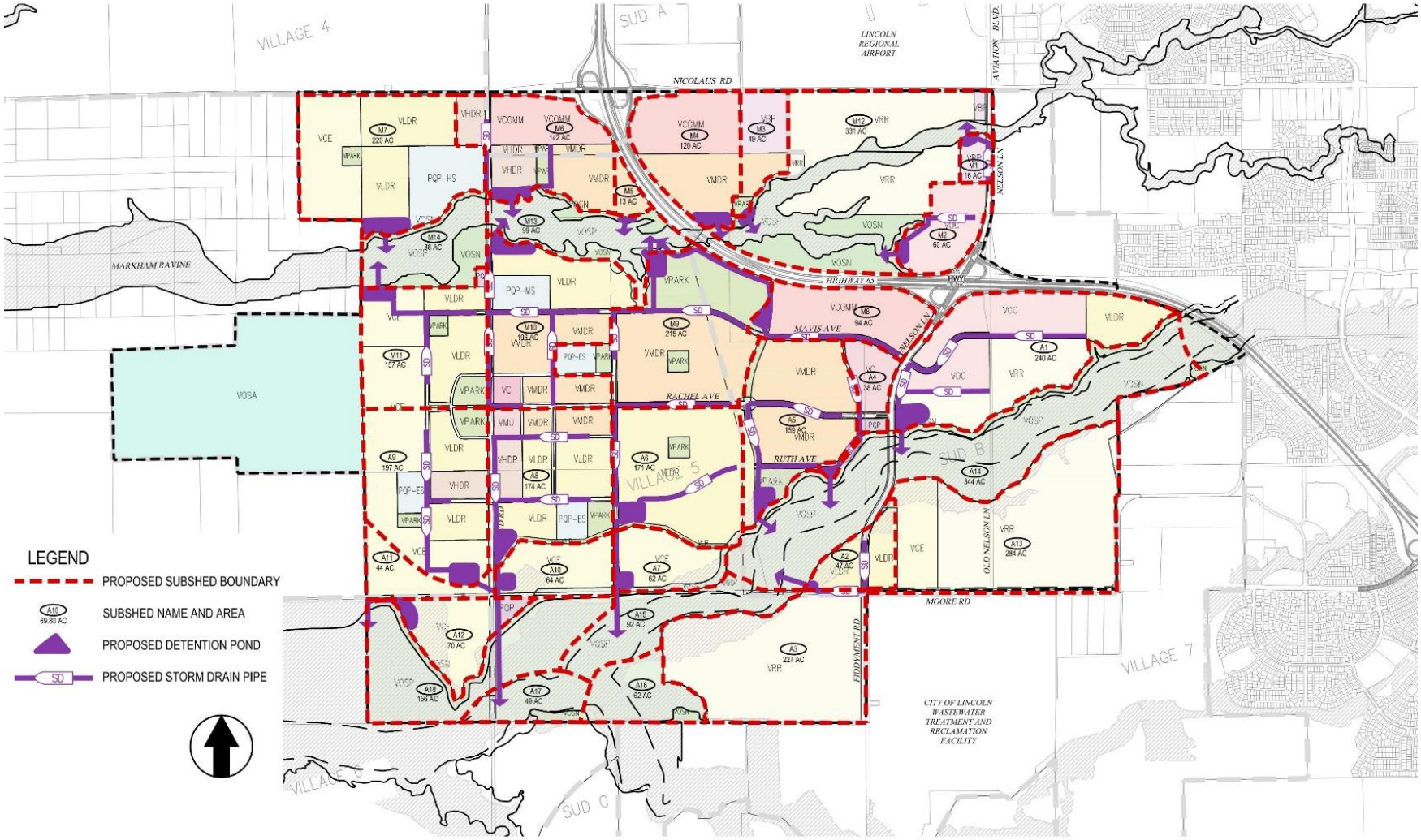


Exhibit 7.5: Proposed Drainage System

7.6 ELECTRICITY

The Plan Area is within the service territory of Pacific Gas and Electric (PG&E). Electric service will be provided by PG&E; facilities and arrangements as described below.

7.6.1 Existing Electric System

Electric distribution utilities within the Plan Area consist of Pacific Gas and Electric (PG&E) 12kV overhead and underground primary distribution systems, and overhead and underground secondary distribution and service systems of various voltages below 600 V. The existing source for the aforementioned service area is the PG&E Lincoln Substation located on Gladding Road just north of Lincoln, and Pleasant Grove Substation located about 7,000 feet south of Athens Avenue on Industrial Avenue. Lincoln Substation is a 115/12kV station, with three distribution transformer banks. The substation site appears to be limited to three transformer banks, and any additional bank capacity would require expansion of the existing station or construction of a new station within the development.

12kV distribution feeders emanating from Lincoln and Pleasant Grove Substations consist of overhead and underground 12kV and 21kV feeders. Most of the 12kV system facilities running west of Joiner Parkway and to the limits of developed land are underground. The western limits of main line 600 amp feeders appear to terminate on Nicolaus Road at Teal Hollow Drive South. Pleasant Grove 21kV distribution feeders exist on the southern periphery of the project and appear to tie to Lincoln Substation feeders in proximity of Ferrari Ranch Road.

Existing 12kV and 21 kV feeders in the area will serve initial subject project development until additional capacity or redundancy necessitates additional circuits. Additional feeders would be installed to maintain reliability or accommodate load balancing/switching schemes.

7.6.2 Proposed Electric System

Electric improvements for the Plan Area include the construction of new overhead and underground distribution lines, joint trench facilities and street lights.

An on-site substation will be necessary to accommodate the ultimate load growth. This substation would most likely be served from PG&E's 230kV lines in the vicinity of Rio Oso Substation on Hicks Road, 5.5 miles west of Highway 65. The substation is proposed to be located within the 7.4 acre PQP site at the southeast corner of Dowd and Moore Roads.

7.6.3 Proposed Electric Utility Demand

Demand estimates for electric service assumes redundancy with alternative energy sources. Renewables, such as photovoltaics and wind generation may benefit the Plan Area if reasonable subsidies are available through state and federal entities, or if there are tangible marketing benefits. However, any renewable energy capacity provided will not off set or reduce the system requirements of the transmission, substation or distribution facilities.

7.7 NATURAL GAS

The Plan Area is within the service territory of Pacific Gas and Electric (PG&E). Natural gas service will be provided by PG&E; facilities and arrangements as described below.

7.7.1 Existing Natural Gas Facilities

Gas utility distribution facilities in the Plan Area are owned and operated by PG&E. Gas delivery to the subject project area is facilitated by steel and plastic gas mains emanating from the northeast and southwest; typical distribution pressure provided to the area is about 60 pounds.

Gas transmission facilities exist on Joiner Parkway in proximity to the subject project. One 8 inch and one 12 inch steel high pressure transmission main each run northwest from Joiner Parkway alignment at Nicolaus Road, and one 12 inch steel high pressure transmission main runs south from the Joiner Parkway alignment at Nicolaus Road. A 6 inch steel high pressure transmission main runs east on Nicolaus Road from the intersection of Joiner Parkway, and a 6 inch plastic transmission main runs west on Nicolaus Road and terminates at Teal Hollow on the North side of Nicolaus Road.

7.7.2 Proposed Natural Gas Distribution System

The proposed improvements include the construction of a new joint trench to accommodate all of the gas facilities within the Plan Area boundaries. Conceptually, the gas distribution system will emanate from existing PG&E mains on the periphery of the project. PG&E gas line extensions will be provided per the latest revision of the appropriate California Public Commission (CPUC) tariffs; Rules 15, and or 16.

7.8 COMMUNICATIONS

The Plan Area is within the service areas of AT&T, Surewest and Wave Broadband. Together, these providers offer both voice and data communication services to Village 5. Distribution lines to individual parcels will be extend from existing infrastructure adjacent to the project area and will occur as development takes place. The appropriate providers will review delivery of telephone and cable television services to individual projects in Village 5 at the time subdivision improvement plans are prepared.

AT&T, SureWest and Wave Broadband overhead and/or substructure systems to the project area may require upgrades to accommodate fiber systems with adequate capacity to serve the improvements.

7.9 SOLID WASTE

The City of Lincoln Department of Public Works provides solid and green waste collection services within the City. Waste is transported to the Western Placer Waste Management Authority's (WPWMA) 315.9-acre Western Regional Sanitary Landfill (WRSL) located adjacent to the intersection of Athens and Fiddyment Roads, west of SR 65. A Material Recovery Facility (MRF) at the WRSL separates and recovers waste products for recycling, reuse, or conversion to energy resources.

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

CHAPTER 8: RESOURCES MANAGEMENT AND SUSTAINABILITY

8.1 OVERVIEW

This chapter identifies the environmental conditions and sensitive resources found in the Plan Area. The V5SP implements sustainable practices through compliance with established policies, actions, design requirements and implementation strategies as presented in various chapters in the Specific Plan. This chapter addresses wetland resources, vegetation and wildlife, cultural resources, air quality and sustainability features of water quality, water conservation, energy efficiency and recycling.

The existing environmental conditions in the Plan Area were taken into account during the development of the land use plan, as described in Section 2.6. The land use plan is designed to protect significant sensitive resources, where feasible, to minimize the impacts of development on the existing and natural communities in the Plan Area and to utilize these features in the overall sustainability program.

8.2 WETLAND RESOURCES

Wetlands (including both depressional "wetland features" as well as other waters of the U.S./State), are an important environmental component that shapes the planning, character, and function of Village 5. It is a principle of the Village 5 Specific Plan to preserve and enhance the biological value of wetland resources, where feasible. Wetlands within the Specific Plan fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE), the State Water Resources Control Board (Water Board) and the Central Valley Regional Water Quality Control Board (Regional Board).

8.2.1 Wetland Features

Wetland features occurring within the Plan Area were identified in the pre-development condition. Some of these features occur as isolated basins within the site (vernal pools, seasonal wetlands and seasonal wetland swales); however, the majority are located within Markham and Auburn Ravines, (the ravines) which flow through the northern and southern portions of the Plan Area, respectively. The ravines are characterized by expansive floodplains, portions of which contain extensive riparian vegetation as well as scattered riparian wetlands. The ravines are important regional drainages, and allow for habitat connectivity across Placer County. The primary types of wetlands typical to V5SP Plan Area are generally described in the following sections.

Markham Ravine Pond

8.2.1.1 Vernal Pools

In general, vernal pools are topographic basins that are underlain with an impermeable or semi-permeable hardpan or duripan layer. Direct rainfall and surface runoff inundate the pools during the wet season. The pools remain inundated and/or the soil maintains saturation through spring and are dry by late spring through the following wet season. Vernal pools were found in the northeastern and southeastern corners of the Plan Area.

Vernal pools in Village 5 range from well-defined basins with distinct boundaries to those with indistinct boundaries that have been altered over time through previous agricultural use. Typical vernal pools in the Plan Area are dominated by spikeweed, American pilwort and Carter's buttercup. Other species found within the vernal pools include bractless hedgehyssop, toad rush, hairy hawkbit and slender popcorn-flower.

8.2.1.2 Seasonal Wetlands/Seasonal Wetland Swales

Seasonal wetlands are ephemerally wet due to accumulation of surface runoff and rainwater within low-lying areas. Inundation periods tend to be relatively short and they are commonly dominated by non-native annual, and sometimes perennial, hydrophytic species. Seasonal wetland swales are linear wetland features that do not exhibit an ordinary high water mark.

Typical seasonal wetlands in the Plan Area are dominated by low-growing grasses and annual herbs such as perennial ryegrass, annual hairgrass and Bermuda grass. Typical drainage swales are dominated by little quaking grass, filaree, capped rush, toad rush, white meadowfoam and hyssop loosestrife. When inundated, these seasonal wetlands and drainage swales provide habitat for aquatic invertebrates and amphibians. For most of the remainder of the year, wildlife use is similar to that of typical Central Valley non-native annual grassland habitat.

Seasonal Wetland

8.2.1.2 Riparian Wetland

The riparian wetlands are located within the seasonally inundated floodplain and margins above the ordinary water mark of the ravines. Plant species identified within the riparian wetlands included mugwort, perennial ryegrass, goose grass, cut-leaved geranium and creeping wild rye.

8.2.1.3 Auburn Ravine

Auburn Ravine borders the southern portion of Village 5 in a northeast/southwest alignment. The ravine's most significant feature is its perennial stream, which originates approximately 10 miles to the east near the City of Auburn, and ultimately flows through the City of Lincoln to the East Side Canal. Through the Plan Area, Auburn Ravine supports dense riparian woodland and riparian wetlands within low-lying sections of its floodplain. These wetlands are dominated by mugwort, perennial ryegrass, and common bedstraw, cut-leaved geranium and creeping wild rye.

8.2.1.4 Markham Ravine

Markham Ravine is located in the northern portion of Village 5 in an east/west alignment. The floodplain of Markham Ravine supports riparian wetlands similar in species composition to those of Auburn Ravine. Small patches of riparian woodland also exist along the banks of Markham Ravine.

8.2.2 Wetland Preservation and Compensation Program

The land plan has been designed to preserve large, contiguous open space areas, primarily to allow for the preservation of Auburn Ravine, Markham Ravine, wetlands and other waters. Open space has been sited to protect the areas with the greatest concentration of wetlands, to ensure that Village 5 is consistent with the Draft Placer County Conservation Plan (PCCP), and to meet the City's open space requirements. Due to development constraints, not all wetland features can be feasibly avoided. Impacts will occur primarily in areas where wetlands are widely dispersed and not logistically or economically feasible to avoid.

Restoration of Auburn Ravine and Markham Ravine will occur as part of the preservation of these ravines as stated above. Restoration will be consistent with the Auburn Ravine/Coon Creek Ecosystem Restoration Plan (ERP) developed by Placer County and completed in April 2002. The main purpose of the ERP is to restore and protect water quality and fisheries habitat within the watersheds. Restoration of Auburn Ravine and Markham Ravine as part of the V5SP will incorporate major restoration of riparian and aquatic habitats (including anadromous and native resident species), protecting watershed integrity, improving water quality, reducing the risk of catastrophic wildlfire, improving wildlife habitat, and improving the ecological functioning of the watersheds (Placer County 2002).

During development of the land use plan, V5SP relied on the draft PCCP for guidance. The purpose of the PCCP is to protect, enhance, and restore important natural resources identified in specific areas of western Placer County in order to streamline the permitting process of covered activities (Placer County 2014). The draft PCCP is comprised of two integrated programs: a joint Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) which would be designed to satisfy requirements of the Federal Endangered Species Act (ESA), California Endangered Species Act (CESA), and the Natural Community and Conservation Plan Act (NCCP Act); and the County Aquatic Resources Program (CARP) which would be designed to satisfy requirement of the Federal Clean Water Act and similar state regulations (Placer County 2014). The draft PCCP provides framework to achieve conservation goals, comply with state and federal environmental laws and policies, and strategic planning guidelines to account for anticipated regional urban and rural growth including the development and maintenance of infrastructure throughout the Placer County (Placer County 2014).

The draft PCCP is currently being prepared by several entities (referred to as permittees) in collaboration with the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), the National Marine Fisheries Service (NMFS), and the USACE. Permittees include Placer County, City of Lincoln, South Placer Regional Transportation Authority (SPRTA), and Placer County Water Agency (PCWA). Other entities may seek coverage under the PCCP as "Participating Special Entities" (Placer County 2014). If the draft PCCP is adopted, the Placer Conservation Authority (PCA) would oversee implementation of PCCP on behalf of the permittees, however permittees would be responsible for compliance with all requirements under state and federal permits (Placer County 2014).

The proposed open space in the V5SP is consistent with the anticipated reserve acquisition area for the PCCP. As such, it is anticipated that the developers of each Planning Area may be able to streamline the permitting process by utilizing the PCCP, should it be finalized and implemented prior to or concurrently with development of the Plan Area. Alternatively, applicants may follow the individual permit process as described below.

Section 404/401 permits issued by the USACE and the Regional Board, respectively, are required to fill Waters of the U.S./State which are impacted directly or indirectly by the proposed development. It is anticipated that each Planning Area will pursue its own individual permit, although multiple planning areas may be combined under a single permit. In total, the permits will include provisions to mitigate for the loss of all wetlands within the Plan Area, and will ensure that no net loss of these resources will occur due to project implementation.

Although specifics may vary by planning area, mitigation of impacted waters of the U.S./State are anticipated to be achieved through a combination of: (1) on-site wetland creation/restoration, and (2) off-site mitigation through purchase of habitat credits and/or off-site wetland creation/restoration. Compensation ratios for the mitigation of impacted wetlands will be determined by the USACE/Regional Board pursuant to the terms of each project level permit.

8.2.3 Resource Preservation Measures

The V5SP land use plan and resource management approach was influenced by early consultation with appropriate federal, state and local resource agencies. Examples of resource preservation measures incorporated include the following:

- Permanent fencing along Preserve boundaries
- Temporary fencing of sensitive areas during construction
- Educational signage provided in key areas of Preserve
- Minimization of crossings of the ravines
- Use of vegetated buffers and swales along wetlands

Specific resource preservation and conservation strategies for the individual planning areas are provided in the GDP. Additional measures are included in the V5SP EIR and supporting documents.

Operations and Management (O&M) Plans will be implemented in accordance with the applicable project level permits to continually monitor and correct disturbance, if any, to the preserve areas. On-going maintenance activities could include trash removal, inspections for erosion and invasion of exotic plant species, repair/replacement of fencing and signage, removal of weeds or thatch, and removal of large woody vegetation from creek corridors. Standards will be established in the O&M Plans to minimize potential future impacts to wetlands from sources of pollution including urban runoff and neighboring land uses.

The owner/developer of each planning area is responsible for construction, monitoring, and maintenance costs associated with the constructed wetlands within their associated open space/preserve areas, as outlined in the project level permits. It is anticipated that the recordation of deed restrictions or conservation easements over preserves will be a condition of project level permits, which will protect the on-site preserves, and wetlands within, in perpetuity. Funding for the management of the on-site preserves may be provided by an annual tax levy via creation of a Communities Facilities District (CFD), a Lighting and Landscape District (LLD), or other funding mechanism as deemed appropriate at the time of plan implementation.

8.3 VEGETATION AND WILDLIFE RESOURCES

8.3.1 Grasslands

Annual grassland is the most common habitat type within Village 5. The dominant plant species within the annual grasslands are mostly non-native, including wild oats, medusahead grass, ripgut brome, winter vetch, rose clover, wild radish, and hairy hawkbit.

Example of Site Grasslands

Grassland habitat will be preserved as part of the open space preserve system. Grassland management practices such as mowing, harvesting, disking, and irrigating have been shown to improve foraging habitat for raptors and other predators. The on-site preservation of grasslands, including measures to actively manage grassland to ensure long-term habitat, will be implemented through the project level O&M Plans, as described in Section 8.2.3.

8.3.2 Riparian Woodland

The upland areas adjacent to Auburn Ravine, and to a lesser extent Markham Ravine, support riparian woodland habitat. These woodlands are dominated by native trees, shrubs, and vines including valley oak, California wild grape, and poison oak. Riparian woodlands in the Plan Area likely provide nesting and cover habitat for a variety of wildlife species including mourning dove, black phoebe, western wood-pewee, California towhee, song sparrow, opossum, raccoon, deer mouse, broad-footed mole, striped skunk, and gray fox.

8.4 AIR QUALITY

The Plan Area is within the Placer County Air Pollution Control District (PCAPCD), which is a special district created by state law to enforce local, state and federal air pollution regulations. The Village 5 Specific Plan incorporates strategies to address projected air emissions associated with construction and build out of the development. Strategies at multiple levels are incorporated into the project to help reduce and mitigate potential impact to air quality.

The Village 5 land use design, roadway system, and mobility network were inspired by smart growth principles. The land uses are linked via an extensive interconnected mobility system of multi-use trails, paths, shaded sidewalks, and transit facilities. These elements, in combination with the significant natural open space areas within the Plan Area, will result in a pedestrian and bicycle friendly environment that will promote non-vehicular use as a primary choice becoming a way of life for residents. In addition, the Plan Area roadways are designed to accommodate Neighborhood Electric Vehicles (NEVs) and include the designation of carpool / vanpool / rideshare spaces, both proven strategies to reduce potential air emissions.

Building-specific strategies, such as photo-voltaic systems and low emitting products for furnaces and air conditioners, are encouraged for residential and commercial uses. Coordinated tree plantings and building orientation may also be used to reduce anticipated heating and cooling needs. The use of native and drought-resistant species helps to reduce the demand for irrigation and gas powered landscape maintenance equipment. Further strategies may include, but are not limited to, electric landscaping equipment and programs encouraging the use of

electric vehicles. Where proposed, details for implementation of these techniques are addressed in the GDP(s).

Construction activities will generate dust and exhaust emissions. Prior to the issuance of grading permits, a Construction Emission/Dust Control Plan will be submitted to the PCAPCD for review and approval. All construction activities will be required by contract specification to implement all measures from the approved Construction Emission/Dust Control Plan as applicable.

8.5 CULTURAL RESOURCES

The Plan Area has been used historically for ranching or farming. The majority of the Plan Area is covered with agricultural fields, possibly rice or other grain fields, which appear heavily irrigated. Though the property has been extensively disturbed as a result of agricultural use, there still remains the possibility of prehistoric archaeological sites or isolates located along the natural ravines or below the surface. Natural waterways provide an abundance of necessities including food and water and were likely used by Native Americans prior to Euro-American settlement.

A cultural resources records and literature search was conducted in December 2013 for the Specific Plan Area. This records search level of analysis included a review of cultural resource records and literature, an examination of topographic maps and aerial photographs for the Plan Area. The records and literature search served to identify any historic properties in the Specific Plan area. The California Native American Heritage Commission (NAHC) was also contacted in January 2014, to request a search of the sacred land files for the Plan Area. The search failed to yield information on Native American cultural resources located within or adjacent to the Project Area. Additional Native American consultation and protocol level surveys of the Plan Area were conducted in conjunction with the EIR.

Potential cultural and historic resources identified in the records search were evaluated for eligibility for the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) as part of the V5SP EIR. The EIR addresses potentially eligible resources, thereby requiring mitigation, either through avoidance by preserving resources in open space or by carrying out data recovery efforts prior to project implementation or construction. The EIR also contains mitigation measures for the unanticipated discovery of cultural resources or human remains during construction.

8.6 SUSTAINABILITY

The V5SP has incorporate sustainability concepts and practices in the approach to land use, circulation, public utilities, public services and environmental resources. The sustainability elements of energy efficiency, water conservation, water quality and recycling build upon the foundation of the "smart growth" land use plan. The addition of the following measures and programs will result in a sustainable, eco-aware community which grows responsibly while enhancing and respecting the local, county-wide, state and global efforts to reduce the impacts of climate change.

8.6.1 Energy Efficiency

The V5SP incorporates energy efficiency measures and promotes renewable energy resources, which will reduce dependence on non-renewable energy and energy-related greenhouse gas (GHG) emissions. Specifically, GHG emissions

will be reduced by lowering energy demand, improving water and energy efficiency, and increasing the amount of electricity and heat generated from renewable energy sources.

All new buildings constructed in the Plan Area will feature smart energy meters, solar hot water heaters, Energy Star appliances and be "solar- ready". Shopping centers, office complexes, parks and public places will have preferentially located parking spaces and charging stations for NEV's.

8.6.2 Water Quality

Specific design techniques for the Plan Area may include water quality basins, stormwater retention/detention basins, bio-swales and other low impact design (LID) techniques. LID methods are key components of long-term sustainability to reduce levels of sediment and pollutants in stormwater and to reserve areas for ground water recharge. The GDP provides more information on water quality management treatment methods.

Extensive use of Best Management Practices (BMP) and other techniques will treat and protect surface and groundwater quality. Bio-filtration of surface runoff may be incorporated within the multi-functional open space system and within landscaped areas. Water quality treatment will be in accordance with the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit and Waste Discharge Requirements for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems (MS4) Phase II and local Storm Water Management Plans.

8.6.3 Water Conservation

Water conservation is an important element of sustainability and has been addressed at all levels of development. At the building and site level, a combination of measures may be employed, including use of advanced plumbing fixtures, high efficiency irrigation systems, low water use plant palette, water use monitoring systems and rain water harvesting systems. Reclaimed water from the Regional Wastewater Treatment and Reclamation Facility (WWTRF) will provide irrigation to public parks, landscape medians, linear parkways and open space. More information on water conservation strategies is provided in the GDP. Refer to Section 7.3.1 for more detail on the reclaimed water system.

Example of bio-swale

8.6.4 Recycling

As discussed in Section 7.9, the City of Lincoln provides an integrated recycling program as part of solid and green waste collection services. The Western Placer Waste Management Authority's (WPWMA) facility includes a materials recovery process, which receives and sorts through both municipal and commercial waste to recover recyclable materials. To enhance this service, the Village 5 CSA will prepare and implement a community based program in cooperation with the City Department of Public Works to elevate the recycling and re-use effort. The concepts for a community-based recycling and re-use program include "free-cycle" fairs, "share" sites for commonly needed items such as clothes, tools, home repair/gardening equipment, books, toys and children's items; and electronic waste collection/fundraisers. Recycling may also include composting collection and mulch distribution as part of the West Village Center urban farm/garden program.

CHAPTER 9: IMPLEMENTATION

9.1 OVERVIEW

California Government Code Section 65451 requires that Specific Plans include programs of implementation strategies related to regulatory changes, programs, financing strategies and public works projects needed to carry out the proposed land use, infrastructure and development standards outlined in the Specific Plan. This chapter describes the Specific Plan process, its relationship to City plans and policies and the subsequent entitlement processes. Included is a summary of the methods by which the Specific Plan will be implemented and discussion on the phasing, sequencing and financing programs. This chapter also describes the administrative procedures that will occur to implement, amend, interpret and enforce the Specific Plan.

The V5SP is projected to be built-out over a 15 to 25 year period. Clear implementation strategies and actions are necessary to ensure development in the Plan Area occurs in an efficient and orderly manner and is consistent with the vision, goals and phasing plan established in this Specific Plan. Implementation of the Specific Plan will occur in accordance with the terms and conditions of several related planning and program documents, including the development agreements, Environmental Impact Report(s), General Development Plan(s), the Lincoln General Plan and Zoning Ordinance.

9.2 RELATIONSHIP TO CITY PLANS AND POLICIES

9.2.1 LINCOLN GENERAL PLAN

The California Government Code requires that Specific Plans be consistent with the local jurisdiction's adopted General Plan. The General Plan is a statement of the community's land use values and is the underlying basis for its vision and direction. The General Plan serves as the long-term policy guide for the physical, economic and environmental growth of Lincoln.

The General Plan provides policy direction to ensure that future development areas, such as Village 5, will employ smart growth principles related to transportation choices, mixed use development, compact development, housing choices and natural resource conservation. The Specific Plan also sets forth project specific policies and programs which are unique to Village 5. The Village 5 Specific Plan implements the goals and policies of the Lincoln 2050 General Plan. An analysis of the consistency of the V5SP with applicable General Plan policies and actions is provided in Appendix A.

9.2.2 MUNICIPAL CODE/ZONING

Title 18 of the Lincoln Municipal Code is the Zoning Ordinance, which establishes zoning districts with permitted land uses and development standards. Upon adoption of the Specific Plan, the Plan Area was zoned to Planned Development (PD), as defined in Section 18.32 of the Zoning Ordinance. The General Development Plan (GDP) functions as the primary zoning tool for the Plan Area. The detailed zoning districts, permitted uses and development standards, as defined in the GDP, supersede the City Zoning Code.

To the extent that a component or regulation of the Specific Plan and GDP differs from a requirement of the Zoning Ordinance, the Specific Plan and GDP will take precedence. Where the Specific Plan or GDP is silent, the Zoning Ordinance will be used for the purpose of interpretation or applied as appropriate. Section 9.8 outlines the process for interpretations.

9.3 SPECIFIC PLAN RELATED DOCUMENTS

9.3.1 General Development Plan

The General Development Plan (GDP) is a required companion document that essentially functions as the zoning code for the Specific Plan. The GDP establishes the regulations, standards, and guidelines with a much greater level of detail and specificity than is provided in this Specific Plan. The Village 5 GDP was approved concurrently with the V5SP, including planning level detail for Planning Area A. As each of the remaining Planning Areas B-J seek full development entitlements, the GDP may be amended to include the additional Planning Area (s) or a new GDP shall be approved. The zoning for each of the Planning Areas identified on Exhibit 2.3, among others, is vested upon approval of the Specific Plan. Rezoning and other subsequent entitlements may be achieved as described in Section 9.4.2.

9.3.2 Environmental Impact Report

An Environmental Impact Report (EIR) has been prepared for this Specific Plan and was certified by the City Council concurrently with the approval of the Specific Plan. Section 65457(a) of the California Government Code and Section 15182(a) of the California Environmental Quality Act (CEQA) Guidelines provides that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. The EIR certified for this project has been written to qualify all residential projects for this exemption, assuming they are consistent with the adopted Specific Plan and fulfill all conditions and CEQA mitigation measures. Non-residential land uses may be able to rely on the EIR, pursuant to Section 15183 of the CEQA Guidelines, assuming the proposed projects are found consistent with the Specific Plan and fulfill all conditions and CEQA mitigation measures.

9.3.3 Development Agreements

A Development Agreement (DA) is a required companion document that functions to clarify the relationship between the City and any developing landowner. The Village 5 Specific Plan Development Agreement between the City and Richland landowners was approved concurrently with the V5SP. Other landowners in the V5SP Areas seeking development entitlements shall also be required to enter into a Development Agreement with the City prior to any development.

9.4 SPECIFIC PLAN ADMINISTRATION

This Specific Plan shall generally be enforced in the same manner as the prevailing City of Lincoln procedure(s) to enforce the provisions of the zoning and subdivision codes. The Planned Development (PD) District designation will be applied to all areas within the Plan Area. Pursuant to Chapter 18.32 of the Lincoln Municipal Code, a General Development Plan is required as an implementation tool for the PD District. The Village 5 GDP has been prepared consistent with the development framework established by this Specific Plan. The GDP addresses permitted

uses, development standards and Village-wide design guidelines.

9.4.1 Actions and Concurrent Approvals

The following entitlements were approved as part of the Specific Plan project:

- Adoption of the Village 5 Specific Plan for the 4,775 acre Plan Area
- Adoption of the Village 5 General Development Plan (Area A)
- Prezoning of the Plan Area
- Adoption of a Development Agreement for the Village 5 Specific Plan by and between the City of Lincoln and the participating landowners
- Adoption of a Public Facilities Financing Plan
- Approval of a Water Supply Assessment

Implementation of the Specific Plan may include, but is not limited to, the approval of actions by other local, state and federal agencies:

Local Agencies:

- Placer County Local Agency Formation Commission (LAFCo)
- Western Placer Unified School District
- Placer County Transportation Planning Agency (PCTPA)
- Placer County Airports Land Use Authority
- Placer County Air Pollution Control District

State Agencies:

- California Department of Transportation District 5
- California Department of Fish and Wildlife
- California State Water Resources Control Board
- California Department of Water Resources
- California State Air Resources Board
- Central Valley Regional Water Quality Control Board
- Native American Heritage Commission

Federal Agencies:

- US Army Corps of Engineers
- US Department of Agriculture
- US Fish and Wildlife Service
- National Marine Fisheries Service

9.4.2 Subsequent Entitlements

Individual development projects are subject to review and approval of subsequent permits and entitlements by the City of Lincoln and other agencies. Once the actions described in Section 9.4.1 have occurred, including the adoption of the General Development Plan for Area A, landowners may submit and process applications for subsequent entitlements, as required, to implement the Specific Plan. Development of the Planning Areas requires the City's approval of the subsequent General Development Plans, the development agreement(s), and additional entitlements. Future approvals may include, but are not limited to:

- Development Plan
- Tentative Subdivision Maps
- Lot Line Adjustments
- Site Plan Review
- Use Permits
- Variances
- Encroachment Permits
- Subdivision Improvement Agreements

- Rezones
- Williamson Act Cancellations

Application contents and processing shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan and applicable General Development Plan(s). All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan, the General Development Plan, and applicable Development Agreement(s), and all applicable City of Lincoln policies, requirements, and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Village 5 Specific Plan and all applicable plans and regulations. Any application for a subsequent entitlement shall be subject to the Planning Application Fee Schedule, Plan Area Fees and any other fees in effect at the time of the application submission.

9.5 IMPLEMENTATION AND PHASING

The Specific Plan provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. In general, the phasing/development sequencing plan has been structured to ensure that the backbone infrastructure improvements in each phase, or Area, can support associated development in compliance with City policies and standards, and that the development in each Area of the Specific Plan can support the costs of the required improvements. The Specific Plan is anticipated to be built-out over a 15 to 25 year period. The geographic boundaries of each Area are reflected on Exhibit 9.1, Planning Areas/Phasing Diagram. The portions of the Plan Area controlled by the applicant Richland Developers is also shown on Exhibit 9.1. Appendix B, Planning Area Detail, provides maps and statistical summaries of each Planning Area.

The Planning Areas/Phasing Diagram breaks the Plan Area into 11 Areas, each designated as a lettered Area A-J. These Areas were selected based on logical increments and infrastructure extensions. The geographic boundaries of each phase are reflected on Exhibit 9.1. Area A is identified as the first phase to begin development, due to its proximity to existing infrastructure, access from Highway 65 and centralized location. Area A is divided into two sub-phases, A1 and A2.

9.5.1 Sequencing Approach

Development for Areas B through J may move forward independently and in any order after initiation of development in Area A, provided that parcels can meet the public services requirements, the sequencing policies outlined in the Specific Plan and are to the satisfaction of the City of Lincoln Planning and Public Works. Areas may also proceed with development of smaller sub-phases. The phase boundaries are conceptual and may be adjusted as development progresses, pursuant to the process outlined in Section 9.6, Specific Plan Amendments and Minor Revisions.

9.5.2 Sequencing Principles

Infrastructure requirements for each phase of development include on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. Each phase of improvements include roadway, sanitary sewer, water, recycled water, storm drainage, dry utilities, other facilities and improvements. All in-tract sewer, storm drain, water and dry utilities will be installed as part of individual project

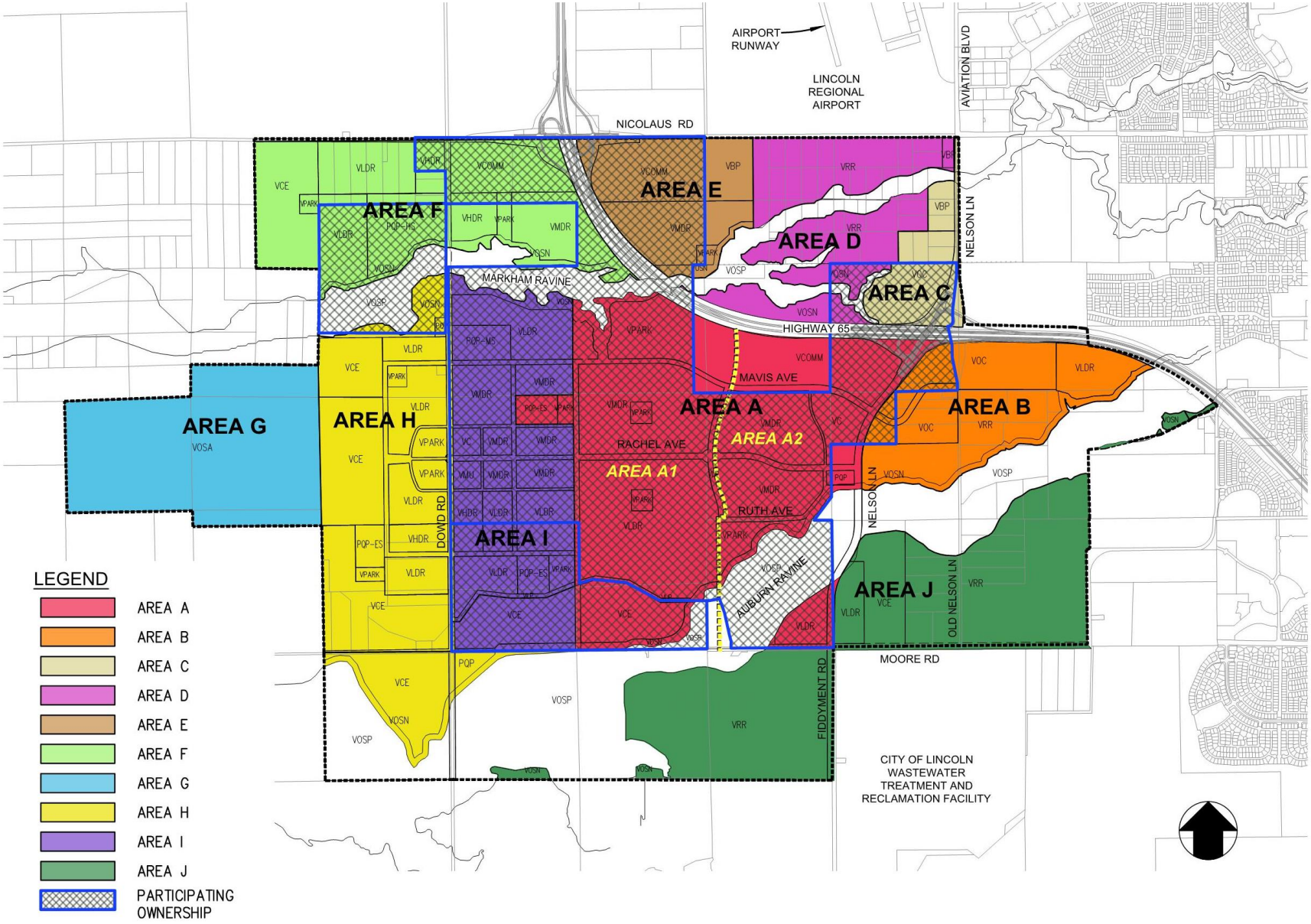


Exhibit 9.1: Planning Areas/Phasing Diagram

improvements. The listing and specific details relating to the on-site and off-site improvements required by phase are included in the infrastructure technical appendices for water, reclaimed water, wastewater and drainage (Appendices C-F) and in Specific Plan development agreements.

Selected infrastructure items, roads, and public services may be needed prior to the phase it is contained within is developed, while some items may be deferred to a later phase. The general sequencing policies are as follows:

- Two points of vehicular access are required for each phase or sub-phase.
- All roadways, pedestrian facilities, and bicycle routes shall be constructed in logical and complete segments to provide safe and adequate access with each phase of development.
- Improvements constructed along the boundary of a phase shall include backbone utility stubs to the adjacent phase for subsequent connection by the future phase(s).
- Development of a non-contiguous phase will require the construction of backbone utility infrastructure not contained within said phase in order to connect to existing "downstream" infrastructure per the routing shown in the infrastructure technical appendices. These improvements will be subject to reimbursements and fair share costs as outlined in Section 9.6.
- Obtaining easements for roadway and utility infrastructure required for a non-contiguous phase shall be the responsibility of the applicant for that phase.
- A looped water system and looped reclaimed water system are required for each phase.

9.6 FINANCING AND MAINTENANCE OF PUBLIC FACILITIES

The construction of public improvements to serve the Plan Area will be funded by a variety of mechanisms. Financing methods may include, but are not limited to, the following mechanisms outlined in this section and shown in Table 9.1. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the Village 5 development agreements.

Table 9-1: Financing Mechanisms

Improvement/Facility	Financing Options
Road Improvements	CFD/Fee/Developer Financing
Trails/Paths	CFD/Developer Financing
Fire Facilities	CFD/Fee
Police Facilities	CFD/Fee
Schools	Fee
Parks	CFD/Fee
Library	CFD/Fee
Other Public Facilities	CFD/Fee/Developer Financing
Water Improvements	CFD/Fee/Developer Financing
Sewer Improvements	CFD/Fee/Developer Financing
Recycled Water Improvements	CFD/Developer Financing
Stormwater Facilities	CFD/Fee/Developer Financing
Electric Facilities	CFD/Developer Financing
Maintenance (landscaping, open space, parks)	CFD for Services/LLAD
Governmental Services (Police and Fire)	CFD for Services/General Fund

9.6.1 City Impact Fees

The City of Lincoln, as a "full-service" city, has a set of development impact fees to finance capital improvements. The fee structure requires the payment of fees prior to issuance of a building permit. The City collects park/trail fees, drainage fees, sewer fees, water connection fees, traffic mitigation fees and public facilities fees.

9.6.2 School Impact Fees

The Western Placer Unified School District (WPUSD) has established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. These school impact fees are collected by WPUSD, with evidence of payment provided for the applicant to present to the City at the request for a building permit.

9.6.3 Community Facilities District

One or more Community Facilities Districts (CFD) may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities within Village 5. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding of facility construction, acquisition and/or to pay off bonds. A separate CFD for Services can be established for maintenance of certain facilities that provide special benefit to Village 5. Such facilities may include landscape corridors, medians, open space, bike paths/trails, detention/retention facilities and parks. The CFD for Services or other revenues may be used to fund governmental services that benefit residents of Village 5, including police and fire services. The CFD for Services incorporated the results of the Fiscal Impact Analysis (FIA), which identified the potential funding shortfalls during the build-out of the Plan Area and the revenues needed to fully fund the maintenance for the public and governmental services.

9.6.4 Landscape and Lighting Assessment District

A Landscape and Lighting Assessment District (LLAD) is a similar financing mechanism to a CFD for services. This mechanism may be established, and through annual assessments to property owners, would establish a fund to maintain facilities within the Specific Plan area. These facilities could include landscape corridors, medians, open space areas, parks and linear parkways, pedestrian and bike trails, stormwater facilities and street lights.

9.6.5 Developer Financing

Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing, and for in-tract subdivision improvements.

9.7 SPECIFIC PLAN AMENDMENTS AND MINOR REVISIONS

During the long-term build out of the Plan Area, amendments to the adopted Specific Plan may be necessary because of changing circumstances. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a particular parcel. The process for amending or revising the Specific Plan is described herein and will be administered by the City of Lincoln Community Development Director (Director) or its designee.

9.7.1 Scope of Specific Plan Amendments (SPA) and Minor Revisions

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

Specific Plan Amendments (SPA's) are processed in the same manner as the Specific Plan adoption, requiring review by the Planning Commission and action by the City Council. In addition, SPA's are subject to City review for consistency with the scope of the EIR and may be subject to the provisions of CEQA as outlined in Section 9.3.2. An amendment to this Specific Plan will not require a concurrent General Plan Amendment unless it is determined by the Director or its designee that the proposed amendment would be inconsistent with the General Plan goals, objectives, policies, or land use programs applicable to the property.

Changes proposed to the adopted Specific Plan shall be categorized by the Director as either an SPA or a Minor Revision. The decision of the Director shall occur within ten (10) working days of any submittal. SPA's require Planning Commission and City Council approval. Minor Revisions may be reviewed and acted upon by the Director without Planning Commission or City Council review, unless appealed. A request to modify the Specific Plan shall be accompanied by an application filing fee, a detailed justification statement which explains why an amendment or minor revision is warranted and any exhibits deemed necessary by the Director.

9.7.2 Amendments

An SPA is required when one of the following criteria is met:

- The introduction of a new land use designation not contemplated in the Specific Plan.
- A change in the designation of a land use.
- A change to the circulation system or community facility design which would materially affect a planning concept detailed in this Specific Plan.
- An increase in dwelling units of more than 10% within any Planning Area, unless a transfer of dwelling units from another Plan Area is approved, as defined in the Dwelling Unit and Square Footage Transfer Provisions, Section 4.7.1.
- The total number of dwelling units allocated to the Specific Plan is increased.
- Any change which would result in an unavoidable significant environmental effect. CEQA Guidelines Section 15382 defines "Significant effect on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

The consideration of any proposed SPA shall include the determination of the following findings:

- Changes occurred in the community since the approval of the original Specific Plan, which warrant approving the proposed amendment.
- The proposed amendment is consistent with the General Plan for the City of Lincoln.

- The proposed amendment will result in a benefit to the area within the Specific Plan.
- The proposed amendment will not result in any unmitigated impact to adjacent properties.
- The proposed amendment will enable the delivery of services and public facilities to the Plan Area.

9.7.3 Minor Revisions

A minor revision to the text or exhibits in the Specific Plan may be processed if the Director is able to make findings of substantial conformance with the following criteria:

- The Director determines that the modification does not have a significant impact on the character of the Plan.
- The proposed adjustments to the development standards or design guidelines are offset by the merits of the design and do not significantly change the anticipated physical characteristics of the development.
- The proposed changes to the alignment of streets, which if adopted, would not substantially alter the land use or circulation concepts set forth in this Specific Plan.
- The proposed changes to the Planning Area boundaries, if adopted, would not substantially affect the Infrastructure requirements necessary for each phase/Planning Area to proceed.
- Adverse environmental impacts are not significantly increased by the proposal.
- An increase in the total amount of units is less than 10% within any Planning Area and the request is in compliance with Section 4.7.1, Dwelling Unit and Square Footage Transfer Provisions.

9.8 INTERPRETATIONS

In the event that the requirements and guidelines of the Specific Plan may appear to provide alternative guidance or differ from other adopted City policies, interpretations may be necessary. These would typically arise regarding specific issues and situations in the land use development process. Interpretations may be needed when the City is considering a discretionary development application, such as a subdivision map, or a ministerial application, such as a building permit.

Interpretations for the Specific Plan will be made pursuant to Chapter 18.04 of the Lincoln Municipal Code. Whenever the Director determines that the meaning or applicability of any of the requirements of this Specific Plan is ambiguous, misleading, or unclear, the Director will refer the question to the Planning Commission for a determination. The Director shall keep records of the official determinations on file for future reference and to ensure consistency of interpretations over time.