CITY OF LINCOLN
PLANNING COMMISSION REGULAR MEETING
June 17, 2026

Peter Gilbert
Michele Hutchinson
Tim Jackson
Eric Johnson, Chair
Jerry Johnson
Tony Manning, Vice Chair

AS A COURTESY, PLEASE TURN OFF ALL CELL PHONES & ELECTRONIC DEVICES DURING THE MEETING

PLANNING COMMISSION

6:00 PM
City Hall
Council Chambers, 3rd Floor
600 Sixth Street
Lincoln, CA 95648

OR VIRTUAL
Meeting can be viewed on the City's YouTube Channel (accessed on the City's website) or WAVE Channel 18 and attended virtually via Zoom. Please join the Zoom Webinar from your computer, tablet or smartphone. You may participate in live public comment through this platform. Registration URL copy and paste this link: https://us06web.zoom.us/webinar/register/WN_1ZYwZYxjQQa7mmALR2w-ag. You can also dial in using your phone - US: +1 (669) 900-6833 and use *9 to raise your hand to speak.
Webinar ID: 882 5285 9306

CITY OF LINCOLN STAFF -

Nita Wracker, Comm. Dev. Director
Rommel Pabalinas, Comm. Dev. Planning Manager
Efren Sanchez, Senior Planner
Thomas Cruickshank, Associate Planner
Doug White, City Attorney
SP Mann, Senior Engineer
Mikaela Noble, Associate Planner
Eugenie Guadron, PC Secretary

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. AGENDA MODIFICATIONS

5. INFORMATION ITEMS AND DISCLOSURES

6. PUBLIC COMMENT ON NON-AGENDA ITEMS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION *All speakers' time will be limited to three (3) minutes, unless extended by the Chairperson. All comments or questions should be addressed to the Chairperson and in most cases, the Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda, but may engage in brief discussion, provide direction to City staff, or schedule items for future meetings.

7. CONSENT

7.A Approval of Meeting Minutes of May 20, 2026 Regular Planning Commission Meeting.(Eugenie Guadron)

8. PUBLIC HEARINGS

8.A Windsor Cove Project (Mikaela Noble)

1. Determine that the project is exempt from the California Environmental Quality Act (CEQA).
2. Adopt a Resolution recommending City Council approval of the amendments to the Village 5 General Development Plan to include development standards for the project area (Area J-2).
3. Adopt a Resolution recommending City Council approval of a Large Lot Tentative Subdivision Map for the proposed Windsor Cove Project.
4. Adopt a Resolution recommending City Council approval of a Small Lot Tentative Subdivision Map for the proposed Windsor Cove Project.

8.B Village 7B Amendments Project (Mikaela Noble)

1. Adopt Resolution recommending City Council adopt the proposed Addendum and updated Mitigation Monitoring Plans (MMPs) for the certified 2010 Village 7 Specific Plan Environmental Impact Report (EIR) (SCH No. 2005062001) and the 2017 Village 5 Specific Plan EIR (SCH No. 2014052071).
2. Adopt a Resolution recommending City Council approval of the Village 7 Specific Plan Amendment.
3. Adopt a Resolution recommending City Council approval of the Village 5 Specific Plan Amendment.
4. Adopt a Resolution recommending City Council approval of the Village 7

General Development Plan Amendment.

5. Adopt a Resolution recommending City Council approval of the Village 5 General Development Plan Amendment.
6. Adopt a Resolution recommending City Council authorize the submittal of an application to the Placer County Local Area Formation Commission (LAFCo) for the formal annexation of a portion of the adopted Village 5 Specific Plan area and a portion of the adopted Village 7 Specific Plan area.

9. GENERAL BUSINESS

10. INFORMATIONAL ITEMS FROM STAFF/DIRECTOR REPORTS

10.A Planning Entitlement Tracker Discussion

11. COMMISSIONER COMMENTS

12. ADJOURNMENT

CITIZENS ADDRESSING THE COMMISSION

Citizens may address the Planning Commission on any item on the agenda when the item is considered. Citizens wishing to speak may request recognition from the presiding officer by raising his or her hand and stepping to the podium when requested to do so. An opportunity will be provided for citizens wishing to speak on non-agenda items to similarly request recognition and address the Planning Commission. Three-minute time limits may be placed on citizen comments.

APPEALS

If you wish to appeal a decision of the Planning Commission, you must have participated in the Planning Commission review of the item by submitting written testimony or oral testimony at the public hearing. The appeal is limited to those issues raised at the Planning Commission meeting.

APPEAL PERIOD

There is a 10-day appeal period for most Planning Commission decisions. Appeals can be made by any interested party upon payment of the appropriate fee and submittal of the appeal request to the Lincoln City Clerk or the Planning Department, 600 Sixth Street, Lincoln.

WRITTEN MATERIAL INTRODUCED INTO THE RECORD

Any citizen wishing to introduce written material into the record at the hearing on any item is requested to provide a copy of the written material to the Planning Department prior to the hearing date, so that the material may be distributed to the Planning Commission prior to the hearing.

NOTE: *Materials related to an item on this Agenda submitted to the Council/Redevelopment Successor Agency after distribution of the agenda packet are available for public inspection in the City Clerk's office at 600 Sixth Street, Lincoln, CA during normal business hours. Such documents are also available on the City of Lincoln's website at https://www.lincolnca.gov/ subject to staff's availability to post the documents before the meeting.*

In compliance with the American with Disabilities Act, the City will provide special assistance for disabled members of the public. The meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need a disability-related modification or accommodation to participate in the meeting, please contact the City Clerk's Office at (916) 434-2490. As a courtesy, please make every effort to inform the Clerk of your needs at least 24 hours prior to the meeting so the City may make reasonable arrangements to ensure accessibility to this meeting.

Pursuant to applicable laws and regulations, including without limitation, California Government Code Section 65009 and/or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (including any action regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

Levine Act Provisions -- The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision. This includes contributions to Councilmembers, Planning Commissioners and members of other City boards and commissions.

STAFF REPORT

Item Number 7.A

SUBJECT: Approval of Meeting Minutes of May 20, 2026 Regular Planning Commission Meeting.
(Eugenie Guadron)

SUBMITTED BY: Eugenie Guadron

DEPARTMENT: Community Development

DATE: June 17, 2026

ATTACHMENTS:
7.A. Draft Meeting Minutes 05.20.2026

MINUTES - DRAFT
CITY OF LINCOLN PLANNING COMMISSION
Regular Meeting
May 20, 2026

1. **CALL TO ORDER** –Chair Eric Johnson called the meeting to order at **6:00 P.M**.

2. **ROLL CALL** – Commissioners present: Gilbert, Hutchinson, Jackson, E.Johnson, J.Johnson. Commissioner Manning was absent with notification. Various Staff and Public were also in attendance in person. Note: One (1) Commissioner position is vacant

3. **PLEDGE OF ALLEGIANCE** was led by Commissioner Jerry Johnson.

4. **AGENDA MODIFICATION** – None.

5. **PUBLIC COMMENT ON NON-AGENDA ITEMS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION** – None.

6. **INFORMATION ITEMS AND DISCLOSURES** – None.

7. **CONSENT** –

7.A Approval of Meeting Minutes of April 15, 2026 Regular Planning Commission Meeting (Eugenie Guadron)

Motioned (Offered by Commissioner Gilbert, seconded by Commissioner Hutchinson to approve the April 15, 2026 meeting minutes**. Unanimously Approved by voice call vote with no opposition (5-0-0-1).**

8. **PUBLIC HEARINGS** –

8.A Consideration of a Design Review application for the construction and operation of a new steel building measuring 100 feet x 135 feet to be used as a storage hangar at the Lincoln Regional Airport know as Lincoln Skyways Hanger

1. Adopt the proposed Addendum to the certified 2008 Lincoln Regional Airport Master Plan Environmental Impact Report (EIR) (State Clearinghouse (SCH) # 2007062027) pursuant to the California Environmental Quality Act (CEQA) Section 15162. Additionally, the project qualifies for a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). No additional environmental analysis is necessary.
2. Adopt a Resolution approving the Design Review application for Lincoln Skyways Hangar (PLN25-00025) with project specific and typical conditions of approval.

Rommel Pabalinas, Planning Manager, presented to the Commission, including the PowerPoint presentation, made a part of these minutes by mention thereof. The Commission discussed the project with Manager Pabalinas and Byron Maynard (applicant) responding to questions and comments.

Chair E.Johnson opened and closed the public hearing with no comments at 6:17 P.M.

Motioned (Offered by Commissioner Gilbert, seconded by Commissioner J.Johnson to Adopt the proposed Addendum to the certified 2008 Lincoln Regional Airport Master Plan Environmental Impact Report and Adopt a Resolution Approving the Design Review application for Lincoln Skyways Hangar with project specific and typical conditions of approval. **Approved by the following roll call vote:** Gilbert - Aye, J.Johnson – Aye, Hutchinson – Aye, Jackson – Aye and E.Johnson – Aye (5-0-0-1).

DRAFT

9. **GENERAL BUSINESS** –

9.A Open Space Discussion

Sean Scully, City Manager, provided information to the Commission and discussion took place. No action was taken.

10. **INFORMATIONAL ITEMS FROM STAFF/ DIRECTOR REPORTS**.

10. A. Besides the Planning Entitlement Tracker included in the agenda, Community Development Director Nita Wracker briefly commented on an update to the Master Fee Schedule which will be brought to City Council for approval at the next City Council meeting. Community Development are continuing to remain a full cost recovery department.

11. **COMMISSIONER COMMENTS** – There were none.

Joshua Varinsky, White Brenner – representative as City Attorney introduced himself.

12. **ADJOURNMENT** –

Chair E.Johnson adjourned the meeting at **7:07 P.M**.

Submitted by:
Eugenie Guadron, Planning Commission Secretary

DRAFT

8.A. Lincoln Skyways Hangar



Lincoln Skyways Hangar Building (PLN25-00025)

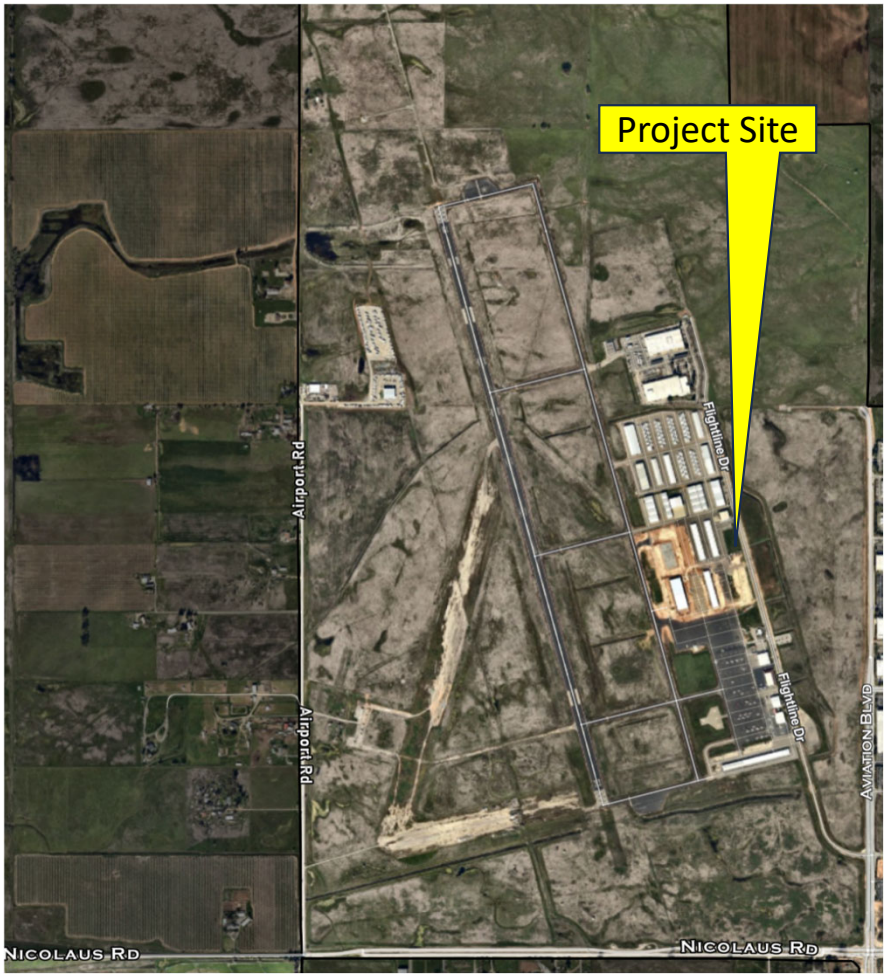
Agenda Item 8A /Planning Commission/May 20, 2026/Mel Pabalinas, Planning Manager

Project Summary

- Design Review Permit
- Construction and operation of a 13,500 square feet metal hangar building
- Within Lincoln Regional Airport (owned and operated by City of Lincoln)
- Applicant: BPM Rentals (c/o Byron Maynard)

Project Location Map- Lincoln Regional Airport

- Project site is within the City of Lincoln Regional Airport
- Subject to the Lincoln Regional Airport Master Plan (LRAMP)



Detailed Project Location Map- Lincoln Regional Airport

- Located on a portion of 3.5-acre parcel
- Industrial-Planned Development land use and zoning designations
- Surrounded by properties with existing hangar buildings and supporting airport improvements



Project Site Photos









Project Details- Project Area

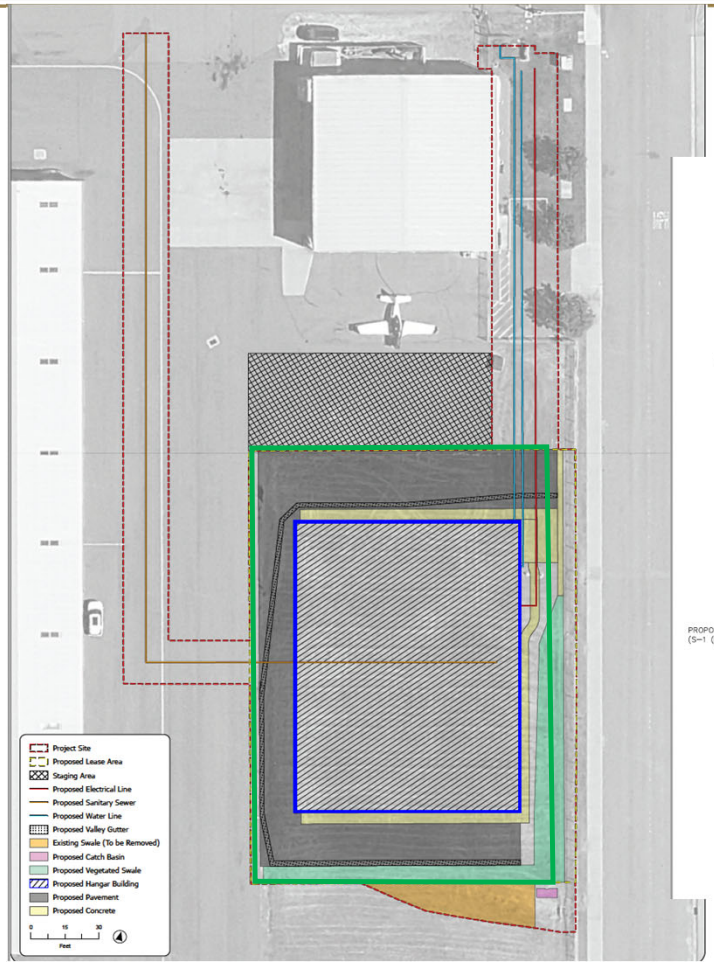
-Project Area: 0.97 acre would be impacted

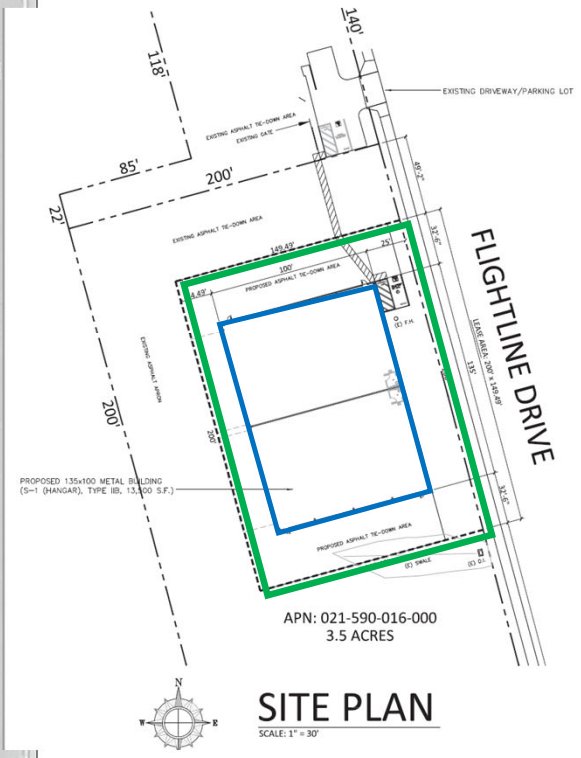
- Includes: Building Pad, Connection to existing utility service lines, Drainage, Staging area for construction

-Access off Flightline Drive

-Lease area (green outline): 200 feet x 150 feet

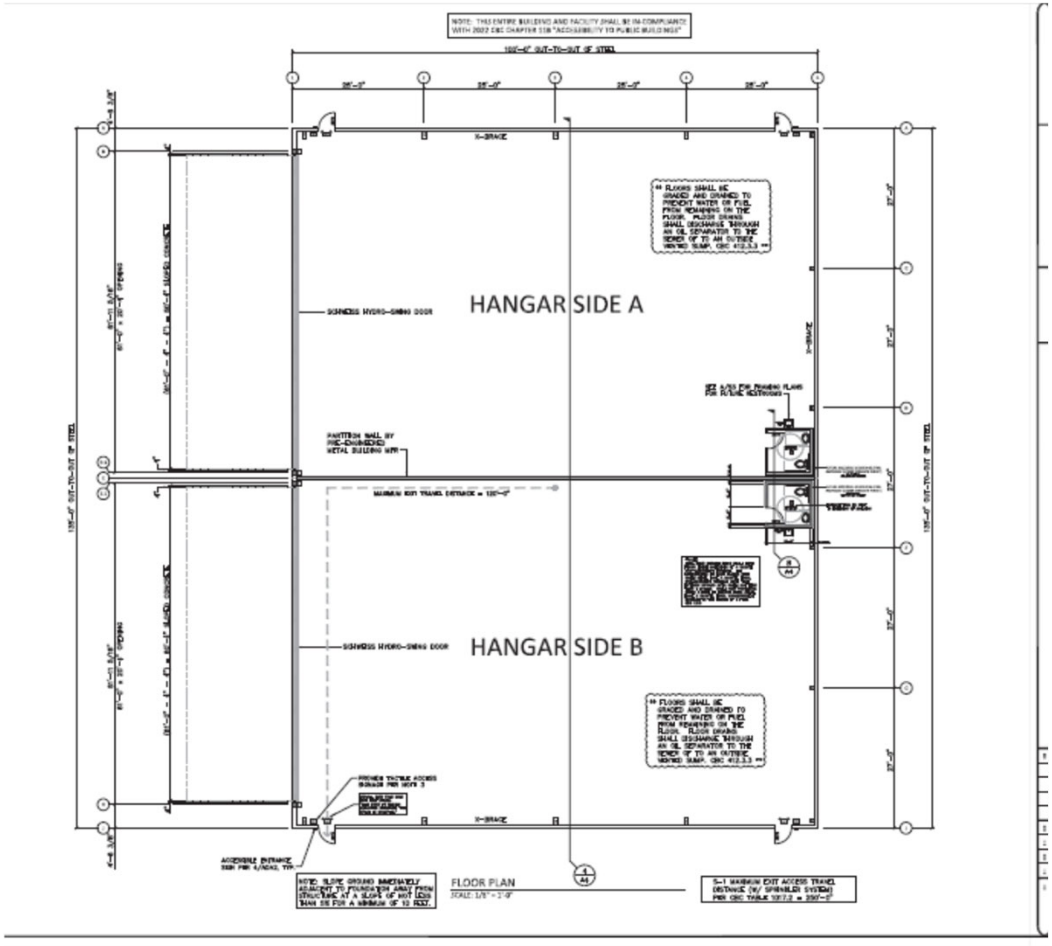
- Hangar Building area (blue outline: 135 feet x 100 feet)





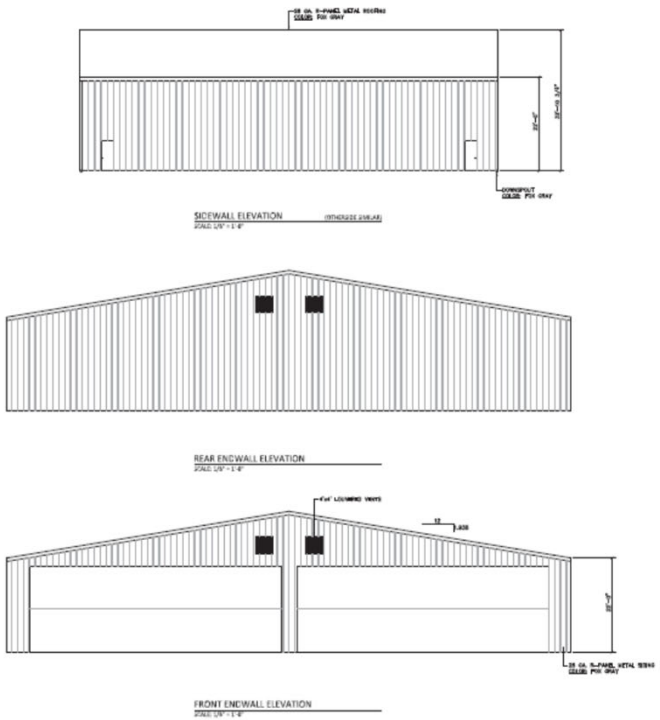
Project Details- Hangar Building

- Hangar Building area 135 feet x 100 feet
- Divided into to (2) hangar spaces; each space approximately 67 feet x 100 feet
- Served by public utilities (water, sewer, drainage)



Project Details- Hangar Building

- Maximum building height: 32 feet
- Match exterior of existing hangar buildings





Building Rendering

Analysis

- Project is consistent with applicable:
  - General Plan policies
  - Zoning Ordinance development standards
  - Lincoln Regional Airport Master Plan (LRAMP) requirements
- Reviewed and recommended for approval by City of Lincoln Design Review Board (November 25, 2025)
- Environmental Conformance Determination
  - CEQA: Addendum to LRAMP EIR prepared
  - NEPA: Project qualifies for Categorical Exclusion

Recommendations

- That the Planning Commission:
  1) Adopt the proposed Addendum to the 2008 Lincoln Regional Airport Master Plan EIR pursuant to CEQA and deem the project to qualify for Categorical Exclusion pursuant NEPA
  2) Adopt Resolution approving Design Review application (PLN25-00025) for the proposed Lincoln Skyways Hangar subject to conditions of approval

End of Presentation

9.A. Open Space

1 Brookview Estates Open Space Preserve
2 Foskett Ranch Open Space Preserve
3 Joiner Park Preserve
4 Lincoln Crossing Open Space Preserve
5 Lincoln Palisades Preserve
6 Markham Ravine Open Space Preserve
7 McBean Park Open Space Preserve
8 Rodeo Grounds Open Space Preserve
9 Sorrento 150 Open Space Preserve (Future)
10 Sterling Point Open Space Preserve
11 Sun City Lincoln Hills Open Space (Not City Owned)
12 Three-D South Open Space Preserve
13 Twelve Bridges Open Space Preserve

Preserves

Open space preserves are located throughout the City of Lincoln and provide homes for many plants and animals. Preserves are unique in that they have native plant communities that have taken a long time to adapt and become established.
These plant communities help grow and maintain the animal populations which include mallards, red-winged hawks, frogs, jackrabbits, and beavers.

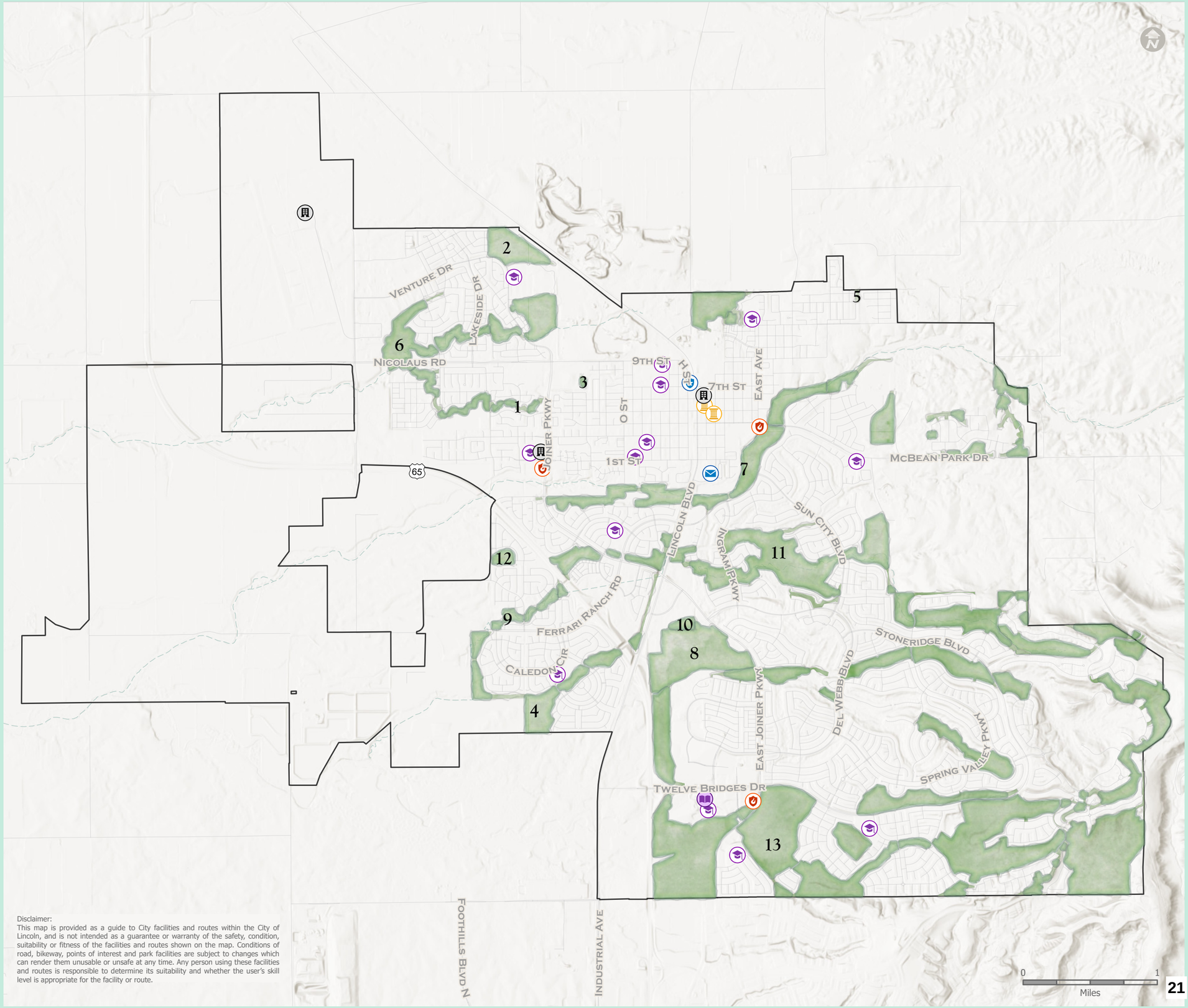
Etiquette

- All dogs must be on a leash while in public spaces; including open space preserve areas.
- While in preserve areas, pedestrians, pets, and bicyclist should stay on designated trails.
- Do not pick flowers or other vegetation from open space preserves.

For more information visit https://www.lincolnca.gov/parks-recreation-and-activities/parks-fields-and-trails/trails-and-open-spaces/.

Legend

- Art and Culture
- School
- Post Office
- Fire Station
- Police Station
- Library
- City Facility
- Open Space Preserve



Disclaimer:
This map is provided as a guide to City facilities and routes within the City of Lincoln, and is not intended as a guarantee or warranty of the safety, condition, suitability or fitness of the facilities and routes shown on the map. Conditions of road, bikeway, points of interest and park facilities are subject to changes which can render them unusable or unsafe at any time. Any person using these facilities and routes is responsible to determine its suitability and whether the user's skill level is appropriate for the facility or route.

STAFF REPORT

Item Number 8.A

SUBJECT: Windsor Cove Project (Mikaela Noble)

SUBMITTED BY: Mikaela Noble

DEPARTMENT: Community Development

DATE: June 17, 2026

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission conduct a public hearing, consider the information contained in the staff report as well as the testimony of the public and take the following actions:

1. Determine that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15182 (Projects Pursuant to a Specific Plan), because the residential project is undertaken pursuant to and in conformity with a specific plan (e.g., Village 5 Specific Plan) adopted under Government Code Title 7, Division 1, Chapter 3, Article 8; and, pursuant to CEQA Guidelines Section 15168(c)(2), that the project is within the scope of the Program EIR and that no subsequent environmental review is required under CEQA Guidelines Section 15162. Therefore, no new environmental document is required.
2. Adopt a Resolution recommending City Council approval of the amendments to the Village 5 General Development Plan to include development standards for the project area (Area J-2).
3. Adopt a Resolution recommending City Council approval of a Large Lot Tentative Subdivision Map for the proposed Windsor Cove Project.
4. Adopt a Resolution recommending City Council approval of a Small Lot Tentative Subdivision Map for the proposed Windsor Cove Project.

BACKGROUND/INTRODUCTION:

The Windsor Cove Project (project) is located within the Village 5 Specific Plan (see Attachments 1 and 2). The Village 5 Specific Plan (Specific Plan) and General Development Plan (GDP) provides direction for development of 2,737 acres of land within the City of Lincoln (City). The Specific Plan identifies land use and zoning designations for the plan area, the circulation system, utilities systems, parks and open space, and other planning considerations. In addition, the Specific Plan includes a wide range of goals and policies, design guidelines and development standards that will guide development within Village 5.

The following is a brief timeline for the Village 5 Specific Plan and the Windsor Cove Project:

- December 12, 2017: City adopts the Specific Plan and General Development Plan, certifies an Environmental Impact Report (EIR) (SCH No. 2014052071) and adopts

Mitigation Monitoring Plan.

- September 7, 2018: Filing of application for Windsor Cove Project.
- September 14, 2021: City certifies partially recirculated EIR, adopts revised Mitigation Monitoring Plan, initiates annexation proceedings.
- February 2023: City approves Addendum to Village 5 EIR to remove mitigation measures that were superseded by adoption of Placer County Conservation Program (PCCP).
- September 13, 2023: Placer Local Area Formation Commission (LAFCo) approved the annexation of the entire Village 5 Specific Plan into the City.
- November 8, 2023: Following the procedural protest vote conducted by Placer LAFCo Executive Officer, the Village 5 Specific Plan annexation approval was reversed and officially terminated.
- January 2025: Following the unsuccessful annexation of Village 5 Specific Plan, a reduced portion of the plan area – known as Village 5A, consisting of 2,721 acres – was formally approved for annexation into the City. Village 5A contemplates development of approximately 5,700 dwelling units and 3.2 million square feet of commercial. Approximately 2,040 acres of the adopted Village 5 Specific Plan area were not included in that annexation due to opposition of the property owners.
- January 2025 to current: Since the annexation of Village 5A, no development has occurred within the plan area, although on-going master planning for major backbone infrastructure has been initiated in support of formal development entitlement application submittals.

Project Location and Description

The project site is located on approximately 90 acres in the City of Lincoln northeast of the Moore Road/Fiddyment Road intersection within the annexed portion of the Village 5 Specific Plan on Assessor's Parcel Number 021-490-002-000 (see Attachments 1 through 3). The project site is bounded by Auburn Ravine and undeveloped land to the north and west; Moore Road and the Lincoln Wastewater Treatment Facility to the south; and existing homesteads within Placer County to the east. The Village 5 Specific Plan identifies that a new North-South arterial roadway – referred to as New Nelson Lane – will be constructed along the project site's western property boundary. New Nelson Lane will provide connectivity between State Route (SR) 65 to the north and Fiddyment Road and Moore Road to the south.

There are a number of existing structures on the project site associated with an inhabited rural residence, including a large metal outbuilding, sheds, hardscape and animal enclosures. The current inhabitants are aware that the proposed project would require removal during site preparation.

Land Use Designations and Zoning

The project would develop Village 5 Area J-2, which is zoned Village Country Estates (VCE), Village Low Density Residential (VLDR), and Village Open Space Preserve (VOSP). The VCE land use designation is intended for large traditional residential development and accessory structures, with a density range of 1.0 to 2.9 dwelling units per acre (du/ac). The VLDR land use designation is intended for single-family detached homes on standard or alley-loaded lots, with a density range of 3.0 to 5.9 du/ac. The VOSP land use designation is applied to natural resources within the Specific Plan Area including, but not limited to, creeks, seasonal wetlands, vernal pools, and swales.

The project is subject to the Placer County Airport Land Use Compatibility Plan (ALUCP) due

to its proximity to the Lincoln Regional Airport. The project site is located within ALUCP Zones C1, C2, D and Wildlife Critical Zone (Attachment 4).

The project would make minor changes to the boundaries of the land use designations within the project site (Attachment 5 and Table 1), as discussed below.

Project Components

The applicant has submitted a Small Lot Tentative Subdivision Map to allow for the creation of the specific lots within the project site (Attachment 10, Exhibit C). The subdivision map would create a total of 165 residential lots. Of the residential lots, there would be 52 VCE-zoned lots on 26.39 acres, with a density of 1.97 du/acre. In addition, there would be 113 VLDR- zoned lots on 20.04 acres, with a density of approximately 5.64 units per acre. The subdivision map also includes approximately 33 acres of open space/parks and recreation (8 lots) located in the northern and center portions of the project site. In addition, the applicant has included the option to install an onsite sewer lift station if required by the City to facilitate the project's sewer system.

The proposed park is located along an open space corridor and would connect to the pedestrian network within the project site, which ultimately connects with future pedestrian corridors throughout the Village 5 plan area. Final design of the park and the respective amenities have yet to be determined.

The project would be developed with land uses and densities that are consistent with the adopted Specific Plan and General Development Plan. The acreage for each use would vary slightly from the adopted Specific Plan, as shown in Table 1 and Attachment 5. In addition, parcel boundaries would be modified slightly, including the boundaries for VOSP parcels. As a result, there would be an increase in approximately 20 acres of open space, with a corresponding decrease in amount of acreage for residential uses.

The layout of the proposed project is shown in Attachment 6. Residential lot sizes would range from 5,233 to 31,564 square feet (SF) depending on zoning, with average lot sizes of approximately 5,900 SF and 19,300 SF for VLDR and VCE lots, respectively. Residential lots would range from 50 to 140 feet in width (most VLDR and VCE lots would be 50 feet and 120 feet wide, respectively) and 100 to 240 feet in depth. The 165 residential lots would be single or two-story single-family residences.

The proposed project would be a private, gated community with a homeowner's association (HOA) that will maintain internal subdivision roads, park facilities and other infrastructure and amenities.

Table 1
Land Use Comparison

Land Use/Zoning	Adopted Specific Plan Acreage	Proposed Acreage	Difference
Village Country Estates (VCE)	47.77	26.39	-21.38
Village Low Density Residential (VLDR)	21.77	20.04	-1.73

Village Open Space Preserve (VOSP)	12.33	32.17	+19.84
Village Parks and Recreation (VPR)	0	0.97	+0.97
Landscape Corridor (LSC)	1.65	4.16	+2.51
Right-of-Way (ROW)	6.48	6.27	-0.21
Total	90.0	90.0	0

Large Lot Tentative Subdivision Map
The project includes a Large Lot Tentative Subdivision Map that may be recorded independently of the Small Lot Tentative Subdivision Map (Attachment 9, Exhibit C). The Large Lot Tentative Subdivision Map has been designed to allow for the creation of specific lots, Irrevocable Offer of Dedications (IODs) for rights-of-way, and phasing of residential development based on the Large Lot configurations proposed.

Circulation
Primary access to the project site would be provided by two separate points of connection to Moore Road. This section of Moore Ranch is planned to have two travel lanes in each direction, with bike/NEV lanes and separated sidewalk on northern side of the road adjacent to the project site. Moore Road is a westerly extension of Ferrari Ranch Roach and an IOD is required in order for roadway development. The proposed project would construct frontage improvements along Moore Road and the future roadway along the western portion of the project site (labeled as New Nelson Lane). Other than the referenced improvements, New Nelson Lane is not proposed to be constructed with this project; however, while actual construction of New Nelson Lane is not required for this project, an Irrevocable Offer of Dedication (IOD) is required in order to facilitate future roadway connectivity for the Specific Plan.

The internal subdivision circulation system consists of a connected internal local-street network organized into two connected loops. The western portion serves several smaller residential blocks through interconnected loop-style streets, while the eastern portion is served by a larger elongated loop road. Together, the system provides continuous internal circulation, lot access, and multiple points of movement between the residential neighborhoods, park/open space areas, and the adjoining street network. Circulation details are provided in Attachment 10, Exhibit C.

Site Development and Utilities
Site development would include grading to establish necessary pads and foundations, construction of retaining walls, installation of utility lines (i.e., water, sewer, drainage, electrical, etc.), and the establishment of open space areas and trail systems. Water, sewer and drainage services will be provided by the City of Lincoln. Under the Specific Plan, major water, sewer and dry utility lines will be constructed by the Windsor Cove project within the Moore Road right-of-way, if not already constructed by others. Preliminary utility plans are provided in Attachment 10, Exhibit C. Prior to commencement of any construction, the project applicant would be required to obtain various construction approvals including environmental permits, a grading permit, improvement plans, and building permits.

New onsite and offsite infrastructure are proposed to be constructed as part of the project consistent with the Village 5 Specific Plan. Water, sewer and drainage services will be

provided by the City of Lincoln. Under the Village 5 Specific Plan, major water, sewer and dry utility lines will be placed within the Moore Road right-of-way. The City's sewer and water systems are capable of accommodating the proposed project.

A water quality basin would be constructed in the northwestern portion of the project site (OS 4) to collect and treat project stormwater runoff, and a water quality swale is located near the center of the project site (OS 7).

Depending on infrastructure requirements, the applicant may need to construct a sewer lift station to serve the Windsor Cove project; therefore, an alternative lotting configuration is provided to allow for the construction of a sewer lift station in the southwest corner of the VLDR development. The lift station could be located in an alternative location that is acceptable to the City Engineer.

Offsite Improvements
The proposed project includes three offsite components. First, the proposed project would widen Moore Road south of the project's southern boundary to conform to the ultimate design of this roadway segment, including additional vehicle lanes, a bike/NEV lane, drainage ditch, and a separated sidewalk. Second, the project would construct an offsite 24-inch water line from the project site to tie into an existing water system east of the project site within Moore Road (approximately 1,620 feet). Lastly, if not already constructed by others, the project would construct a 54-inch sewer line from the project site to connect to the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) south of the project site. The pipe sizes are preliminary and must be verified for adequacy during improvement plan review, as required by the conditions of approval.

General Development Plan Amendment
The adopted Village 5 GDP includes planning level detail for Planning Areas A1 and A2 (Attachment 7). It was established that in order to implement the Village 5 Specific Plan, subsequent entitlements must be processed and approved by the City, including GDP Amendments or the creation of new GDPs for Planning Areas B through J. The Windsor Cove Project is located in Area J, and therefore, must process a GDP Amendment to proceed with development pursuant to Village 5 GDP Section 2.3.

Development Agreement
The Village 5 Specific Plan requires adoption of a Development Agreement, which delineates the obligation of the project proponent and the City with respect to the implementation of the project. Typically, the Development Agreement vests the right of the developer to develop the project as approved and sets out obligations of both the City and the developer. The provisions of the Development Agreement run with the property, so they continue to be in force even if the property ownership is transferred. The term of the Development Agreement is 20 years after the effective date. The Final Development Agreement must be adopted by Ordinance by the City Council. The Windsor Cove Project Development Agreement is undergoing a separate negotiation process between the applicant and City staff, and will be considered separate from this application at a later date.

FINDINGS/ANALYSIS:
General Plan
The 2050 City of Lincoln General Plan serves as the guiding land use document for the City of Lincoln. The proposed Windsor Cove Project application is consistent with the applicable

policies of the 2050 General Plan as follows:

A. The proposed Windsor Cove Project will increase the housing stock and diversity in the City by developing 165 low-density residential units at an overall density of 3.6 units per acre (Housing Element Policy 2 and Land Use Element Policy LU-1.7).
B. The proposed Windsor Cove Project, as conditioned, includes the provision of 33.1 acres of open space and parks, and will pay fees to provide parks and recreation opportunities for the enjoyment and well-being of local residents (Policies LU-1.11, LU-12.7, LU-15.17 and LU-15.18).
C. Future residents would have the option of walking and bicycling to the Village 5 future trail system through Moore Road and future New Nelson Lane, which will connect to the City's ultimate trail network. Therefore, the proposed Windsor Cove Project is consistent with General Plan policies LU-1.6, LU-9.4, Goal T-5 and related policies that address bicycle and trail circulation (Transportation Element Policies T-5.6, T-5.7, T-5.9, and Open Space Element Policy OSC-7.20).
D. The proposed Windsor Cove Project preserves and protects existing biological resources including both wildlife and vegetative habitat (Policies OSC-1 and OSC-5 and LU-1.11) by preserving 33.1 acres, approximately 37 percent, of the project site as open space. In addition, the project shall comply with Chapter 18.69 of the City's Zoning Code and the City of Lincoln Guidelines for Development around Oak Trees, as well as mitigation measures contained in the Village 5 EIR (Policy OSC-5.1).
E. The proposed Windsor Cove project provides significant buffer areas between the project and Auburn Ravine to protect and preserve existing natural edges and creek systems (Policies LU-1.4, LU-1.11, LU-12.4, and LU-12.7).
F. The plan will incorporate appropriate design measures and mitigation measures provided in the EIR to minimize drainage concentrations and impervious coverage (Policy PFS-4.2).
G. The project will mitigate potential land use conflicts by providing larger parcels and building setbacks for lots adjacent to the rural residential uses in the County (Policy LU-1.14).

Village 5 Specific Plan

The Village 5 Specific Plan is intended to direct the location and nature of development within the Specific Plan area, including the Windsor Cove Project site. The proposed Windsor Cove Project is consistent with the Village 5 Specific Plan as follows:

A. The Windsor Cove Project would develop residential uses in the VCE and VLDR zone, consistent with Chapter 4, Land Use Plan.
B. The Windsor Cove Project would provide frontage improvements to Moore Road and New Nelson Lane as specified in Chapter 5, Circulation Plan, of the Village 5 Specific Plan including a bike/NEV lane.
C. The Windsor Cove Project would provide open space and park acreage and pay fees toward development of parks consistent Chapter 6, Public Services, and Chapter 8, Resources and Sustainability.
D. The Windsor Cove Project would construct and connect to water, sewer and dry utilities systems and provide drainage facilities as required by Chapter 7, Public Utilities.
E. The project site supports and preserves special-status species habitat along Auburn Ravine. Consistent with Chapter 8, Resources & Sustainability, the proposed Windsor Cove Project would mitigate potential impacts on special-status species.

Land Use Designation Changes

The Village 5 Specific Plan allows for minor variations in land uses. The project complies with

the adopted land use designations for the project site; however, there are modifications related to the land use acreages and locations as previous discussed. The Community Development Director has determined that the proposed revisions would not generate additional development and enhance the project's design; therefore, the revisions are consistent with the goals, policies and intent of the General Plan and Village 5 Specific Plan.

Parks and Open Space
New development within Lincoln is required to provide both preserved open space and traditional parks. The Village 5 Specific Plan includes a total of 1,559 acres of open space and parks. In reviewing the appropriate amount of parkland within a development project located in Village 5, the City considers the amount of parkland anticipated in the Village 5 Specific Plan, the General Plan park standards, and the unique characteristics of the individual project.

The City of Lincoln General Plan establishes a standard of 3 acres of Neighborhood Park, 3 acres of open space and 3 acres of citywide parks per 1,000 residents within any project that is approved subject to a Development Agreement, which is required for this project.

The Village 5 Specific Plan establishes the household population (number of persons expected per household) for various residential densities. The assumed household population of low density residential development is 2.86 persons per household. Given the project proposes to construct a maximum of 165 homes, it is assumed that the Windsor Cove project will have approximately 472 residents at build out. Therefore, the Windsor Cove project would be required to provide for acres 1.42 of open space, 1.42 acres of regional park and 1.42 acres of neighborhood park.

The project's obligation for 1.42 acres of open space would be fully met through the preservation of approximately 33.1 acres of open space on site.

The project's obligation for 2.88 acres for neighborhood/community parks will be met through the development of approximately 1 acre of neighborhood parks on the project site and payment of park in-lieu (Quimby) fees, based on the credit received for the onsite facilities. As required by Mitigation Measure 3.14-4, these fees would off-set the cost of constructing or acquiring land for the Regional Sports Park anticipated within the Village 5 plan area.

Placer County Transportation Planning Agency
The proposed project was reviewed by the Placer County Transportation Planning Agency (PCTPA) and City staff for compliance with the Lincoln Regional Airport Land Use Compatibility Plan (ALUCP). As previously mentioned, the proposed project is located within ALUCP Zones C1, C2, D and Wildlife Critical. Residential development is a compatible use within Zones C2, D and Wildlife Critical, and is a conditional use within Zone C1 related to density criteria. The project is consistent with the established density criteria. In addition, the project has provided additional open space area to serve as open land as defined in ALUCP Policy 3.4.10 for emergency landings.

Departmental Review and Conditions of Approval
The project has been reviewed by various affected city departments, including the Engineering Department and Fire Department. Based on this review, conditions of approval (COA) are being recommended for the project including requirements for submittal of required studies and plans, including a water study, storm water quality maintenance and operation plan, sanitary sewer report, soils report, erosion control program, a storm water quality plan, a

storm water pollution prevention plan (SWPPP), landscaping plan, street lighting plan, and utility line sizing study. Requirements are provided for the design and timing of infrastructure improvements. The conditions of approval also include the requirement of compliance to the applicable mitigation measures from the adopted Mitigation Monitoring Program for the certified EIR. COAs are included as exhibits in the resolutions provided.

ENVIRONMENTAL REVIEW:

In accordance with Government Code Section 65457(a) and the CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), any residential project meeting the development density or undertaken pursuant to and in conformity with a specific plan (e.g., Village 5 Specific Plan) adopted pursuant to Title 17, Division 1, Chapter 3, Article 8 of the Government Code is exempt from further environmental review. In addition, CEQA Guidelines Section 15168(c)(2) states that if a project falls within the scope of the project described in a Program EIR, and no subsequent environmental review would be required under CEQA Guidelines Section 15162, then no new environmental document is required.

The proposed Windsor Cove project is in conformance with the certified Final EIR for the Village 5 Specific Plan (SCH #2014052071) in respect to residential development (e.g., density, development standards, etc.). Therefore, no further environmental review is required. Original applicable mitigation measures from the certified EIR shall be applied.

ATTACHMENTS:

8A. Attach 1 Project Location

8A. Attach 2 Village 5 Land Use Plan

8A. Attach 3 Surrounding Specific Plans

8A. Attach 4 Airport Land Use Compatibility Map

8A. Attach 5 Land Use Comparison

8A. Attach 6 Project Layout

8A. Attach 7 Village 5 Planning Areas Map

8A. Attach 8 PC Res 2026-xx Village 5 GDPA

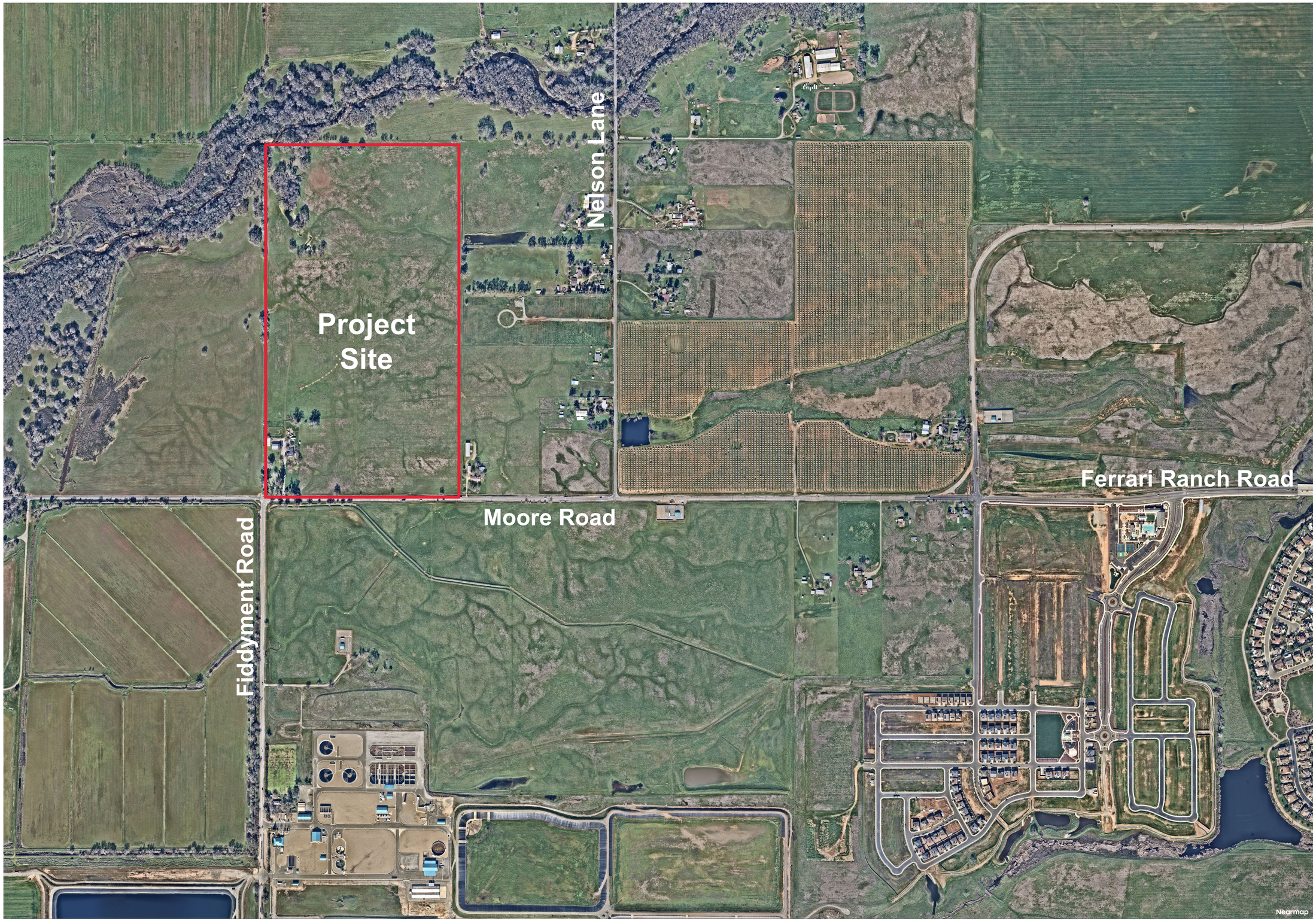
8A. Attach 8 PC Res 2026-xx Village 5 GDPA Exhibits

8A. Attach 9 PC Res 2026-xx Large Lot TSM

8A. Attach 9 PC Res 2026-xx LLTSM Exhibits

8A. Attach 10 PC Res 2026-xx Small Lot TSM

8A. Attach 10 PC Res 2026-xx SLTSM Exhibits



Attachment 1: Project Location

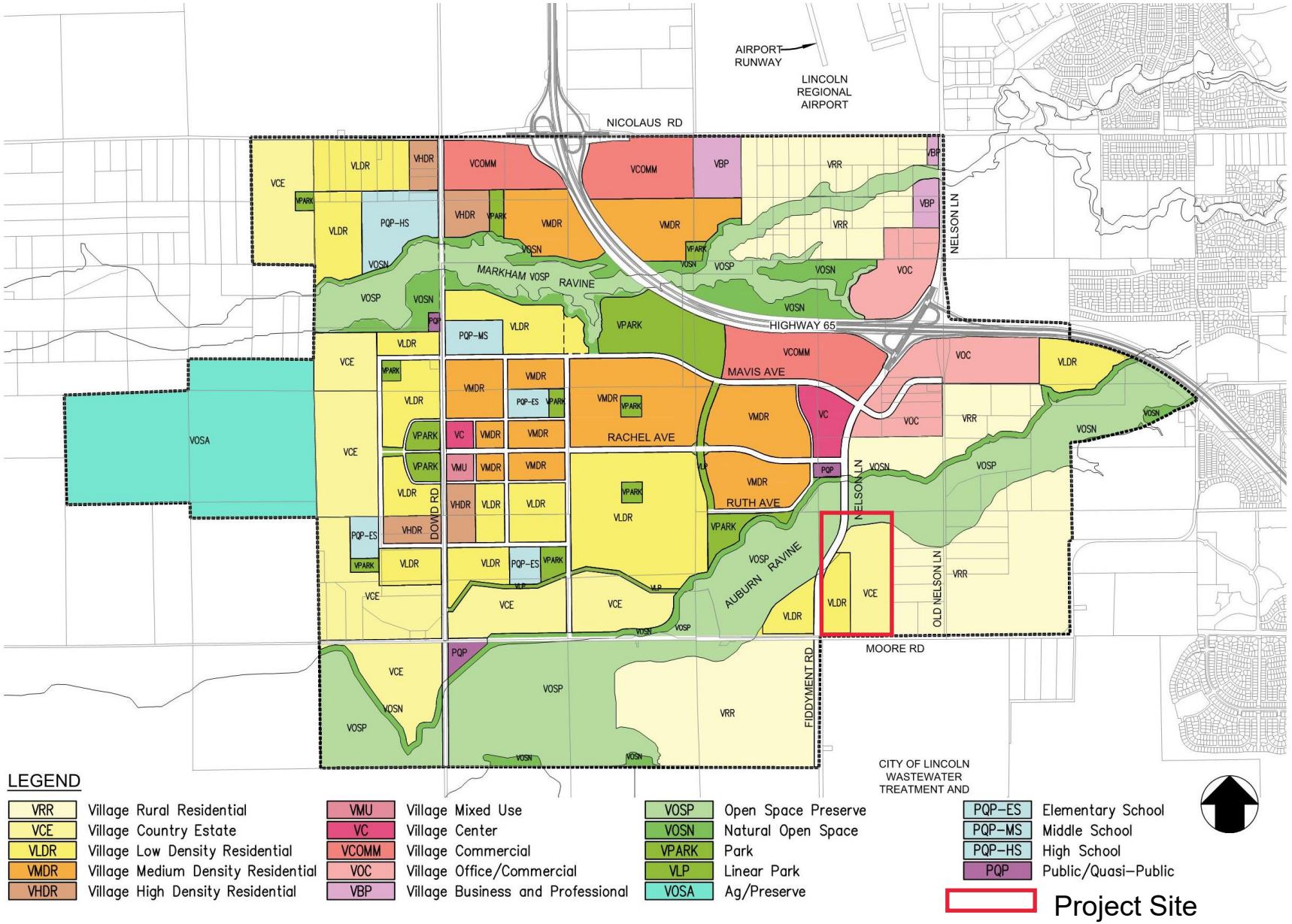
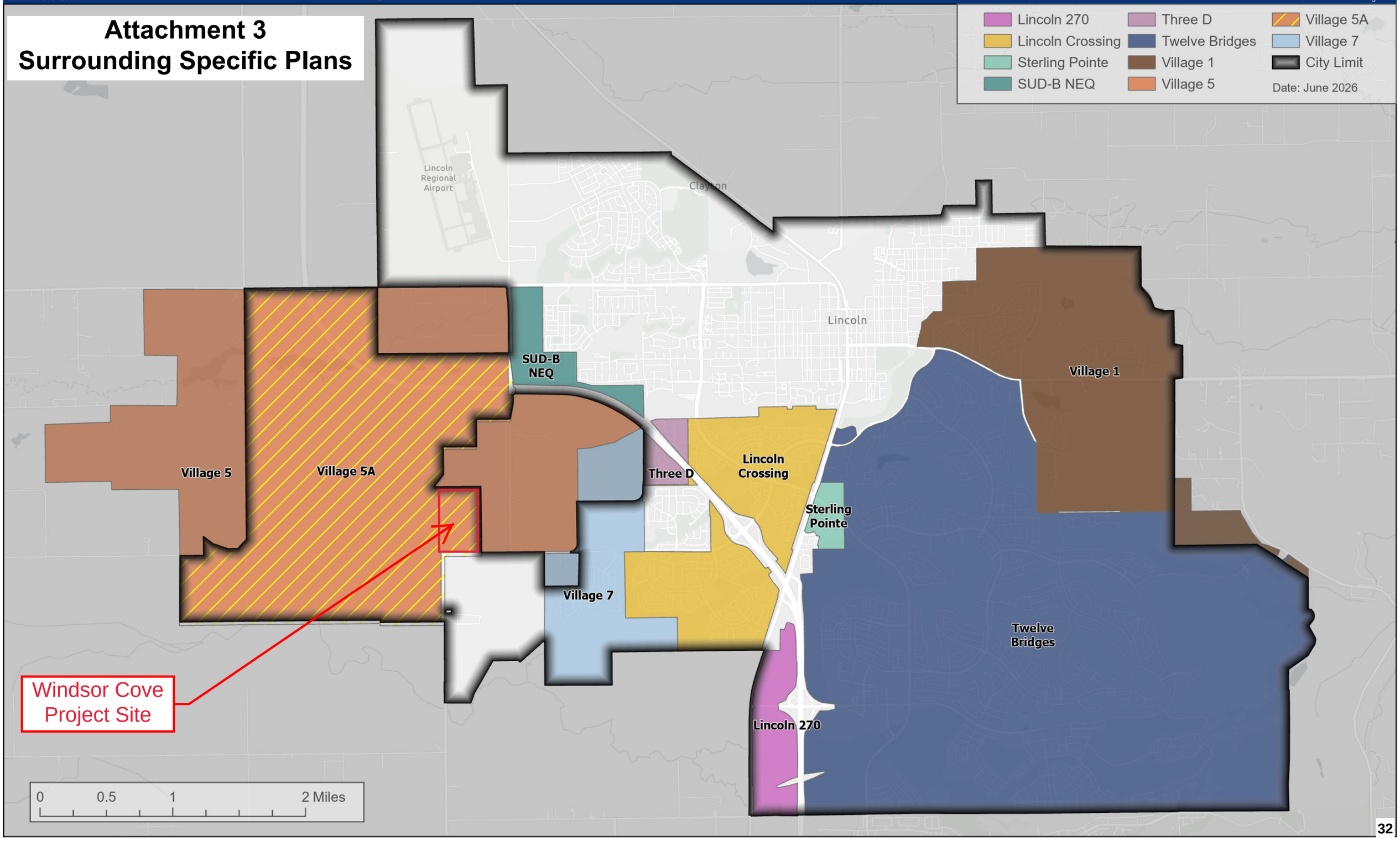


Exhibit 4.1: Land Use Plan

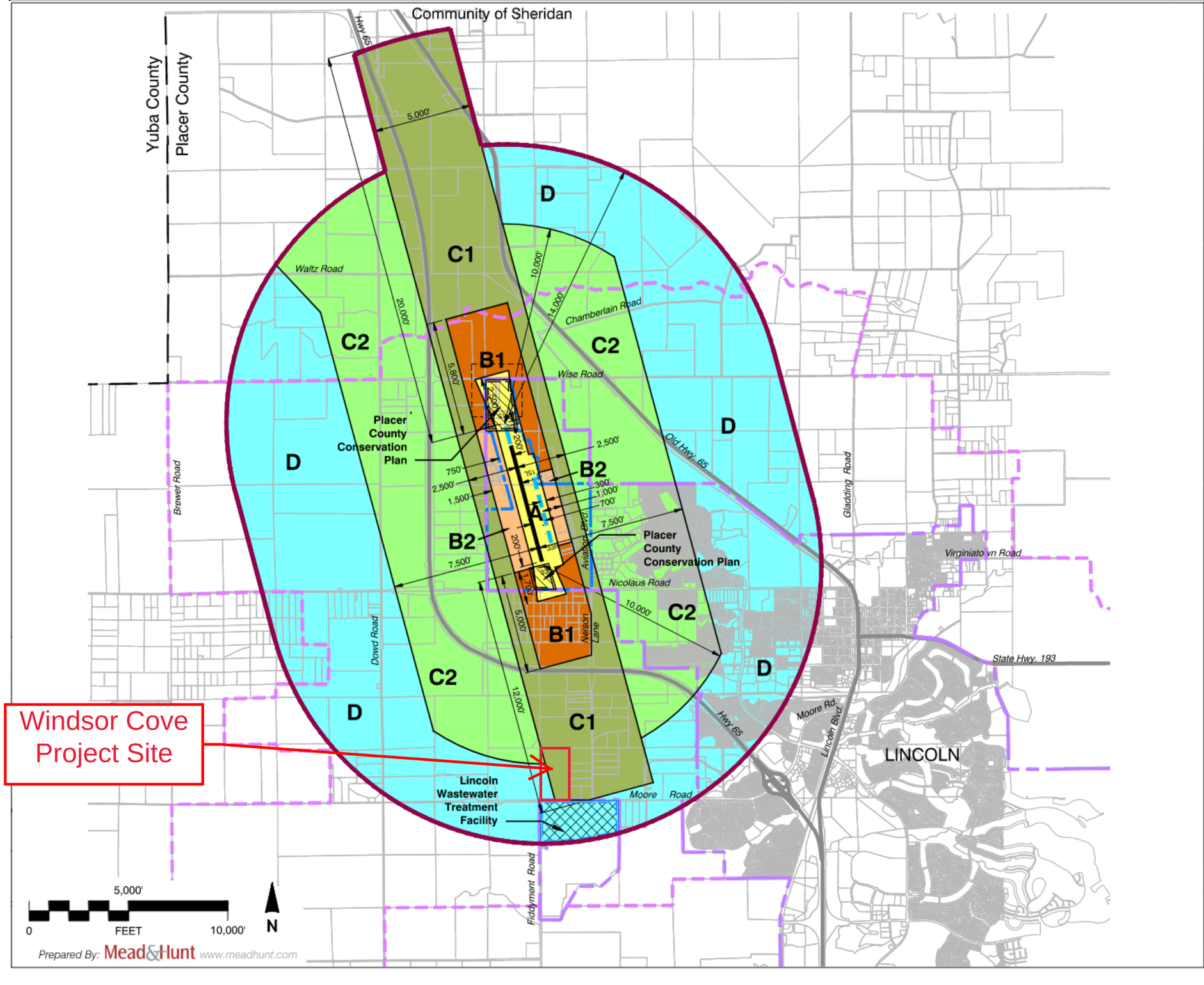
Attachment 2: Village 5 Land Use Plan

City of Lincoln: Specific Plan Boundaries

Attachment 3
Surrounding Specific Plans



Attachment 4 Airport Land Use Compatibility Plan Map



Legend

Boundary Lines

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

Compatibility Zones[1]

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

See Special Conditions Policy Section 6.3

- Placer County Conservation Plan
- Lincoln Wastewater Treatment Facility

Notes:

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

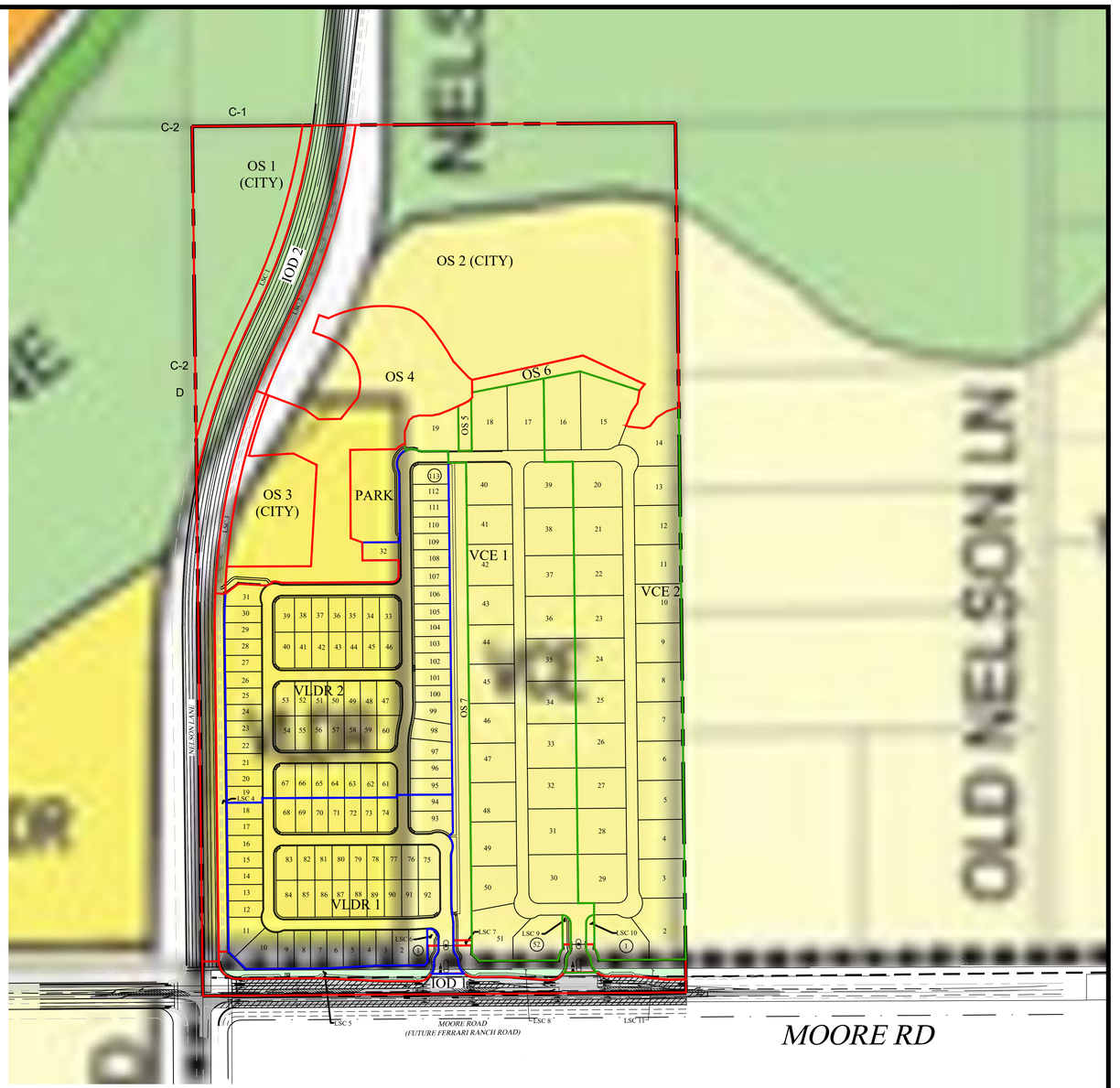
Lincoln Regional Airport
Land Use Compatibility Plan
(Adopted September 22, 2021)

Map LIN-6A
Compatibility Policy Map
Lincoln Regional Airport



SPA LAND USE

VLDR: 21.77AC
VCE: 47.77 AC
VOS: 12.33 AC
RW : 6.48 AC
LSC: 1.65 AC
TOTAL: 90 ± AC



Windsor Cove LAND USE

VLDR: 20.04 AC
VCE: 26.39 AC
VPR: 0.97 AC
VOS: 32.17 AC
LSC: 4.16 AC
IOD/RW : 6.27 AC
TOTAL: 90.0± AC

FRAYJI DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING
1316 Blue Oaks Blvd (916) 782-3000 Phone
Roseville, CA 95678 (916) 782-3955 Fax
CIVIL ENGINEERING • PLANNING • SURVEYING

Attachment 5: Land Use Comparison

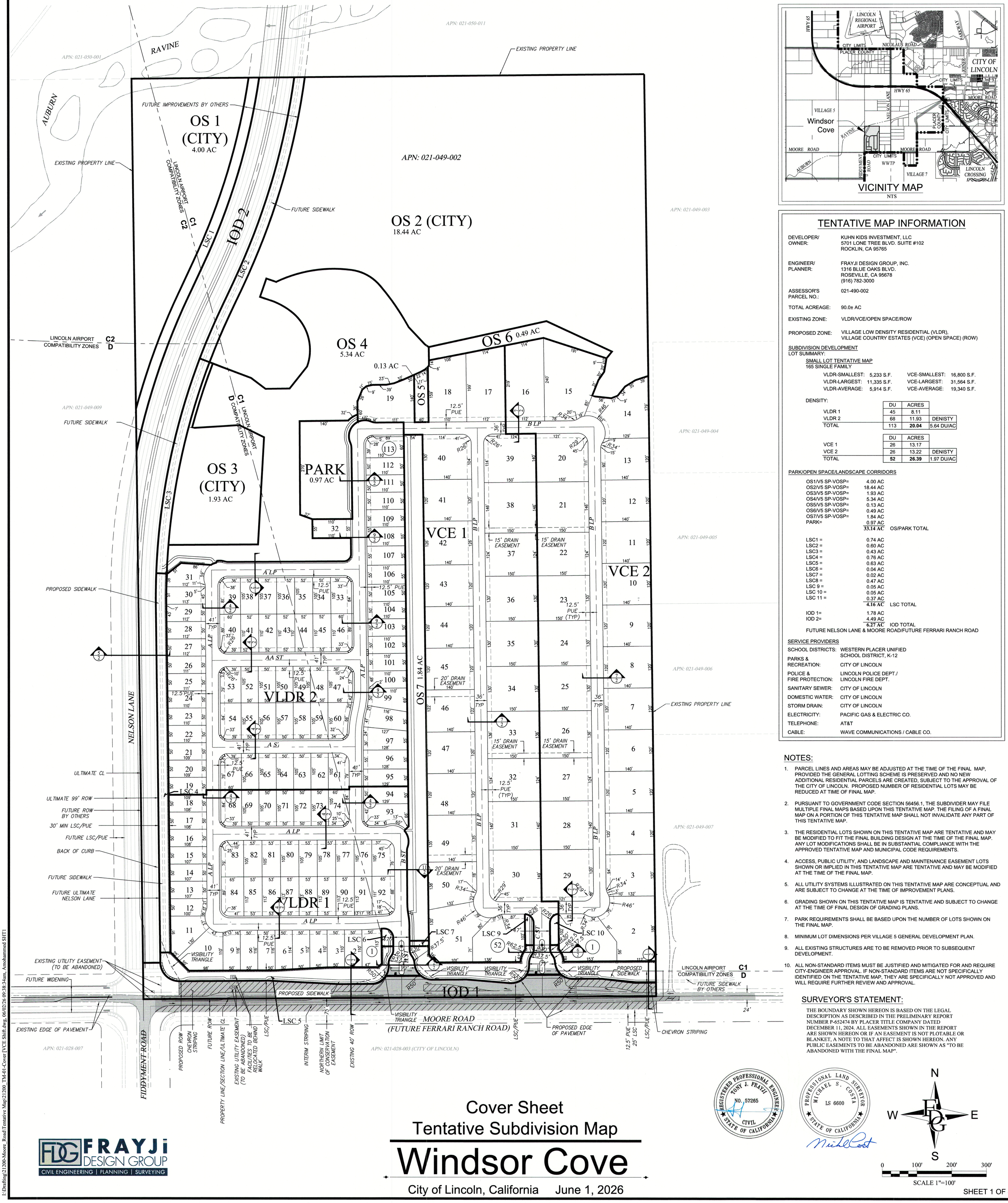
Windsor Cove

City of Lincoln, California 05-18-2026

N
W E
S
0 200' 400' 600'
SCALE 1"=200'

I:\Drafting\21200-Moore_Road\Exhibits\COMPARISON LAND USE EXHIBIT.dwg, 05/18/26 06:53:24pm, amilan EXHIBIT

Attachment 6: Project Layout



VICINITY MAP
NTS

TENTATIVE MAP INFORMATION

DEVELOPER/ OWNER:	KUHN KIDS INVESTMENT, LLC 5701 LONE TREE BLVD. SUITE #102 ROCKLIN, CA 95765
ENGINEER/ PLANNER:	FRAYJI DESIGN GROUP, INC. 1316 BLUE OAKS BLVD. ROSEVILLE, CA 95678 (916) 782-3000
ASSESSOR'S PARCEL NO.:	021-490-002
TOTAL ACREAGE:	90.0± AC
EXISTING ZONE:	VLDR/VCE/OPEN SPACE/ROW
PROPOSED ZONE:	VILLAGE LOW DENSITY RESIDENTIAL (VLDR), VILLAGE COUNTRY ESTATES (VCE) (OPEN SPACE) (ROW)

SUBDIVISION DEVELOPMENT
LOT SUMMARY:

SMALL LOT TENTATIVE MAP
165 SINGLE FAMILY

VLDR-SMALLEST:	5,233 S.F.	VCE-SMALLEST:	16,800 S.F.
VLDR-LARGEST:	11,335 S.F.	VCE-LARGEST:	31,564 S.F.
VLDR-AVERAGE:	5,914 S.F.	VCE-AVERAGE:	19,340 S.F.

DENSITY:

	DU	ACRES	
VLDR 1	45	8.11	
VLDR 2	68	11.93	DENISTY
TOTAL	113	**20.04**	5.64 DU/AC

	DU	ACRES	
VCE 1	26	13.17	
VCE 2	26	13.22	DENISTY
TOTAL	**52**	**26.39**	1.97 DU/AC

PARK/OPEN SPACE/LANDSCAPE CORRIDORS

OS1/V5 SP-VOSP=	4.00 AC	
OS2/V5 SP-VOSP=	18.44 AC	
OS3/V5 SP-VOSP=	1.93 AC	
OS4/V5 SP-VOSP=	5.34 AC	
OS5/V5 SP-VOSP=	0.13 AC	
OS6/V5 SP-VOSP=	0.49 AC	
OS7/V5 SP-VOSP=	1.84 AC	
PARK=	0.97 AC	
	33.14 AC	OS/PARK TOTAL
LSC1 =	0.74 AC	
LSC2 =	0.60 AC	
LSC3 =	0.43 AC	
LSC4 =	0.76 AC	
LSC5 =	0.63 AC	
LSC6 =	0.04 AC	
LSC7 =	0.02 AC	
LSC8 =	0.47 AC	
LSC 9 =	0.05 AC	
LSC 10 =	0.05 AC	
LSC 11 =	0.37 AC	
	4.16 AC	LSC TOTAL
IOD 1=	1.78 AC	
IOD 2=	4.49 AC	
	6.27 AC	IOD TOTAL

FUTURE NELSON LANE & MOORE ROAD/FUTURE FERRARI RANCH ROAD

SERVICE PROVIDERS

SCHOOL DISTRICTS:	WESTERN PLACER UNIFIED SCHOOL DISTRICT, K-12
PARKS & RECREATION:	CITY OF LINCOLN
POLICE & FIRE PROTECTION:	LINCOLN POLICE DEPT./ LINCOLN FIRE DEPT.
SANITARY SEWER:	CITY OF LINCOLN
DOMESTIC WATER:	CITY OF LINCOLN
STORM DRAIN:	CITY OF LINCOLN
ELECTRICITY:	PACIFIC GAS & ELECTRIC CO.
TELEPHONE:	AT&T
CABLE:	WAVE COMMUNICATIONS / CABLE CO.

NOTES:

1. PARCEL LINES AND AREAS MAY BE ADJUSTED AT THE TIME OF THE FINAL MAP, PROVIDED THE GENERAL LOTTING SCHEME IS PRESERVED AND NO NEW ADDITIONAL RESIDENTIAL PARCELS ARE CREATED, SUBJECT TO THE APPROVAL OF THE CITY OF LINCOLN. PROPOSED NUMBER OF RESIDENTIAL LOTS MAY BE REDUCED AT TIME OF FINAL MAP.
2. PURSUANT TO GOVERNMENT CODE SECTION 56456.1, THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE MAP.
3. THE RESIDENTIAL LOTS SHOWN ON THIS TENTATIVE MAP ARE TENTATIVE AND MAY BE MODIFIED TO FIT THE FINAL BUILDING DESIGN AT THE TIME OF THE FINAL MAP. ANY LOT MODIFICATIONS SHALL BE IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED TENTATIVE MAP AND MUNICIPAL CODE REQUIREMENTS.
4. ACCESS, PUBLIC UTILITY, AND LANDSCAPE AND MAINTENANCE EASEMENT LOTS SHOWN OR IMPLIED IN THIS TENTATIVE MAP ARE TENTATIVE AND MAY BE MODIFIED AT THE TIME OF THE FINAL MAP.
5. ALL UTILITY SYSTEMS ILLUSTRATED ON THIS TENTATIVE MAP ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE AT THE TIME OF IMPROVEMENT PLANS.
6. GRADING SHOWN ON THIS TENTATIVE MAP IS TENTATIVE AND SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN OF GRADING PLANS.
7. PARK REQUIREMENTS SHALL BE BASED UPON THE NUMBER OF LOTS SHOWN ON THE FINAL MAP.
8. MINIMUM LOT DIMENSIONS PER VILLAGE 5 GENERAL DEVELOPMENT PLAN.
9. ALL EXISTING STRUCTURES ARE TO BE REMOVED PRIOR TO SUBSEQUENT DEVELOPMENT.
10. ALL NON-STANDARD ITEMS MUST BE JUSTIFIED AND MITIGATED FOR AND REQUIRE CITY-ENGINEER APPROVAL. IF NON-STANDARD ITEMS ARE NOT SPECIFICALLY IDENTIFIED ON THE TENTATIVE MAP, THEY ARE SPECIFICALLY NOT APPROVED AND WILL REQUIRE FURTHER REVIEW AND APPROVAL.

SURVEYOR'S STATEMENT:

THE BOUNDARY SHOWN HEREON IS BASED ON THE LEGAL DESCRIPTION AS DESCRIBED IN THE PRELIMINARY REPORT NUMBER P-652474 BY PLACER TITLE COMPANY DATED DECEMBER 11, 2024. ALL EASEMENTS SHOWN IN THE REPORT ARE SHOWN HEREON OR IF AN EASEMENT IS NOT PLOTABLE OR BLANKET, A NOTE TO THAT AFFECT IS SHOWN HEREON. ANY PUBLIC EASEMENTS TO BE ABANDONED ARE SHOWN AS "TO BE ABANDONED WITH THE FINAL MAP".

REGISTERED PROFESSIONAL ENGINEER — TONY J. FRAYJI — NO. 57265 — CIVIL — STATE OF CALIFORNIA

PROFESSIONAL LAND SURVEYOR — MICHAEL S. COSTA — LS 6600 — STATE OF CALIFORNIA

N W E S

0 100' 200' 300'

SCALE 1"=100'

FRAYJI DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING

Cover Sheet
Tentative Subdivision Map
Windsor Cove

City of Lincoln, California June 1, 2026

SHEET 1 OF 4

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Attachment 7 Village 5 Planning Areas Map

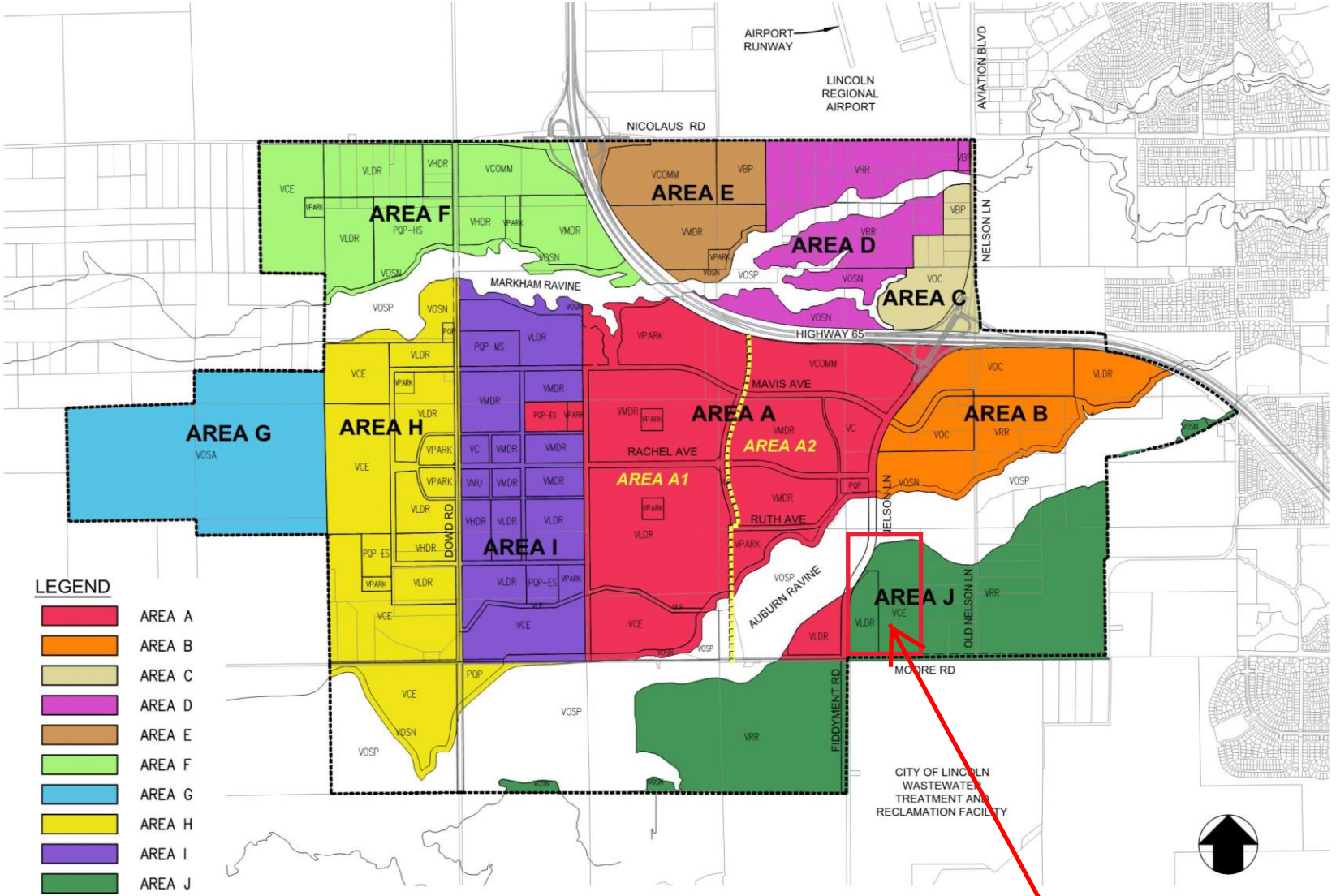

Exhibit 2.3: Planning Areas

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE VILLAGE 5 GENERAL DEVELOPMENT PLAN AMENDMENT IN ASSOCIATION WITH THE WINDSOR COVE PROJECT (APPLICANT: RON SMITH / PROPERTY OWNER: KUHN KIDS INVESTMENT LLC)

WHEREAS, the City of Lincoln ("City") received an application from Ron Smith ("applicant") seeking City approval of the Windsor Cove Project ("Project"); and

WHEREAS, Title 18, Chapter 18.32 of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all General Development Plans and amendment of General Development Plans; and

WHEREAS, on December 5, 2017, the Lincoln City Council adopted Resolution No. 2017-258, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 5 Specific Plan Project Final Environmental Impact Report ("Village 5 Final EIR") SCH No. 2014052071 pursuant to CEQA; and

WHEREAS, the City of Lincoln adopted Ordinance No. 960B on December 5, 2017, approving the Village 5 Project General Development Plan; and

WHEREAS, amendments to the adopted Village 5 General Development Plan have been proposed, including new design criteria for the development of the Project; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City of Lincoln, notice is hereby given that the City of Lincoln located at 600 Sixth Street, Lincoln, California has determined that the project is exempt under CEQA Section 15182 (Projects Pursuant to a Specific Plan) for which an Environmental Impact Report (EIR) has been certified. The proposed project qualifies for this exemption as it is consistent with the certified Village 5 Specific Plan EIR (State Clearinghouse No. 2014052071) and applicable mitigation measures of the Mitigation Monitoring Reporting Plan. Therefore, no further environmental analysis is required; and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the amended Village 5 General Development Plan (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

Section 1. This Resolution incorporates, and by this reference makes a part hereof, the Amendments of the Village 5 General Development Plan, substantially in the form attached here to as Exhibit B and on file with the Community Development

DRAFT

Department, relative to the proposed development of the Village 5 Specific Plan Area on certain real property consisting of approximately 90 acres located in Village 5 (APN 021-490-002-000).

Section 2. General Development Plan Findings. The Planning Commission recommends that the City Council find and determine that:

A. The Amendments to the Village 5 General Development Plan are consistent with the March 2008 General Plan, as amended by Resolution No. 2012-197 and proposed Resolution No. 2013-022 (the "General Plan Amendment Resolution") and is also consistent with the proposed Village 5 Specific Plan (the "Specific Plan"), and proposed amendment thereto, because the General Development Plan with the proposed amendment ("Amended General Development Plan") establishes zoning districts and development standards for land uses which are allowed by the General Plan and Specific Plan land use designations and the policies for new residential, commercial and open space land uses which apply to the Village 5 property. Specifically, the Amended General Development Plan allows for low density residential, medium density residential and high density residential, mixed-use commercial, public, parks and recreation and open space land use designations. The Amended General Development Plan provides a master development plan and specific development standards for residential and non-residential land uses within the Specific Plan area.

B. The Amended Village 5 General Development Plan is consistent with the General Plan because the zoning districts provide for the following land use districts which are allowed by the General Plan Land Use designations as Village Low Density Residential, Village Medium Density Residential, Village High Density Residential, and Village Mixed Use Commercial. Additionally, the Amended General Development Plan includes open space which is consistent with General Plan open space requirements.

C. The Amended Village 5 General Development Plan is consistent with the City's Zoning Ordinance because it has been prepared pursuant to and for implementation of the Village 5 Specific Plan Area to specify the uses, the locations of such uses, and the governing development standards and design guidelines for the development of a master planned community. The General Development Plan is also consistent with the City's Zoning Ordinance because it consists of a map and text showing all uses, intensity of land use as measured by units per acre and area coverage; major circulation and development phases.

D. The Amended Village 5 General Development Plan is consistent with the requirements of the Planned Development District zone of the City's Zoning Ordinance which governs the Village 5 property because it has been designed to provide for a creative, more flexible and orderly approach to the use of land.

Section 3. The proposed Amendment to the Village 5 General Development Plan, attached hereto as Exhibit B and incorporated by this reference, is subject to

DRAFT

the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends approval of the Amendment to the Village 5 General Development Plan, attached hereto as Exhibit B, substantially in the form on file with the Community Development Department.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Conditions of Approval
B. Draft Village 5 General Development Plan Amended Pages

DRAFT

CONDITIONS OF APPROVAL

The Amended Village 5 General Development Plan for the Village 5 Specific Plan is recommended for approval subject to the following conditions:

1. All property within the Amended Village 5 General Development Plan Area shall be subject to the applicable mitigation measures adopted as part of the certified Village 5 Specific Plan Project EIR (SCH No. 2014052071).

2. The General Development Plan provides for various design criteria related to the Village 5 Specific Plan development. In the event of any conflicts between the standards set forth in the General Development Plan and those adopted by the City in its Design Criteria & Procedures Manual (the "Public Improvement Standards"), the standards set forth in the General Development Plan as amended shall control, except in cases where there are no standards set forth in the General Development Plan, in which case the Public Improvement Standards will control.

3. Further entitlement applications and permits will be required for all parcels when a specific parcel is proposed for development. The applicant will be required to file a formal application for review and approval by the City for the specific parcel(s) in question. When considering the approval of any proposed entitlement requests, the City shall conduct its review consistent with the Amended General Development Plan and Public Improvement Standards.

4. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln specifying the terms and conditions of financing public improvements, conditions of development and reimbursement matters. The City Council shall have complete discretion to approve the terms and conditions of the Development Agreement and will not be bound by any provisions adopted as part of this resolution. Where any conflict exists between these conditions of approval and the Development Agreement, the terms of the Development Agreement will control.

VILLAGE 5 GENERAL DEVELOPMENT PLAN

Amended .....

ADOPTED JANUARY 9, 2018

ORDINANCE 960B

EIR STATE CLEARINGHOUSE # 2014052071

Lead Agency:

City of Lincoln

600 Sixth Street

Lincoln, CA 95648

Prepared for:

Richland Developers

3000 Lava Ridge Court, Suite 115

Roseville, CA 95661

RICHLAND

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CHAPTER 7: Area A1 and A2 Planning Level Detail

7.1 OVERVIEW

Purpose

The purpose of this section is to describe and clarify how each site area is to be used and how the planning, architecture and landscape design will cohesively complement one another. This Area specific section describes and illustrates concepts to insure that the quality and character of each neighborhood development is meeting with the vision intended. The Planning Level Detail addresses the street network, bike paths, pedestrian trails and the overall connectivity between the various land uses. The framework is based on the development standards found in Chapter 3 and the spirit of the vision is defined by the residential, commercial and landscape design guidelines found in Chapters 4, 5 and 6 respectively.

Executing the Vision

The Village 5 Specific Plan clearly describes the vision and principles that will make up the foundation for this development. The desired features of strong connectivity, efficient development patterns, a variety of development offerings, and transportation choices all in a diverse, high quality in all aspects to insure a healthy and valued community for generations. This Chapter defines and illustrates in greater detail community elements including: development patterns, the mobility network, parks and open space amenities, neighborhood areas and features, streetscape designs, monumentation, lighting, signage and landscape transitions. Each element includes specific criteria to be followed for this area of development.

Details

All power and utilities within Village 5 will be constructed underground.

Organization

This section is organized by detailing each element of the vision, as noted above, and providing specific details and examples for execution.

Illustrative Land Use Summary for Planning Area A1, A2, and J1

Areas A1, A2, and J1 land use is consistent with the Village 5 Specific Plan zoning designations. The enclosed table summarizes the various uses, acreage and total units anticipated, however the final lot layouts are still being developed thus final unit counts may vary. Please see Table B-1 in the Specific Plan Appendix B for additional detail. Please see Area Land Use Plan on the following page.

Land Use		Acreage	Units
Residential			
VCE	Country Estates	250.9	1436.0
VLDR	Low Density Residential	199.7	1050.0
VMDR	Medium Density Residential	50.1	96.0
VLDR	Community Recreation	6.3	0.0
VLDR	Senior Recreation	5.4	0.0
Subtotal		**512.4**	**2582.0**
Commercial			
VCOMM	Village Commercial	79.5	
VC	Village Center	26.4	
Subtotal		**105.9**	
Public			
ES	Elementary School	12.0	
PQP	Public/Quasi-Public	3.9	
ROW	Major Roadways	74.6	
Subtotal		**90.5**	
Open Space/Parks			
VRP	Village Regional Park	71.2	
VCP	Village Community Park	16.0	
VNP	Village Neighborhood Park(s)	14.3	
VLP	Village Linear Park(s)	14.0	
VPP	Village Pocket Park(s)	5.1	
VOSN	Village Open Space Natural	49.3	
Subtotal		**169.9**	
TOTAL		**878.7**	**2582.0**

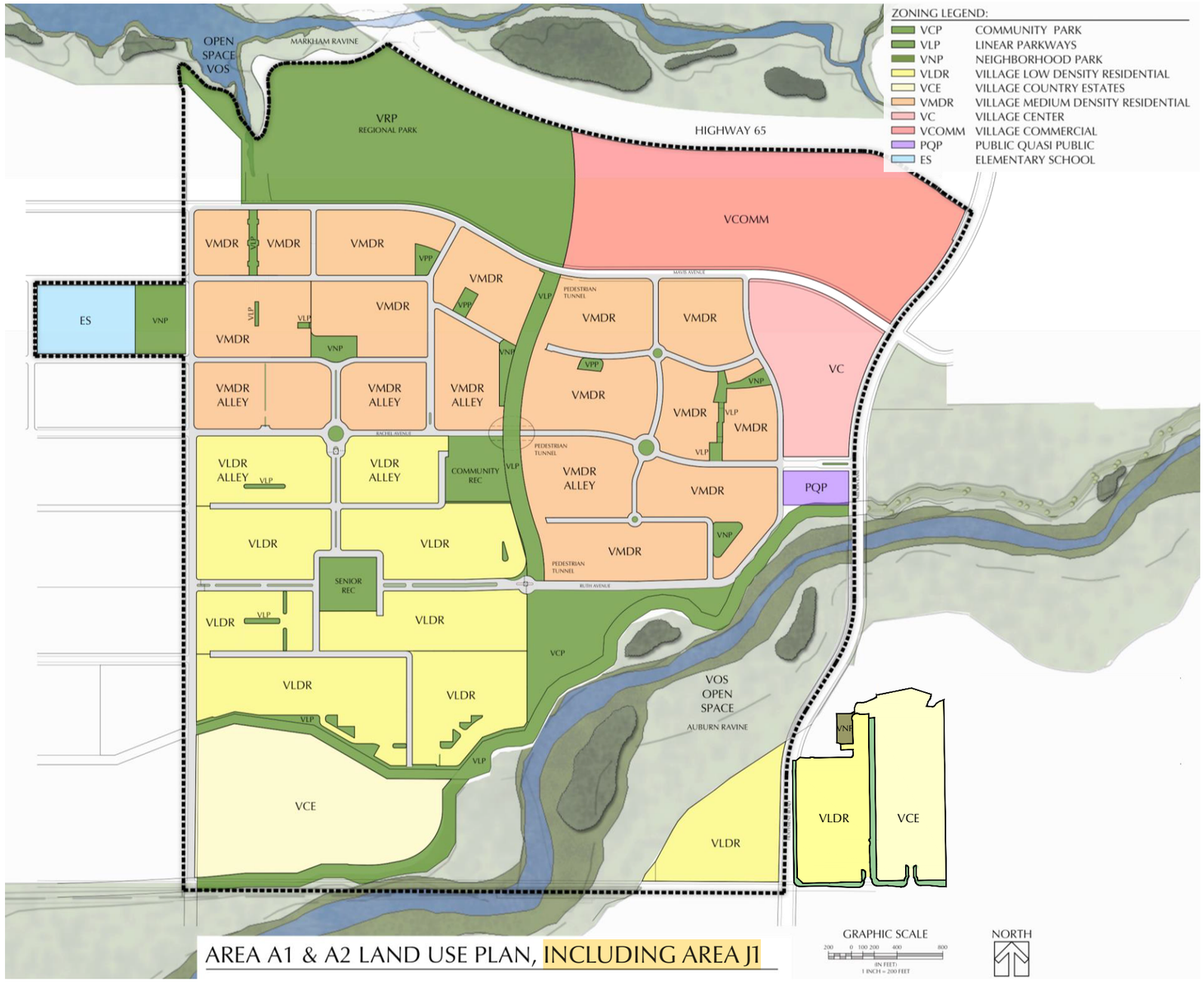

ZONING LEGEND:
VCP COMMUNITY PARK
VLP LINEAR PARKWAYS
VNP NEIGHBORHOOD PARK
VLDR VILLAGE LOW DENSITY RESIDENTIAL
VCE VILLAGE COUNTRY ESTATES
VMDR VILLAGE MEDIUM DENSITY RESIDENTIAL
VC VILLAGE CENTER
VCOMM VILLAGE COMMERCIAL
PQP PUBLIC QUASI PUBLIC
ES ELEMENTARY SCHOOL
OPEN SPACE VOS
MARKHAM RAVINE
VRP
REGIONAL PARK
HIGHWAY 65
VCOMM
VMDR
VMDR ALLEY
VLDR
VLDR ALLEY
VC
PQP
ES
VNP
VPP
VLP
PEDESTRIAN TUNNEL
COMMUNITY REC
SENIOR REC
VCP
VOS OPEN SPACE
AUBURN RAVINE
VCE
MAYE AVENUE
RACHEL AVENUE
RUTH AVENUE
GRAPHIC SCALE
NORTH
AREA A1 & A2 LAND USE PLAN, INCLUDING AREA J1

Exhibit 7.1

7.3 NEIGHBORHOOD DESIGN INTENT

Rachel Avenue is the heart and spirit of Village 5. Incorporating Village Commercial at both ends, and a wide variety of residential opportunities in between. This tree lined gateway is designed with a large center median, two vehicular lanes, a Class I cycle track on the north, and separated walkways on both sides (no parking) thus defining it as a primary connection both physically and aesthetically Rachel will capture the iconic rural spirit of traditional Lincoln while bringing highly articulated architectural designs that embrace today's styles. Rachel will consist of predominately alley loaded homes with vehicular access at the rear, while offering a variety of lot widths and alternatively some side facing residents too. By featuring front doors and porches at the street a sense of community is established. This key link has three primary focal points including two roundabouts, and a bridge. The roundabouts define the primary entrances into each of the neighborhoods to the north and south, while the bridge gives long linear views in each direction ultimately connecting the village community park on the south with the village regional park at the north. This area's neighborhoods are centered on the "Main Street" theme of Rachel Avenue.

Notes:

- All street names will be submitted and finalized during the tentative map process.

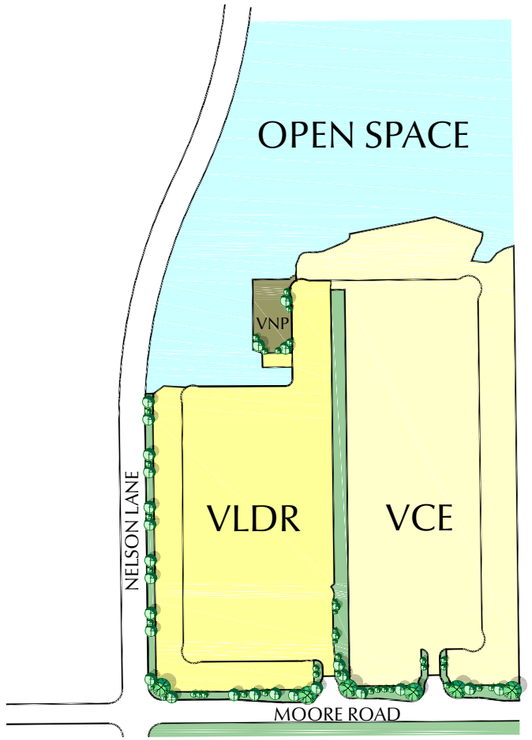


Exhibit 7.4

Neighborhood VII

The Neighborhood VII design principles and features are as follows:

- Neighborhood VII boundaries can be described as approximately 55 acres south of Auburn Ravine open space, North of Moore Road and bound by Nelson Lane to the west and rural land to the east.
- The primary entrances are off of Moore Road.
- The development pattern consists of 2 entrances to Moore Road with alooped road between the Villages and the trail in between for mobility.
- This neighborhood consists of low density residential and country estates. All lots backing to open open space will feature an open view fence.
- This neighborhood will have a small neighborhood park for use by the residents.
- The low density residential village will have a patch across to the Nelson Lane walkway.



NEIGHBORHOOD VII

NORTH

7.5 PARKS AND RECREATION OPPORTUNITIES

Village 5 – Areas A1 and A2 feature Recreation Facilities, extensive Park Facilities and access to Open Space Trails that are inner connected in a way that everyone with in these Areas have quality outdoor amenities. All parks are accessible via walking or bicycle but parking is available. 170 acres are dedicated to park and recreation amenities while an additional 200 acres of open space and its trail system is also available.

- The trail system within the A1, A2, and J1 Planning Area will consist, at a minimum, of 1 mile of trails for every 2500 people.
- Community Recreation Facilities, and Multi-family facilities shall incorporate swimming pools as a portion of their recreational amenity. There shall be a minimum of one pool for every 10,000 residents.
- Area J1, Villages 1-2 will have 1500 LF of trails internally that connects to the park within the Village and from the park pathway to access the Nelson Lane walkway.



Exhibit 7.7

7.5.1 Conceptual Landscape Master Plan

The purpose of the Landscape Master Plan is to graphically represent areas of significant landscape treatments, which will be described in detail in the following chapter of the Landscape Design Guideline Document. The Conceptual Landscape Master Plan is shown below.

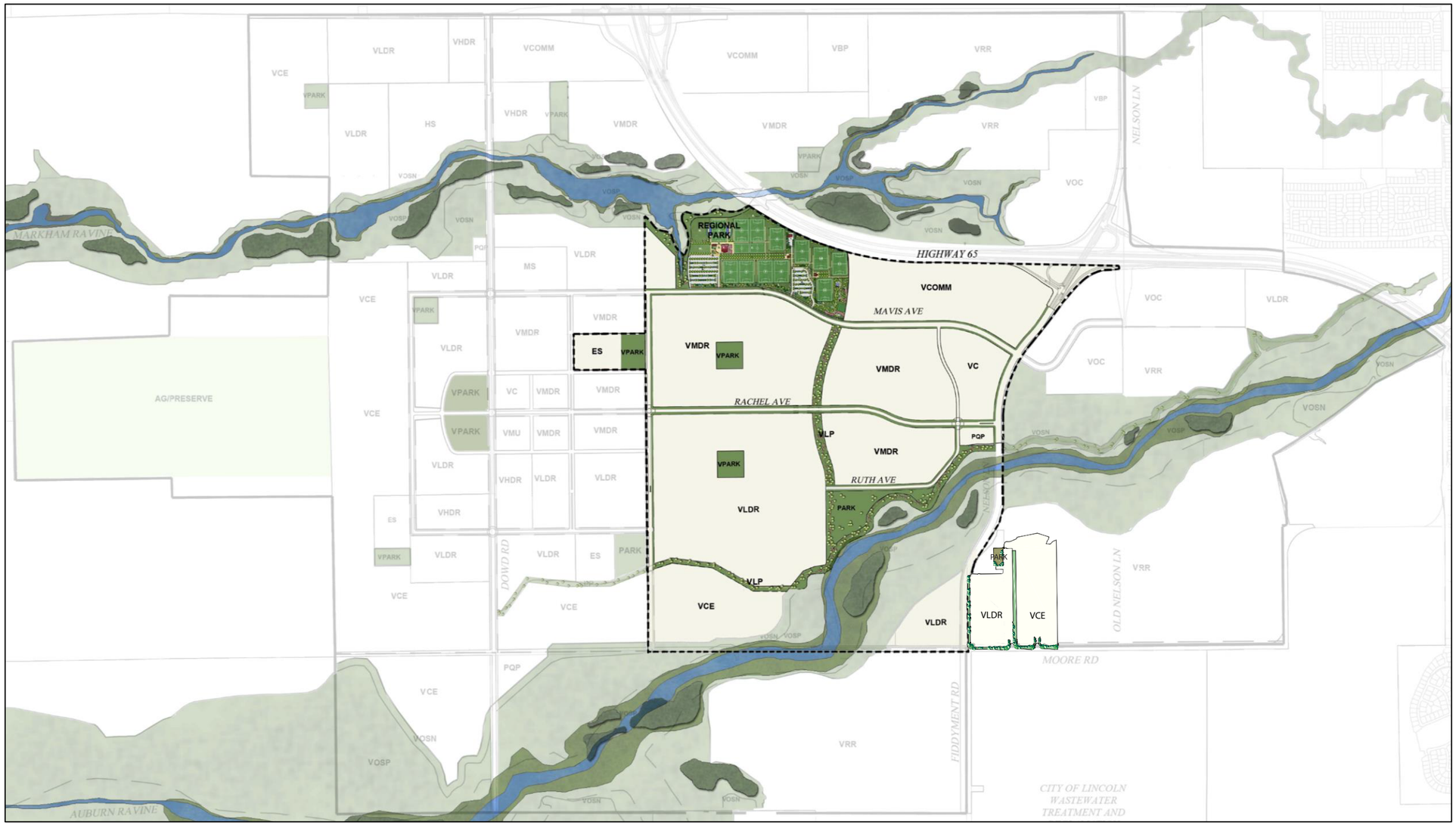


Exhibit 7.8

7.7 COMMUNITY SIGNAGE

Monumentation and neighborhood entry features shall be designed, at the tentative map phase, to embrace the characteristics of the vision and established quality standard for the Community. Substantial materials rooted from the area are desirable to highlight the cultural history of Lincoln. The various features should complement one another and be harmonious while maintaining hierarchical distinction. Landscaping shall be thoughtfully considered so as to enhance these community features and never block them.

- **PRIMARY GATEWAY MONUMENTATION**

  Located at the intersection of Nelson Lane and Rachel Avenue, this grand feature will be the Gateway to Village 5 Area A1 and A2, and will be the largest scale monument feature. The focus directs residents and visitors along the signature street of the Village, which will immediately capture their attention in its feel and function.

- **SECONDARY COMMUNITY MONUMENTATION**

  These intersections are located at Nelson Lane and Mavis Avenue and additionally at the intersection of the North/South Collector and Mavis Avenue. This secondary feature still draws significant importance and attention to the planning area and helps guide and set the tone for the community theme. This will be a step down in size but will have a strong vertical presence.

- **NEIGHBORHOOD MONUMENTATION**

  Located at key entrances these features announce the arrival of each neighborhood while continuing the theming established. This monumentation will be scaled down to proportionately transition into the neighborhood scale.

- **FEATURE MONUMENTATION**

  These special monuments are for the purposes of identifying each of the community amenities and feature elements. All Parks, and Recreation Facilities will have monuments, but these will be the smallest in the hierarchy.



Exhibit 7.10

7.8 WALLS AND FENCES

Walls and fences shall be designed and constructed according to the specifications noted below. Each wall type is described below denoted on the corresponding plan for easy reference. See Chapter 6: Landscape Design Guidelines, pages 6-28 and 6-29 for typical images of fencing examples.

Community Wall and Courtyard Patio Wall Designs

Block wall designs shall be constructed of CMU block with stucco over and a brick cap. Pilasters shall match wall design and be spaced at a maximum of 100' O.C. and as needed for grade or direction changes.

Per the monumentation diagrams in section 7.7 varied heights should be combined with pilasters for an aesthetically pleasing look and scaled appropriately for the location and purpose it serves.

Townhomes shall consist of 4'-0" tall CMU walls with stucco over and 2'-0" tall tubular steel for a total height of 6'-0". Pilasters to be constructed where

Post and Cable Design (at Open Space)

Provide 3'-0" tall, 6"x6" square pressure treated posts at 15'-0" O.C. typical with (2) 3/8" diameter #7 galvanized wire cable spaced at 16" O.C. vertically.
Provide openings every 750 ft. to allow for emergency access.

Open View Fencing Design (at View Lots)

Provide 6'-0" tall, 2"x 2" tubular steel posts (with cap) with 3/4"x 3/4" steel pickets, 4" O.C. with a 1"x1" top and bottom rail.
Tubular steel fencing shall be painted black.

Wire Mesh Fence Design (at Schools)

Provide 6'-0" tall, green or black vinyl coated chain link fence with 9 gauge x 2"x 2" mesh between 4" steel posts spaced 8'-0" O.C. with a 1 5/8"x 1 5/8" galvanized top and bottom rail

Residential Good Neighbor Fencing (at Homes)

Provide 6'-0" tall, wood fence with a minimum #2 grade lumber 1"x 6" slats between 4"x4" pressure treated posts with 1"x 6" pressure treated fascia rail, mid-rail and bottom rail. Provide 2x4 pressure treated cap. Alternating panels shall be constructed between neighboring lots and all mid rail supports shall be internal to yards at all corner lots.



Exhibit 7.12

7.9 STREET LIGHTING

Street Lighting

Lighting is an essential element for any development. The most important element is for safety and secondarily aesthetic. An additional goal for this projects lighting is to provide attractive lighting with minimal contribution to light pollution. Each area will have different lighting needs. The Village Center will demand higher levels of light, while natural areas will require lower light levels.

- Lighting shall be thematic (see diagram on following page) with a rural feel to reflect the historic essence in the overall design.
- Fixtures shall be scaled appropriately for their specific location. Larger roadways will demand taller, dual fixtures and internal residential roads will be lower and have single fixtures and wider intervals as noted in our fixture diagram.
- Standard illumination requirements on roadways shall apply so that drivers can clearly see all road alignments, traffic control signage and any potential obstacles. Higher light levels are expected at any intersection or for unique interchanges.
- Street lighting shall conform to the City of Lincoln's standards for roadway illumination for public streets.
- Spacing of all fixtures will be determined based on the type of street, or area use to insure a safety.
- Walkways, paseos and other pathways with public access shall be lit to provide safe passage, and minimize shadows. Bollard lighting may be utilized or extra lighting at steps, ramps or other potential obstacles that would benefit from additional lighting.
- Parking and vehicular areas should be consistent with the adjacent street fixtures and meet the City of Lincoln's requirements for parking areas.
- The addition of decorative features such as seasonal banners along Mavis Avenue and flower baskets shall be incorporated along Rachel Avenue. Both elements will be utilized as appropriate at the Village Center.
- See below for proposed light standards and Chapter 6 for additional examples of lighting imagery.

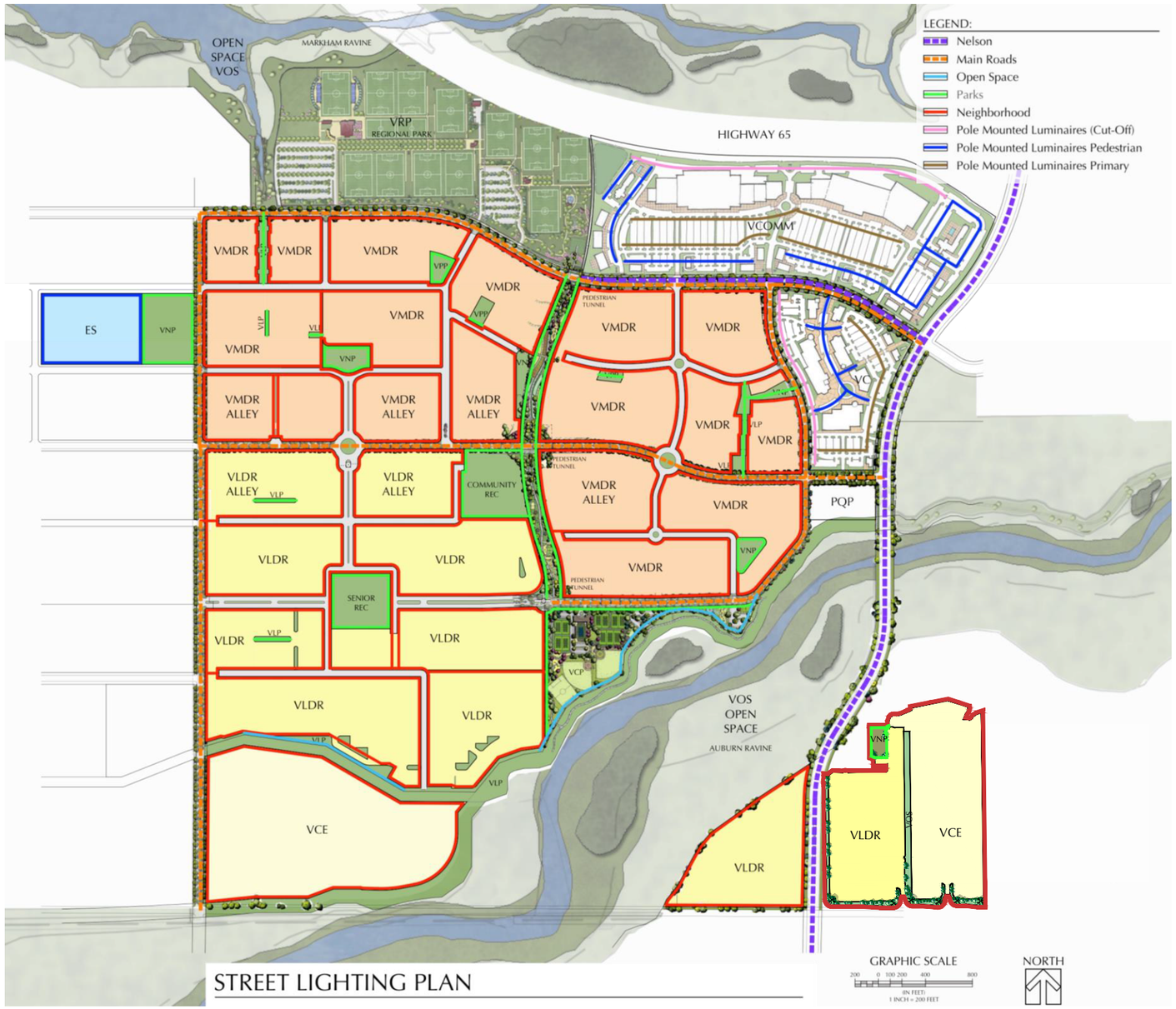


Exhibit 7.13

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE LARGE LOT TENTATIVE SUBDIVISION MAP FOR THE WINDSOR COVE PROJECT (ASSESSOR'S PARCEL NUMBER 021-490-002-000) (APPLICANT: RON SMITH / PROPERTY OWNER: KUHN KIDS INVESTMENT LLC)

WHEREAS, Title 17, Chapter 17.04 et seq of the Lincoln Municipal Code provides for the review and recommendations of the City's Planning Commission on all Tentative Maps; and

WHEREAS, and notices describing the proposed Large Lot Tentative Subdivision Map for the Windsor Cove Project were sent to neighboring property owners pursuant to the Lincoln Municipal Code Section 17.16.150 and notice of the hearing was published in accordance with Section 6061 of the Government Code in at least one newspaper of general circulation within the City of Lincoln at least ten calendar days before the Planning Commission's public hearing; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City of Lincoln, notice is hereby given that the City of Lincoln located at 600 Sixth Street, Lincoln, California has determined that the project is exempt under CEQA Section 15182 (Projects Pursuant to a Specific Plan) for which an Environmental Impact Report (EIR) has been certified. The proposed project qualifies for this exemption as it is consistent with the certified Village 5 Specific Plan EIR (State Clearinghouse No. 2014052071) and applicable mitigation measures of the Mitigation Monitoring Reporting Plan. Therefore, no further environmental analysis is required; and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the Large Lot Tentative Subdivision Map for the Windsor Cove Project (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

Section 1. This Resolution incorporates, and by this reference makes a part hereof, that certain Windsor Cove Large Lot Tentative Subdivision Map, substantially in the form on file with the Community Development Director, relative to the proposed development of the Windsor Cove Project on certain real property consisting of 90 acres located in Village 5 (APN 021-490-002-000), and which is part of the Village 5 Planned Development project area and within the incorporated area of the City of Lincoln.

Section 2. Large Lot Tentative Subdivision Map Findings. Pursuant to Section 66474 of the Subdivision Map Act, the Planning Commission hereby finds and determines as follows:

A. The Large Lot Tentative Subdivision Map for the Windsor Cove Residential Subdivision is consistent with the Lincoln General Plan and the Village 5 Specific Plan because the Large Lot Tentative Subdivision Map provides for the subdivision of the plan area in preparation of development in accordance with the General Plan land use designations. Consistent with the General Plan Land Use Element and the Village 5

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Specific Plan, the specific large lots are identified for Village Rural Residential (VRR) and Village Low Density Residential (VLDR) development that will help meet the City's housing needs for projected future growth. This planned development will be supported by adequate public services and utilities.

B. The design or improvement of the proposed subdivision of the Windsor Cove Project is consistent with the Lincoln General Plan and Village 5 Specific Plan because adequate infrastructure and services will be extended to the property and available to serve the demand for services generated by the residential development, including water, sanitary sewer, storm drain facilities, dry utilities and roadways. The Developer will work with the Police Department to ensure adequate security measures are incorporated into the Project. The Developer will install fire protection measures and emergency access in accordance with the City's standards.

C. The site is physically suitable for the types of development proposed for the Windsor Cove Project because the proposed lot configuration is designed to avoid sensitive vegetation and wildlife resources. An erosion control plan, a complete drainage system plan, and a water quality control plan shall be prepared and incorporate National Pollutant Discharge Elimination System ("NPDES") requirements to protect water quality. The proposed subdivision will include adequately sized and properly aligned culverts at all drainage crossings in accordance with City standards to prevent blockage of high flows and associated erosion. Each phase of project construction will address 100-year and 200-year flood conditions as appropriate. With respect to sensitive vegetation and wildlife resources, extensive open space and habitat areas are included in the Project and will be preserved and maintained to avoid or mitigate impacts to such resources.

D. The site is physically suitable for the proposed density of development as discussed in Finding c. above.

E. Pursuant to the requirements of the Central Valley Flood Protection Act of 2008, the Planning Commission finds that the property is located within a watershed with a contributing area of 10 or fewer square miles, as determined by the City.

F. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat because potential Windsor Cove Project impacts related to the environment will be mitigated to less-than-significant levels, where feasible, in addition to other specific measures set forth above in Finding c.

G. The design of the subdivision or type of improvements is not likely to cause serious public health problems since water, sewer, police, fire and solid waste services will be adequately provided to the development.

H. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use

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of, property within the proposed subdivision. Adequate open space is located immediately adjacent to the residential development and will be accessible to the public.

I. The Windsor Cove Project area is not subject to a contract entered into pursuant to the California Land Conservation Act of 1965.

Section 3. The Large Lot Tentative Subdivision Map for the Windsor Cove Project is subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference. These conditions support the findings made by this Planning Commission set forth herein.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends approval of the Large Lot Tentative Subdivision Map for the Windsor Cove Project, attached hereto as Exhibit B, substantially in the form on file with the Community Development Department.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Large Lot Tentative Subdivision Map Draft Conditions of Approval
B. Village 5 Mitigation Monitoring Plan
C. Windsor Cove Large Lot Tentative Subdivision Map, dated June 1, 2026

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Exhibit A

Windsor Cove - Large Lot Tentative Subdivision Map Conditions of Approval

The **Windsor Cove** Large Lot Tentative Subdivision Map is located within Village 5 Specific Plan Area, north east of the intersection of Fiddyment Road and Moore Road within the City of Lincoln, Assessor's Parcel Number 021-490-002, is approved subject to the following conditions of approval:

* (Single Asterisk) located in front of the Condition is a Modified Standard Condition
** (Double Asterisk) located in front indicates a New Condition Specific to the **Windsor Cove** Large Lot Tentative Subdivision Map

Condition	Timing	Responsible Party	Status
GENERAL CONDITIONS			
1. The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General Condition	Community Development	
2. The Applicant shall pay the City's actual costs of providing entitlement processing Plan review, Final Map review, GIS, administrative fee, and inspection services. This may be a combination of staff costs and direct billing for contract professional services.	General Condition	Community Development and City Engineer	
3. All development within the **Windsor Cove** Large Lot Tentative Subdivision Map is subject to compliance with applicable Mitigation Measures contained within Village 5 Specific Plan EIR and Final Supplemental EIR (State Clearinghouse No. 2014052071).	General Condition	Community Development	
4. The **Windsor Cove** Large Lot Tentative Subdivision Map shall be subject to those provisions set forth in the approved Village 5 Specific Plan and General Development Plan.	General Condition	Community Development	

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Condition	Timing	Responsible Party	Status
5. ** The following **notes** shall be included on the Final Large Lot Map: "No residential subdivision (as contemplated in the Village 5 Specific Plan) is associated with this tentative subdivision map. Separate development permits and small lot subdivision map shall be required prior to any development with the exception of a single-family dwelling on 3440 Moore Road and other ancillary structures as allowed per the Village 5 GDP on any parcel within the parcel map boundary."	General Condition	Community Development and City Engineer	
6. The Large Lot Tentative Subdivision Map approval is valid for four (4) years from the date of City Council approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e), or extended by the terms of a Development Agreement.	General Condition	Community Development	
7. The conditions of approval for the Large Lot Tentative Subdivision Map dated June 1, 2026, supersede any and all conflicting notations and information which may be shown on said Maps.	General Condition	Community Development	
FINAL MAP			
8. A Note shall be placed on the Large Lot Final Map as follows: "A grading permit shall be required prior to any work on any parcel."	Prior to Large Lot Final Map Approval	Development Engineering and City Engineer	
9. A Note shall be placed on the Large Lot Final Map as follows: "No building permit is proposed within this minor subdivision. Development of the large lot parcels is subject to Lincoln Subdivision Ordinance, Title 17."	Prior to Large Lot Final Map Approval	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
10. Arrangements shall be made by the Applicant during the review of Final Maps by the City for the abandonment of any existing easements and/or right-of-way no longer required, as well as arrangements for the dedication of new easements and/or right-of-way required to carry out project conditions of approval. Separate document easements required by the City shall be prepared by a licensed land surveyor and submitted for review by the City Surveyor, Community Development Department and City Engineer. Abandonment of public easements/right of way require a formal determination of Findings of Consistency with the City's General Plan pursuant CA Government Code Section 65402 from the Planning Commission.	Prior to Final Map approval	Community Development and City Engineer	
11. ** Owner shall dedicate all required public street and public service easements with the final large lot map or by separate instrument if such public street & public service easements are dedicated prior to the recordation of the final map. Arrangements shall be made by the Applicant during the review of Final Maps by the City for the abandonment of any existing easements and/or right-of-way no longer required within the backbone roadways or within any lot or easement that is to be granted to the City, as well as arrangements for the dedication of new easements and/or rights-or-way required to carry out project conditions of approval. Separate document easements required by the City shall be prepared by a licensed land surveyor and submitted for review by the City Surveyor, Community Development Department and City Engineer.	Prior to Large Lot Final Map Approval	Community Development and City Engineer	
12. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln, as per requirements of the approved Village 5 Specific Plan, and the Infrastructure & Public Facilities Financing Plan, which incorporates changes associated with this tentative map for the Applicant. Such Development Agreement shall be executed **prior** to City Council approval of any Final Map and may establish obligations to be completed prior to approval of any Final Map.	Prior to approval of the First Final Map	Community Development	

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Condition	Timing	Responsible Party	Status
13. The Applicant shall provide to the Community Development Department copies of the Final Map after the City Engineer's approval but prior to City Council approval: • Two digital copies of the Final Map in DWG format compatible with the City's mapping and PDF • One plot or print of the submittal	Prior to Final Map approval	Community Development and City Engineer	
14. Prior to recordation of a large lot final map, the Subdivider shall file with the Placer County Clerk, a certificate from the Placer County Tax Collector's Office indicating that no liens against the subdivision or any part thereof exist for unpaid State, County, Municipal or local taxes or special assessments collected with taxes, except those not yet due and payable.	Prior to Final Map Recordation	Development Engineering and City Engineer	
15. After recordation of the Final Map, the Developer shall provide to the City Engineer one copy of the recorded Final Map on Mylar.	Immediately after recordation of Final Map	Community Development and City Engineer	

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CHAPTER 4
Mitigation Monitoring Plan

Introduction

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the updated Mitigation Monitoring Plan (MMP) for the Village 5 Specific Plan. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Draft Partially Recirculated Environmental Impact Report (DPREIR) and the Village 5 & Special Use District b (SUD-B) Specific Plan EIR (2017 EIR) and updated in the Draft Partially Recirculated EIR (DPREIR) for this project.

Mitigation Measures

The mitigation measures are taken from the 2017 EIR and DPREIR and are assigned the same number as in the 2017 EIR and updated in the DPREIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact

This column summarizes the impact stated in the 2017 EIR, or as updated and stated DPREIR.

Mitigation Measure

All mitigation measures that were identified in the 2017 EIR are presented, as revised in the DPREIR and updated in the Final EIR, and numbered accordingly.

Action(s)

For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Component

This column identifies the relevant component of the proposed projects to which the mitigation measure applies. The mitigation measure may apply to the Full Specific Plan, Area A, or Windsor Cove. More than one project component may be identified.

Implementing Party

This item identifies the entity that will undertake the required action.

Timing

Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party

The City of Lincoln is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Placer County Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.1 Aesthetics and Visual Quality						
3.1-4: Implementation of the proposed project would introduce light and glare into the project area.	***3.1-4:*** *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. Sunday through Thursday, and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *e) All light standards shall be the minimum height possible to achieve necessary lighting goals, subject to approval by the Public Services Director.*	Shield and direct light downward. Orient buildings to minimize glare. Minimize light spillover for all parks and recreational facilities. Limit lighting for nighttime recreational activities to 10pm Sunday through Thursday and 11pm on Friday and Saturday, requiring specially timed events to obtain a City permit. Require light standards that achieve lighting goals and meet Public Services Director approval.	Full Specific Plan/Area A	Project applicant	During design review process	City of Lincoln Community Development Department, City of Lincoln Public Services Department
3.1-8: Implementation of the proposed project would contribute to a cumulative increase in light and glare in the vicinity of the Plan Area.	***3.1-8:*** *Implement Mitigation Measure 3.1-4.*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.
3.2 Agriculture and Forestry Services						
3.2-1: Implementation of the proposed project would result in conversion of Important Farmland to non-agricultural use.	***3.2-1(a):*** *a) ~~If the PCCP has been approved and adopted, the~~ The project applicant shall comply with the PCCP to mitigate impacts of converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmland agricultural lands., most specifically rice lands. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in Mitigation Measure 3.4-1(b) and 3.4-2(b), shown below.*	Comply with PCCP vis-à-vis agricultural lands. Implement Mitigation Measure 3.4-1.	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department
	~~b) The project applicant shall implement Mitigation Measures 3.4-1(b) and 3.4-2(b) in Section 3.4, Biological Resources, of this Draft EIR, shown below.~~ ***3.4-1*** *b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply:* *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and obtain Section 401 certification from the Central Valley Regional Water Quality Control Board.* *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.*	Implement Mitigation Measures 3.4-1(b) and 3.4-2(b).	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation. *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/ idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.* *6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City.* *7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures *8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.* *9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.* *10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.* ***3.4-2*** *b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply:* *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:* *i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5).* *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.*					

TABLE 4-1
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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include: *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.* *6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.* *7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density.* *8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.* *9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City. *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.*					
	3.2-1(b): *Concurrent with development of Area A, the project applicant shall preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2. The preserved land should be of similar agricultural productivity, soil classifications, and farmland type (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) as the land proposed for development in Area A. Conservation Easements for agricultural and biological resources may be stacked, meaning that areas preserved to mitigate for biological resources ~~can~~ may also serve as mitigation for agricultural impacts.*	Preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2	Area A	Project applicant	During development of Area A	City of Lincoln Community Development Department
3.3 Air Quality						
3.3-2: Construction of land uses under the proposed project would generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	***3.3-2a:*** *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) Prior to approval of grading or improvement plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission/Dust Control Plan to the Placer County Air Pollution Control District. The applicant shall provide written evidence to the City of Lincoln that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval of the Construction Emission/Dust Control Plan and delivering that approval to the City of Lincoln. The Construction Emission/Dust Control Plan shall include, but not be limited, to the following measures:* *i. In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry chemical sweeping is prohibited. Watering at the construction site shall be carried out in the compliance with operating APCD rules and City of Lincoln requirements.* *ii. Fugitive dust shall not exceed 40% opacity and not go beyond the project boundary at any time as required by District Rule 228 Fugitive Dust (Section 300). If lime or other drying agents are used to dry out wet grading areas, they shall be controlled so as to not exceed District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual, certified by CARB to perform Visible Emissions Evaluations (VEE), who shall routinely evaluate compliance to Rule 228, Fugitive Dust on a weekly basis.* *iii. The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures. Specifically, the prime contractor shall apply water or use other methods to control dust track out so construction vehicles leaving the site shall reduce dust, silt, mud, and dirt from being released or tracked off-site. Also, the prime contractor "wet broom" the streets (or use another method to control dust as approved by the City) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares within one hour from adjacent streets anytime such material track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.*	Submit a Construction Emission/Dust Control Plan.	V5SP and Area A	Project applicant	Prior to approval of grading or improvement plans	City of Lincoln Community Development Department, Placer County Air Pollution Control District

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	iv. Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *v. To control dust once grading is complete, the prime contractor shall apply methods such as surface stabilization, establishment of the vegetative cover, paving, or other methods approved by the City.* *vi. The prime contractor shall suspend all grading activities when wind speeds (including instantaneous gusts) are high (typically winds greater than 25 miles per hour), and dust is traveling offsite.* *vii. Stockpiles of dirt shall be covered when not being used or otherwise controlled to prevent erosion and/or dust.*					
	b) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman. *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.*	Provide comprehensive construction equipment inventory and anticipated construction timeline.	V5SP and Area A	Prime Contractor	Prior to construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.	Use existing or cleaner fuels and power sources, where possible.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.	Minimize engine idling time to a five-minute maximum.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.	Provide signage indicating five-minute maximum time for engine idling.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	f) No open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetation material shall either be chipped on site or taken to an appropriate recycling site, or if a recycling site is not available, a licensed disposal site.	Remove vegetation through chipping or at an appropriate recycling or disposal site.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	g) A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.	Avoid discharging VOCs into the atmosphere.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	h) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.	Maintain proper working condition for all construction equipment.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.3-3: Operational activities associated with development under the proposed project would result in emissions of criteria air pollutants at levels that would substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	***3.3-3:*** *To reduce operational emissions of ROG, NOx, PM10, and PM2.5, the following PCAPCD Standard Operational Air Quality Mitigation Measures shall be implemented as part of the project's final design:* *a) Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.*	Implement PCAPCD Standard Operational Air Quality Mitigation Measures.	V5SP and Area A	Prime Contractor	Prior to Building Permit issuance	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	b) Prior to Design Review approval, the Site Plan shall show that the applicant has provided the number of preferential parking spaces for employees that carpool/vanpool/rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Review Board.	Provide preferential parking for employees that carpool/vanpool/rideshare.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) Prior to Design Review approval, the applicant shall show that on-site bicycle racks will be provided as required by the District.	Demonstrate provision of on-site bicycle racks.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
3.3-5: Development under the proposed project would locate sensitive residential receptors in close proximity to SR 65, which would result in the exposure of persons to substantial toxic air contaminant concentrations.	***3.3-5:*** *a) The Specific Plan design guidelines and development standards shall incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:* *i. New sensitive land uses shall not be permitted within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). Require a 50-foot separation between gasoline stations with a throughput less than 3.6 million gallons per year.* *ii. Only non-perchloroethylene dry-cleaning facilities shall be permitted within the Plan Area.*	Reduce TAC exposure by placing new sensitive lands uses no closer than 300 feet of a large gasoline station and only permit non-perchloroethylene dry-cleaning facilities.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
	b) Residential units shall not be constructed at distances less than 100 feet of the edge of the SR 65 right-of-way.	Construct residential units at least 100 feet from the edge of the SR 65 ROW.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
3.3-7: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	***3.3-7:*** *The applicant(s) shall implement Mitigation Measure 3.3-3 to reduce operational ROG, NOx and PM10 emissions.*	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.
3.4 Biological Resources						
3.4-1: Implementation of the proposed project could have a substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	***3.4-1:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and*	Provide mitigation at specified ratios.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	During construction of each project phase.	City of Lincoln Community Development Department, United States Army Corps of Engineers

TABLE 4-1
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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	obtain Section 401 certification from the Central Valley Regional Water Quality Control Board. *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.* *For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation.* *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.* *6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City. *7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.* ***Avoidance and Minimization Measures*** *8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.* *9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.* *10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.*					
3.4-2: Implementation of the proposed project could result in adverse impacts to special-status species, either directly or through habitat modifications.	***3.4-2:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.* *For species that are not directly covered by the PCCP, the project applicant shall implement the following avoidance and minimization measures:* *1) The project applicant shall implement Mitigation Measure 3.4-6.* *2) For the protection of American badger, the project applicant, for each project phase, shall retain a qualified biologist to conduct a preconstruction American badger den survey within the project site. The results of the survey shall be provided to the City of Lincoln. If dens or burrows determined to be potential American badger dens are found within the project site or off-site improvement areas during the preconstruction surveys, consultation with the California Department of Fish and Wildlife (CDFW) shall occur prior to the initiation of any construction activities to determine an appropriate burrow excavation and/or relocation method. If American badger burrows are not found, further measures are not necessary. All survey results shall be submitted to the City of Lincoln prior to the initiation of any construction activities.*	Implement PCCP measures related to habitat preservation. Implement avoidance and minimization measures for impacts to special status species that are not covered by the PCCP.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:*	Implement habitat preservation at identified ratios.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5). *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.* *4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include:* *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.* *6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density. *8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.* *9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.* *10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City.* *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.3.2-1(b) (Area A)*					
3.4-3: Implementation of the proposed project could result in the loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	***3.4-3:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) The project applicant shall implement Mitigation Measure 3.4-1, subsection b) and Mitigation Measure 3.4-2.*	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures *c) Orange exclusionary fencing shall be placed, and a buffer area of 250 feet (or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS) maintained, around any avoided (preserved) vernal pool crustacean or western spadefoot toad habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition.*	Provide fenced buffer area of 250 feet.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
	d) Prior to beginning work on a project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.	Instruct construction personnel about listed species and avoiding impacts.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.4-4: Implementation of the proposed project could result in the loss and/or degradation of rare plant populations.	***3.4-4:*** *a) For Areas B through J, the project applicant(s) for each phase shall retain a qualified biologist to conduct focused botanical surveys in vernal pool complexes, fresh emergent marsh, seasonal wetlands and nonnative annual grassland habitats within the Plan Area for special-status plant species including, but not limited to, pincushion navarretia, dwarf downingia, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year to detect each of these species. In order to determine the appropriate survey window, the qualified biologist shall visit reference populations when such populations are available and accessible. If no special-status plants are located during the surveys, no mitigation would be required.*	Conduct botanical surveys to determine presence of special status plant species.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	b) If special-status plant species are located during surveys in areas proposed for ground disturbance, the project applicant for each project shall mitigate for impacts to vernal pool wetlands and complexes as described in Mitigation Measure 3.4-3, for impacts to grasslands as described in Mitigation Measure3.4-2, and for wetlands as described in Mitigation Measure 3.4-1. The applicant shall also report the plant survey results to CDFW using a CNDDB field survey form. In addition, the applicant shall retain a qualified biologist to develop and implement a special-status plant salvage and transplantation plan that shall be approved by CDFW. The plan shall provide for the salvage of seeds of the impacted special-status plants and soil from the site surrounding those plants. The salvaged seeds and soil shall be transplanted to a protected site with appropriate habitat. To ensure the success of transplantation and the species, the applicant shall monitor the protected site for three years from the date of transplantation.	If special-status plant species are found, implement Mitigation Measure 3.4-3 for vernal pool wetlands, Mitigation Measure 3.4-2 for grasslands, and Mitigation Measure 3.4-1 for wetlands. Use a CNDDB survey form to report results to CDFW.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	c) If state or federally-listed plants are found during surveys, project applicant for each project phase shall consult with CDFW to obtain an Incidental Take Permit under Section 2081 of the CESA and comply with the conditions and requirements therein, and/or USFWS to obtain a Biological Opinion under Section 7 of FESA and comply with the conditions and requirements.	If state or federally-listed species are found, obtain Incidental Take Permit from CDFW and comply with USFWS requirements.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife, United States Fish and Wildlife Service
3.4-5: Implementation of the proposed project could result in the loss of western pond turtle and/or degradation of potential habitat.	***3.4-5:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) Prior to project construction for each phase that would disturb any potential habitat for western pond turtle, the project applicant(s) for such phase shall retain a qualified biologist to conduct preconstruction surveys of potential habitat and the vicinity (250 feet) within 30 days prior to project construction. If no western pond turtles are located, no mitigation would be required and construction could proceed.* *2) If western pond turtles are determined to be present, and potential habitat is not proposed for modification due to development of the site, then exclusionary fencing shall be used to prevent the turtle(s) from entering the construction area. The location of the fence shall be determined by a qualified biologist. Retained habitat shall also be protected through implementation of water quality and*	Implement habitat preservation at identified ratios	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	hydrology measures that ensure habitat remains viable post-construction as required for Clean Water Act Sections 401 and 404 permits and would be consistent with the Draft PCCP. *3) If occupied habitat would be impacted or lost, the project applicant(s) for each phase shall retain a qualified biologist approved by the CDFW to relocate all potentially affected western pond turtles into suitable habitat. Lost habitat would be mitigated through the Sections 401 and 404 permitting process, and would be consistent with the Draft PCCP.*					
3.4-6: Implementation of the proposed project could result in the loss or disturbance of nesting birds and the loss or degradation of special-status bird nesting and foraging habitat.	***3.4-6:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b) and/or (c), below, as applicable.* *For special-status bird species that are not covered under the PCCP, the mitigation measures for nesting habitat in Mitigation Measure 3.4-6(c) shall be implemented.*	Use PCCP to satisfy all biological mitigation measures under CEQA. Implement avoidance and minimization measures for impacts to special status species that are not covered by the PCCP.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures for foraging habitat shall apply: *1) The project applicant shall comply with Mitigation Measure 3.4-2(b)(2)-(10).*	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).
	c) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures for nesting habitat shall apply: *1) If construction activity that may disturb nesting birds (according to a qualified biologist) occurs during the nesting season (February 15 - September 1), the project applicant(s) for each project phase shall retain a qualified biologist to conduct a pre-construction breeding-season survey of the project site at least 30 days prior to onset of construction. Surveys for nesting raptors shall be conducted within ¼ mile of proposed construction activities. A survey for nesting birds shall be conducted within 500 feet of construction areas to determine if any birds are nesting on or within 500 feet of the project site. The results of the survey shall be valid only for the season when it is conducted. New surveys shall be conducted if construction of the surveyed area extends into the following season or if construction is suspended for more than 14 days during the nesting season, or if there is a substantial change in the level of disturbance at the site, unless all the potential nesting trees or other habitat have been removed.* *2) If the pre-construction survey does not identify any protected raptor or bird nests on or within the buffers to the project site, no mitigation shall be required. However, should any active nests be located within 500 feet of a proposed construction area at any time throughout the construction, the project applicant(s) for each project phase, in consultation with CDFW, shall avoid all bird nest sites located in the project site disturbance area(s) during the breeding season (approximately February 15 - September 1) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season or establishing a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with CDFW. The buffer zone shall be delineated by orange temporary construction fencing. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer in use. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then a qualified biologist should identify an increased exclusionary buffer such that activities are far enough from the nest to stop this agitated behavior.* ***Additional Measures for Swainson's Hawk*** *3) The project applicant(s) for each project phase shall retain a qualified biologist to conduct a Swainson's hawk nesting survey within the area to be disturbed, extending out to one-half mile. The survey shall be conducted during the nesting season of the same calendar year that construction is expected to begin, and*	Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 3.4-6(c).	Full Specific Plan	Project applicant	During construction per the time frames described in Mitigation Measure 3.4-6(c) for tree removal and construction activities between March 15 and August 30.	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	prior to the issuance of any grading permits. If this survey does not identify any nesting Swainson's hawk in the area within the project site that will be disturbed plus the one-half mile radius, no mitigation would be required. *4) Should any active Swainson's hawk nests be located within one-half mile of the disturbance area, no project-related activities that could cause nest abandonment or forced fledging (such as heavy equipment operation), shall be initiated within the one-quarter mile (buffer zone) of an active nest between March 1 and September 15. If high quality Swainson's hawk foraging habitat would be removed (i.e., alfalfa fields and pasture), then the applicant shall purchase mitigation credits for Swainson's hawk foraging habitat at a CDFW-approved mitigation bank at a ratio of 1.35:1 or protect similar value agricultural land at a ratio of 1.35:1 with a conservation easement that maintains the land in high-value Swainson's hawk foraging habitat in perpetuity, consistent with Mitigation Measure 3.4-2(b)(2)-(10).* ***Additional Measures for Burrowing Owl*** *5) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct both nesting and wintering season surveys for burrowing owl to determine if potential habitat within 500 feet of ground disturbance is used by this species. The timing and methodology for the surveys shall be based on the 2012 Staff Report on Burrowing Owl Mitigation. A qualified biologist will conduct four survey visits: 1) at least one visit between February 15 and April 15, and 2) a minimum of three survey visits, at least three weeks apart between April 15 and July 1. If feasible, at least one visit will occur after June 15. Surveys will be conducted within areas that, according to the qualified biologist, could support burrowing owl nesting habitat at the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, if feasible.* *6) If burrowing owls are discovered during the surveys, the project applicant shall notify the CDFW. A qualified biologist shall monitor the owls and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion buffer zone until such time that the burrows are determined to be unoccupied by a qualified biologist. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31).* *7) If complete avoidance is not feasible, the CDFW shall be consulted regarding a Burrowing Owl Exclusion Plan. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.* ***Additional Measures for Tricolored Blackbird*** *8) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct a tricolored blackbird nesting survey within the area to be disturbed, targeting potential breeding habitat such as emergent marsh, riparian thickets, and blackberry brambles. Two surveys shall be conducted at least three weeks apart between March 15 and September 1 within 500 feet of the area subject to ground disturbance. If a nesting colony is found within the survey area the project applicant(s) shall consult with CDFW to develop a Tricolored Blackbird Mitigation Plan to avoid, minimize and compensate for impacts to occupied nesting habitat and adjacent foraging habitat. Mitigation measures may include work windows (March 15 to September 1) to avoid impacting an active on-site nesting colony, purchasing conservation easements to protect occupied nesting and foraging habitat, or other measures mutually agreed upon by the applicant(s) and CDFW.*					
3.4-7: Implementation of the proposed project could result in the loss of valley elderberry longhorn beetle and/or loss or degradation of potential habitat.	***3.4-7:*** *a) ~~If the PCCP has been adopted by the County and City and approved by the agencies, the~~ <u>The</u> project applicant shall comply with the PCCP, which shall be deemed to mitigate for impacts to the VELB. <u>Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (c)-(e), below</u>.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP <u>is not in operation or</u> ~~has not been adopted by~~ the County and City <u>processes for designating project impacts as covered under the PCCP have not been established</u> ~~and approved by the agencies~~, the project applicant shall comply with mitigation measures c) through e).	Protect elderberry shrubs as described in Mitigation Measures 3.4-7(c) through 3.4-7(e).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	c) For construction requiring consultation under Section 7 of the FESA, the project applicant shall obtain incidental take authorization and comply with the requirements therein. If no Section 7 consultation is required (because no federal permit is required), the applicant shall comply with mitigation measures (d) through (f). *d) The removal of elderberry shrubs or their stems measuring one inch or greater (removal or trimming) shall be compensated for by salvaging and planting the affected elderberry shrubs and planting additional elderberry shrubs and associated native riparian plants at a 1:1 ratio. Mitigation planting shall occur, to the maximum extent practicable, in areas adjacent to the impact area and/or located to fill in existing gaps in riparian corridors. If the plants to be removed show recent boring holes, the project applicants shall consult with the USFWS and obtain incidental take authorization prior to removal.* *e) Elderberry shrubs with stems measuring one inch or greater in diameter at ground level that are not proposed to be removed shall be protected as follows during construction:* *1. Any ground disturbing activities within 100 feet of elderberry plants containing stems measuring one inch or greater in diameter at ground level shall provide a minimum setback of at least 20 feet from the drip line of each elderberry plant containing stems measuring one inch or greater in diameter at ground level. The setbacks shall be fenced and flagged to prohibit equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within the 20-foot setback.* *2. The project applicant shall brief the construction foreman on the need to avoid damaging the elderberry plants (unless the proper take authorization is obtained) and the possible penalties for not complying with these requirements. A copy of these mitigation measures shall be provided to the construction foreman for his distribution to his crews by the project applicant.* *3. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring one inch or greater in diameter at ground level.* *4. No mowing shall occur closer than five feet to elderberry plant stems. Mowing shall be done in a manner that avoids damaging elderberry plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment).* *5. Trimming of elderberry stems less than one inch in diameter may occur between September 1 and March 14. The elderberry plants shall only be trimmed between November through the first two weeks in February, or when the plants are dormant and after they have lost their leaves.*					
3.4-8: Implementation of the proposed project could result in changes to surface water quality in Auburn Ravine that could affect Central Valley Steelhead and Chinook salmon due to the reconstruction and/or widening of various bridges within the Plan Area.	***3.4-8:*** *a) ~~If the PCCP has been adopted and approved prior to the start of construction in the V5SP area in question, the~~ The project applicant(s) (be they the City, County, or another agency) shall comply with the PCCP and mitigate for impacts to Central Valley steelhead and Chinook salmon as stated in the PCCP. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation ~~has not been adopted and approved~~ prior to the start of construction in the V5SP area in question, the project applicant(s) (be they the City, County, or another agency) shall comply with the following mitigation measures: *1) Obtain a Biological Opinion and incidental take authorization for Central Valley steelhead and winter-run and spring-run Chinook salmon from NMFS and comply with the conditions and requirements therein.* *2) Obtain any necessary permits from the USACE, CDFW, and the RWQCB. Dewatering plans and the specific temporary impacts to Auburn Ravine associated with bridge construction shall be discussed in the permit applications and avoidance and minimization measures shall be proposed, including timing of construction to avoid presence of steelhead and Chinook salmon, fish rescue and relocation, as well as specific BMPs to avoid impacts to these species and their habitat. The permit requirements shall include the following elements:* • *In-water construction work windows shall be observed in consultation with NMFS and CDFW, and as specified in the permits issued.*	Protect Central Valley steelhead and winter-run and spring-run Chinook salmon as described in Mitigation Measures 3.4-8(b).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *Applicant(s) shall implement a pile driving, dewatering and fish rescue plan. The plan shall include specific measures to avoid and minimize impacts to salmonids and their habitats during bridge construction, and shall be approved by NMFS and CDFW.* 3) *Install Environmentally Sensitive Area (ESA) fences within 200 feet of work along Auburn Ravine, as indicated in the 401 or 404 permits. The ESA fencing shall be delineated on the final plans for each project phase and the fence shall be installed and remain on-site until construction within 200 feet of the Auburn Ravine preserve area is completed.* 4) *Implement Mitigation Measure 3.10-1 and construction best management practices (BMPs) as prescribed in the project's Storm Water Pollution Prevention Plan (SWPPP) prepared in accordance with the California National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002). These BMPs shall be in place throughout the construction for each project phase. The SWPPP shall include specific measures for water conservation; vehicle and equipment cleaning, fueling and maintenance; dewatering; paving and grinding; concrete finishing and curing; directing water away from work areas; use of attachments on construction equipment to catch debris; use of approved covers or platforms to collect debris; stockpiling of accumulated debris and waste generated during demolition away from watercourses; and ensuring safe passage of wildlife, as necessary.*					
3.4-9: Implementation of the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local, state, or federal plans, policies, or regulations.	***3.4-9:*** a) *~~If the PCCP has been adopted and approved prior to the start of construction in the V5SP area in question, the~~ <u>The</u> project applicant(s) shall comply with the PCCP and mitigate for impacts to and loss of sensitive natural communities as stated in the PCCP. <u>Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.</u>* b) *If the PCCP <u>is not in operation</u> ~~has not been adopted and approved~~ prior to the start of construction in the V5SP area in question, the project applicant(s) shall comply with Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.*	Use PCCP to satisfy all biological mitigation measures under CEQA. See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	Full Specific Plan, Area A, and Windsor Cove See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	Project applicant See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	Following PCCP adoption and approval See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	City of Lincoln Community Development Department See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.
3.4-11: Implementation of the proposed project could conflict with the provisions of approved local, regional or state policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	***3.4-11:*** a) *For impacts to threatened or endangered vegetation, the project applicant(s) shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1 as applicable.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4-9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.
	b) *For impacts to heritage oak trees, the project applicant(s) shall first make every reasonable attempt to avoid any heritage oak tree by designing around it. If a heritage oak tree cannot be avoided due to health, safety, and welfare risks, the project applicant(s) shall provide the following mitigation:* i. *Submit a justification statement as to why the heritage tree(s) cannot be preserved in place to the City's Community Development Director.* ii. *Provide a Site Plan with proposed development which also identifies the location of the heritage tree(s) to be removed.* iii. *If the Community Development Director deems the justification statement to be valid, the project applicant(s) shall mitigate the loss of heritage oak trees on an inch for inch basis. Specifically, for every inch of heritage oak tree removed, an inch of oak tree shall be planted. All new plantings shall be plantings in a minimum of 15 gallon pots, and shall be of the same species of oak as was being removed and replaced, and shall, if feasible, be located on the property from which the heritage oak tree was removed. Project applicant(s) shall submit to the City's Community Development Director a revegetation plan for his/her review and approval. The project applicant(s) shall irrigate and maintain the new plantings for a minimum of three years, at which time a licensed arborist shall opine as to whether the trees are sufficiently established to release the project applicant(s) from continuing to irrigate and maintain the plantings. Any replacement trees which die before the end of the irrigation and maintenance obligations shall be replaced at a 1:1 ratio.*	Protect heritage oak trees by making every reasonable attempt, and if inevitable, submit a justification statement to the City's Community Development Director, identify oak trees to be removed on the site plan, and replace oak trees inch by inch.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.4-13: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	***3.4-13:*** *The project applicant shall implement Mitigation Measure 3.4-1.*	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.
3.4-14: Implementation of the proposed project could contribute to cumulative loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	***3.4-14:*** *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.*	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.
3.4-15: Implementation of the proposed project could contribute to cumulative loss and/or degradation of rare plant populations.	***3.4-15:*** *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.
3.4-16: Implementation of the proposed project could contribute to cumulative loss of western pond turtle and/or degradation of potential habitat.	***3.4-16:*** *The project applicant shall implement Mitigation Measure 3.4-5.*	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.
3.4-17: Implementation of the proposed project could contribute to cumulative loss or disturbance of nesting birds and the loss or degradation of special-status bird habitat.	***3.4-17:*** *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-6.*	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.
3.4-18: Implementation of the proposed project could contribute to cumulative loss of valley elderberry longhorn beetle and/or degradation of potential habitat.	***3.4-18:*** *The project applicant shall implement Mitigation Measure 3.4-7.*	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.
3.4-19: Implementation of the proposed project could contribute to cumulative changes to surface water quality in Auburn Ravine that could affect Central Valley steelhead and Chinook salmon due to the widening or construction of bridges within western Placer County.	***3.4-19:*** *The project applicant shall implement Mitigation Measure 3.4-8.*	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.
3.4-20: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by CDFW or USFWS.	***3.4-20:*** *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-9.*	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.5 Climate Change						
3.5-1: Construction and operation of the proposed project would result in a cumulatively considerable increase in greenhouse gas (GHG) emissions that could conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions.	***3.5-1:*** *The following mitigation measures are based on measures identified by the project applicant, by the PCAPCD, by the California Attorney General, and by CAPCOA. The following measures focus primarily on non-transportation energy efficiency. Measures associated with reducing transportation emissions have already been incorporated into the GHG emission estimates shown in Table 3.5-1. The following measures will ensure that all Title 24 requirements are met and will further reduce GHG emissions through energy efficiency improvements.* *All residential buildings shall:* • *Meet or exceed CalGreen Tier 2 requirements in place at the time of Building Permit issuance.* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Include a tankless water heating system, a whole house ceiling fan, and "Energy Star" appliances (stoves, dishwashers, and any other appliances typically included within the initial installation by the builder).* • *Include an energy efficient air conditioning unit(s) that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Include programmable thermostat timers.* • *Include exterior outlets on all single-family and multi-family buildings to allow the use of electrically-powered landscape equipment.* • *Include wiring for at least one electric car charging station.* • *Meet the 2016 Plumbing Code on all residences to reduce indoor and outdoor water use in installing low-flow bathroom faucets, kitchen faucets, toilets, and showers, and landscaping that uses water-efficient, drought resistant plants, and water-saving irrigation systems. Additionally, all residential units shall be pre-plumbed to enable the reuse of graywater systems.* • *Not include wood-burning fireplaces, woodstoves, and other similar wood-burning devices. This prohibition shall be included in any covenants, conditions, and restrictions (CC&Rs) that are established.* • *Provide covered storage facilities for securing bicycles for 15 percent or more of building occupants (multi-family housing units).* • *Prior to issuance of an occupancy permit, the applicant shall establish tree planting guidelines that require residents to plant trees to shade buildings primarily on the west and south sides of buildings. Recommended use of deciduous trees (to allow solar gain during the winter) and direct shading of air conditioning systems shall be included in the guidelines.* *All non-residential structures within the Plan Area shall:* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Install photovoltaic rooftop energy systems on all community buildings and any commercial buildings over 100,000 square feet.* • *Use "Energy Star" rated (or greater) roofing materials.* • *Use both indoor and outdoor energy efficient lighting that meets or exceeds Title 24 requirements.* • *Include an energy efficient heating system and an air conditioning system that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Only use low flow water fixtures such as low flow toilets, faucets, showers, etc.* • *Only use programmable thermostat timers.* • *Include enough bike parking facilities to meet peak demand. Bike parking shall also be included near all transit locations that are developed during the course of this Plan. This will include providing secure bicycle racks and/or storage within 200 yards of a building entrance for five percent or more of all Full Time Equivalent (FTE) staff (measured at peak periods) and provide showers and changing facilities in the*	Meet all Title 24 requirements.	Full Specific Plan	Project applicant	Prior to construction	Placer County Air Pollution District, City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	building, or within 200 yards of a primary staff building entrance, for 0.5 percent of FTE staff (measured at peak periods), or • *Provide secure bike racks and/or storage within 200 yards of a public building entrance according to the following guidelines based on project square footage:* • *Up to 5,000 square feet, two or more bicycle racks,* • *5,001 – 20,000 square feet, three or more bicycle racks,* • *20,001 – 50,000 square feet, six or more bicycle racks,* • *More than 50,000 square feet, ten or more bicycle racks.* • *Install two 110/208 volt power outlets for every two loading docks.* • *Reserve a minimum of five percent of the total customer parking spaces within commercial and retail parking lots for electric vehicles, hybrid vehicles, alternative fueled vehicles, and carpools.* • *Install electric vehicle charging stations for a minimum of three percent of the total vehicle parking capacity of the site.* • *Include pedestrian-friendly paths and cross walks in all parking lots.* • *Pave all parking lots with reflective coatings (albedo = 0.30 or better). This measure is considered feasible if the additional cost is less than 10 percent of the cost of applying a standard asphalt product.* *In addition to the above measures, the following shall also be incorporated:* • *Prior to project approval, the applicant shall only show energy efficient lighting for all street, parking, and area lighting associated with the V5SP. The applicant shall also work to limit the hours of operation of outdoor lights through the use of timers and/or motion sensors, to the extent that these strategies do not compromise public safety.* • *Any new park areas within the Plan Area shall include bicycle racks at appropriate locations and a community notice board and information kiosk within information about community events, ridesharing, and commute alternatives.* • *Prior to issue of an occupancy permit within the Plan Area, the applicant shall create informational materials informing occupants of the alternative travel amenities provided, including ridesharing and public transit availability schedules and the Plan Area's pedestrian bicycle, and equestrian paths to community centers, shopping areas, employment areas, schools, parks, and recreation areas.* • *Maximize the amount of drought tolerant landscaping by minimizing the amount of turf in all areas where this option is feasible.*					
3.6 Cultural Resources						
3.6-1: Implementation of the proposed project would adversely impact historic architectural resources directly through demolition or substantial alteration, or indirectly through changes to historical setting.	***3.6-1:*** *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, documenting and evaluating resources 45 years or older within and adjacent to the project footprint for listing in the California or National Registers;* • *A report disseminating the results of this research; and,* • *Recommendations for additional mitigation to resolve adverse impacts to recorded cultural resources.* *The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History, and can be compiled in the same document as Mitigation Measure 3.6-2(a). Demolition or substantial alteration of all previously recorded historic resources, including significant historic resources encountered during the survey and evaluation efforts, shall be avoided. Any alterations, including relocation, to historic buildings or structures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If avoidance of identified historic resources is deemed infeasible, the City shall prepare a treatment*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	Prior to project-level development plan submittal	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	plan to include, but not limited to, adaptive reuse, photo-documentation and public interpretation of the resource. *If avoidance, adaptive reuse, or relocation of an historic resource is determined infeasible, a qualified architectural historian shall be retained to document the affected historic resource in accordance with the National Park Service's Historic American Buildings Survey (HABS) and/or Historic American Engineering Record (HAER) standards. Such standards typically include large format photography using (4x5) negatives, written data, and copies of original plans if available. The HABS/HAER documentation packages shall be archived at local libraries and historical repositories, as well as the Northwest Information Center of the California Historical Resources Information System. Public interpretation of historic resources at their original site shall also occur in the form of a plaque, kiosk or other method of describing the building's historic or architectural importance to the general public. These mitigation actions will be undertaken at the developer's expense.*					
3.6-2: Implementation of the proposed project could result in damage or destruction of known or previously unidentified unique archaeological resources.	***3.6-2(a):*** *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, including subsurface presence/absence studies as appropriate;* • *Contact and coordination with the Native American Heritage Commission and interested and involved local tribes;* • *A report disseminating the results of this research that evaluates the eligibility of recorded resources for inclusion in the National and California Registers; and,* • *Recommendations for additional cultural resources investigations necessary to mitigate adverse impacts to recorded and/or undiscovered archaeological resources.* *Additional cultural resources investigations may include testing and evaluation of archaeological resources, as well as data recovery efforts. If a significant unique archaeological resource is present that could be adversely impacted by a project, the project proponent shall:* *a) In consultation with the lead agency and archaeologist, determine if preservation in place is feasible. Consistent with State CEQA Guidelines section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement; or* *b) Design and implement an Archaeological Research Design and Treatment Plan (ARDTP). If avoidance is not feasible, the project proponent shall hire a Secretary of the Interior-qualified archaeological consultant who shall prepare a draft ARDTP that shall be submitted to the City of Lincoln for review and approval. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context, reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative before being finalized, curation of artifacts and data at a local facility acceptable to the appropriate Native American representative, and dissemination of final confidential reports to the appropriate Native American representative, the Northwest Information Center of the California Historical Resources Information System, the City, and interested professionals.*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	During plan submittal	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.6-2(b): *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering archaeological resources, the appearance and types of resources likely to be seen during construction activities, and the proper notification procedures to follow should archaeological resources be encountered. This worker training shall be prepared and presented by a qualified archaeologist.* *If archaeological resources are discovered during earth-moving activities, the requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/ Paleontological Resources) shall be followed, as described herein. In the event of accidental discovery during construction, all work must halt within a 100-foot radius of the discovery if subsurface deposits believed to be cultural or human in origin are discovered during construction. A qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. A Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the NAHC, will be required if the nature of the unanticipated discovery is prehistoric.* *Work cannot continue within the no-work radius until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the California or National Registers.* *If a potentially eligible resource is encountered, then the lead agency shall require the project proponent to arrange for either 1) total avoidance of the resource, if feasible or 2) test excavations to evaluate eligibility and, if eligible, potentially data recovery as mitigation. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met. Curation of any identified resources would be determined through consultation between the archaeologist, project proponent, and lead agency during the course of analysis.*	Inform construction personnel about the possibility of archaeological resource discovery during construction.	Full Specific Plan	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-3: Ground-disturbing construction associated with implementation of the proposed project could result in disturbance or destruction of a paleontological resource.	***3.6-3:*** *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and the proper notification procedures to follow should fossils be encountered. This worker training shall be prepared and presented by a qualified paleontologist.* *If paleontological resources are discovered during earth-moving activities the following requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/Paleontological Resources) will be followed: the construction crew shall immediately cease work and the Planning Department shall be notified immediately if any paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in within 100 feet of the find and a paleontologist shall be retained to evaluate the resource and prepare and implement a proposed mitigation plan, including curation, in accordance with Society of Vertebrate Paleontology guidelines.*	Inform construction personnel about the possibility of fossil discovery during construction.	Full Specific Plan, Area A, Windsor Cove	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-4: Ground-disturbing activities associated with construction of the proposed project could result in damage to previously unidentified human remains.	***3.6-4:*** *a) Implement Mitigation Measure 3.6-2(b).* *b) In the event that evidence of human remains is discovered, the following requirements of General Plan Policy OSC-6.10 (Discovery of Human Remains) shall be followed. Construction activities within any area reasonably suspected to overlie adjacent human remains shall be halted or diverted. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and Assembly Bill (AB) 2641 shall be implemented. Specifically, the discovery shall be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner will notify the NAHC which will then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the PRC). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with*	See Mitigation Measure 3.6-2(b). Follow Lincoln General Plan Policy OSC-6.10 in the event of discovery of human remains.	See Mitigation Measure 3.6-2(b). Full Specific Plan	See Mitigation Measure 3.6-2(b). Project applicant	See Mitigation Measure 3.6-2(b). During construction	See Mitigation Measure 3.6-2(b). Native American Heritage Commission, City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641). The United Auburn Indian Community (UAIC) Tribal Council shall be solicited their input as part of the mitigation process.					
3.6-5: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would result in significant cumulative impacts on historic architectural resources.	***3.6-5:*** *Implement Mitigation Measure 3.6-1.*	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.
3.6-6: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on unique archaeological resources.	***3.6-6:*** *Implement Mitigation Measures 3.6-2(a) and (b).*	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).
3.6-7: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on paleontological resources.	***3.6-7:*** *Implement Mitigation Measure 3.6-3.*	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.
3.6-8: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on human remains.	***3.6-8:*** *Implement Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).*	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).
3.7 Energy						
3.7-1: Construction of the proposed project would not use fuel and energy in an unnecessary, wasteful, or inefficient manner during project construction.	***3.7-1:*** *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.* *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.* *c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.* *d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.*	Provide inventory of construction vehicles and equipment and calculations, utilize existing power sources and clean fuel to the degree feasible, minimize idling time to five minutes, provide sign indicating idle time limit, and maintain all construction equipment in working condition.	V5SP and Area A	Project applicant	During each corresponding phase of development	Placer County Air Pollution District, City of Lincoln Community Development Department

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	e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes. *f) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated*					
3.8 Geology, Soils, and Seismicity						
3.8-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	***3.8-2(a):*** *Implement Mitigation Measure 3.10-1(a) and (b).* *a) Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.* *v. Prior to approval of a grading or building permit, the applicant shall cause the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.* *vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.*	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).

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	b) Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below. *i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.* *ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.* *iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.* *iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.* *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*					

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3.9 Hazards and Hazardous Materials						
3.9-2: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	***3.9-2:*** *a) Prior to final project design or if none is required, any earth-disturbing activities at the project site, the City shall require that the applicant conduct a Phase I Environmental Site Assessment (Phase I ESA) areas that are not already evaluated in an existing Phase I ESA. The Phase I ESA shall be prepared by a Registered Environmental Assessor (REA) or other qualified professional to assess the potential for contaminated soil or groundwater conditions at the project site. The Phase I ESA shall include a review of appropriate federal and State hazardous materials databases, as well as relevant local hazardous material site databases for hazardous waste on-site and off-site locations within a one-quarter mile radius of the area of analysis. The Phase I ESA shall also include a review of existing or past land uses and aerial photographs, summary of results of reconnaissance site visit(s), and review of other relevant existing information that could identify the potential existence of contaminated soil or groundwater. If no contaminated soil or groundwater is identified, or the Phase I ESA does not recommend any further investigation, then no further action is required.*	Conduct a Phase I ESA for all other areas not yet evaluated.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	b) If existing hazardous materials contamination is identified during the execution of Mitigation Measure 3.9-2(a), and the future Phase I ESA recommends further review, the applicant shall retain an REA to conduct follow-up sampling to characterize the contamination and to identify any required remediation that shall be conducted, consistent with applicable regulations prior to any earth-disturbing activities. The environmental professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, a summary of anticipated contaminants and contaminant concentrations at the proposed construction site, and recommendations for appropriate handling of any contaminated materials during construction. These recommendations shall be implemented and the site shall be deemed remediated by the appropriate agency (e.g., DTSC, PCDEHS) or the County shall issue a No Further Action (NFA) letter prior to earth disturbance continuing in the vicinity of the contamination.	Conduct a follow-up study in the event that further review is needed.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	c) If unidentified or suspected contaminated soil or groundwater (stained soil, noxious odors) is encountered during site preparation or construction activities, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by an REA or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the applicable regulatory agency.	Stop work in the event hazardous materials are found.	Full Specific Plan and Area A	Project contractor	During construction	City of Lincoln Community Development Department
3.9-4: The proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, create a significant hazard to the public or the environment.	***3.9-4(a):*** *During construction, the contractor shall cease any earthwork activities upon discovery of any suspect soils or groundwater (e.g., petroleum odor and/or discoloration) during construction in accordance with a Soil and Groundwater Management Plan prepared for the project by a qualified environmental consultant and approved by the Placer County Department of Environmental Health Services (PCDEHS). The contractor shall notify the PCDEHS upon discovery of suspect soils or groundwater and retain a qualified environmental firm to collect soil and/or groundwater samples to confirm the level of contamination that may be present. If contamination is found to be present, any further proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. Any contaminants identified as exceeding human health risk levels, shall be delineated, removed, and disposed of offsite in compliance with the receiving facilities requirements under the direction of PCDEHS. The contractor shall follow all procedural direction given by PCDEHS and in accordance with the Soil and Groundwater Management Plan prepared for the site to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with Section 31303 of the California Vehicle Code and the requirements of the licensed receiving facility.*	Stop work in the event suspect soils or groundwater is found.	Full Specific Plan, Area A, and Windsor Cove	Project contractor	During construction	City of Lincoln Community Development Department

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	3.9-4(b): *Conduct a Phase II Environmental Site Assessment on the Morse Property at 200 South Dowd Road (APN 021-081-008) in order to sample the underlying soil beneath a concrete saddle that formerly supported an above ground diesel tank and the footprint of a former barn that included an above ground gasoline tank. Follow the recommendations in the Phase II ESA.*	Conduct a Phase II ESA.	Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.9-6: The proposed project would not result in a safety hazard for people residing or working in the project area for a project within the vicinity of a private airstrip.	***3.9-6:*** *Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	Purchase and/or relocate airstrip easement.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	Placer County Recorder's Office, City of Lincoln Community Development Department
3.9-7: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	***3.9-7:*** *Prior to construction, the applicant for any phase of construction shall require the construction contractor(s) to prepare and enforce a traffic control plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. This traffic control plan shall reduce potential traffic safety hazards and ensure adequate access for emergency responders. The applicant and construction contractor(s) shall coordinate development and implementation of this traffic control plan with the City of Lincoln, as appropriate. To the extent applicable, this traffic control plan shall conform to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control). The traffic control plan shall provide, but not be limited to, the following elements:* • *Circulation and detour plans to minimize impacts on local road circulation during road and lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.* • *Identifying truck routes designated by Placer County, where applicable. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.* • *Sufficient staging areas for trucks accessing construction zones to minimize the disruption of access to adjacent existing public right-of-ways.* • *Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by onsite inspectors.* • *Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.* • *Limiting the duration of road and lane closures to the extent possible.* • *Storing all equipment and materials in designated contractor staging areas on or adjacent to the worksite, such that traffic obstruction is minimized.* • *Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.* • *Coordinating construction administrators of police and fire stations (including all fire protection agencies). Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.* • *Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.*	Prepare and enforce a traffic control plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.9-14: The proposed project, combined with other cumulative development, could impair the implementation of or physically interference with an adopted emergency response plan or emergency evacuation plan.	***3.9-14:*** *Implement Mitigation Measure 3.9-7.*	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.10 Hydrology						
3.10-1: Implementation of the proposed project could violate water quality standards or waste discharge requirements.	***3.10-1(a):*** *Storm Water Pollution Prevention Plan – Project Construction* *Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQCB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.* *v. Prior to approval of a grading or building permit, the applicant shall cause the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.* *vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.*	Prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department and the Central Valley, and submit a Notice of Intent to the State Water Resources Control Board (SWRCB)	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance for SWPPP, and prior to phased construction for NOI	City of Lincoln Public Works Department and Central Valley Regional Water Quality Control Board (CVRWQCB) for SWPPP and State Water Resources Control Board (SWRCB) for NOI

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.10-1(b): *Water Quality BMPs – Project Operation* *Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below.* *i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.* *ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.* *iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.* *iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.* *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*	Prepare a Water Quality Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to final improvement plan approval	City of Lincoln Community Development Department
3.10-3: Implementation of the proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	***3.10-3:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.

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3.10-4: Implementation of the proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which could result in flooding on- or off-site.	***3.10-4:*** *The project applicant(s) shall implement Mitigation Measure 3.10-1and demonstrate that the final design of the onsite drainage improvements will comply with the requirements established in the V5 Drainage Master Plan.*	Implement Mitigation Measure 3.10-1 and demonstrate that final design of the drainage components will be compliant with the Village 5 Drainage Master Plan.	Full Specific Plan and Area A	Project applicant	See Mitigation Measure 3.10-1.	City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-5: Implementation of the proposed project could create or contribute runoff water which would provide substantial additional sources of polluted runoff.	***3.10-5:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.10-7: Implementation of the proposed project could place within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.	***3.10-7:*** *Prior to the issuance of a grading permit, the project applicant shall demonstrate to the City of Lincoln that it has received an encroachment permit from the Central Valley Flood Protection Board (CVFPB) for construction to be located within the 100-year and 200-year flood zone, and any other necessary state or federal permits. As part of the CVFPB permit process, the project applicant must demonstrate that the proposed improvements including storm drain outfalls and bridge supports will not result in an increase in water surface elevation consistent with CVFPB requirements as described in the California Code of Regulations, Title 23, Waters, Division 1, Central Valley Flood Protection Board, Article 8 Standards, including Sections 113 and 128, Bridges. Also, prior to the issuance of a grading permit, the City Engineer shall review plans for compliance with Chapter 15.32, Flood Damage Prevention, of the Lincoln Municipal Code and the City of Lincoln, Department of Public Works, Design Criteria and Procedures Manual, to confirm that proposed bridges, as designed, would not substantially impede or redirect flood flows. The City Engineer shall confirm that any proposed bridge is constructed in accordance with the approved plans.*	Demonstrate to the City that the applicant has received a CVFPB encroachment permit.	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance	CVFPB, City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-8: Implementation of the proposed project could contribute to cumulative violations of water quality standards or waste discharge requirements by increasing runoff, providing additional sources of polluted runoff, or otherwise degrading water quality.	***3.10-8:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.10-10: Implementation of the proposed project could contribute to cumulative substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	***3.10-10:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.11 Land Use						
3.11-1: Implementation of the proposed project would conflict with adjacent land uses.	***3.11-1:*** *Where residential uses would be located adjacent to parcels where agricultural operations are permitted, including livestock grazing and/or confinement, the applicant shall provide to all homebuyers notice in a transfer deed regarding the Agricultural Overlay District and required buffers and/or setbacks, as well as agricultural operations and potential nuisance activities that could occur on lands adjacent to the homesite. The applicant shall provide the City with draft notice language to be included in each deed prior to pulling the first building permit.*	Provide notice in a transfer deed regarding the Agricultural Overlay District and required buffers, setbacks, and potential agricultural operations and nuisance activities that could occur. Provide draft language for the City to include within each deed.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.11-2: Implementation of the proposed project would create conflicting land uses within the Plan Area.	***3.11-2:*** *i) The project applicant shall implement Mitigation Measure 3.1-4.* *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. on Sunday through Thursday and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *ii) The project applicant shall implement Mitigation Measure 3.11-1.* *iii) The project applicant shall implement Mitigation Measure 3.12-6, which requires as follows:* *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA Ldn outdoor and 45 dBA Ldn indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.12 Noise						
3.12-1: Construction of the proposed project could temporarily increase ambient noise levels.	***3.12-1:*** *The City shall ensure construction contractors for each project phase comply with the following mitigation measures:* *a) Construction hours shall be limited to those allowed in the City's Public Facilities Improvement Standards between 7:00 a.m. to 7:00 p.m., Monday through Friday If construction is necessary on Sunday and Holidays the applicant shall submit a written request to the Director of Public Works or City Engineer, as applicable, 72-hours prior to the desired construction. If work is allowed outside aforementioned work hours, the applicant shall have a copy of the written approval available at the work site.* *b) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.* *c) Equipment warm up areas, water tanks and equipment storage areas shall not be located closer than 200 feet from existing residences.* *d) Applicant shall provide two weeks advanced notice to all residences located within 300 feet of construction activities, including the approximate start date and duration of such compaction activities.* *e) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed project construction shall be hydraulically or electrically powered where available to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where available; this could achieve a reduction of 5 dBA.* *f) Appropriately sized noise barriers or shielding shall be erected for construction work involving heavy duty construction equipment if occurring within 300 feet of receptors for an extended period of time (more than 2 weeks).*	Abide by construction requirements per the City	(Full Specific Plan and Area A)	Construction contractors	During construction	City of Lincoln Community Development Department
3.12-2: Construction of the proposed project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	***3.12-2:*** *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.
3.12-3: Implementation of the proposed project would expose noise-sensitive land uses to transportation noise levels in excess of the City of Lincoln General Plan noise standard or result in a substantial permanent increase in ambient transportation-related noise above existing levels.	***3.12-3:*** *Prior to approval of the tentative subdivision map (TSM) for any residential uses located adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane), the TSM applicant shall submit to the City an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively. The noise study shall identify the measures to be utilized and the noise attenuation attributable to each feature. Noise attenuating features may include, but are not limited to:* *a) Construct noise barriers (walls and/or berms), as appropriate on a site-specific basis, to reduce traffic noise levels at noise-sensitive land uses, which have been found to be significantly impacted by traffic noise. A concrete cinderblock noise barrier must completely block line-of-sight between the source and receptor, and can reduce traffic noise levels by at least 10 dB. Any noise walls shall be landscaped with vines (to be fully covered within three years) and shall be landscaped in accordance with the General Development Plan (GDP).* *b) Design and construct residential buildings adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane) so that their external activity areas are not within line-of-sight of these roadways. This could result in noise reductions of at least 3 dB.* *c) Repaving impacted roadways with "quiet" pavement types such as rubberized concrete. Roadways constructed with rubberized concrete can resulted in a net decrease in traffic noise levels of approximately 4 dB compared to that created by conventional asphalt.*	Submit an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively	Full Specific Plan and Area A	Project applicant	Prior to approval of the tentative subdivision map	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	d) The applicant shall conduct an acoustical analysis to confirm that if the materials to be used for residential building construction would reduce interior noise levels to 45 dBA Ldn. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be required to reduce the interior noise levels to 45 dBA Ldn, and the applicant shall incorporate these features into the building design.					
3.12-4: The proposed project could result in exposure of people residing or working at the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport.	***3.12-4:*** *If a daycare center is located in Compatibility Zone C1, the applicant shall conduct an acoustical analysis to confirm that the materials to be used for construction of the commercial building housing the daycare center would result in an interior to exterior noise reduce of at least 20 dB. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be require to result in an exterior to interior noise reduce of at least 20 dB, and the applicant shall incorporate these features into the building design.*	Conduct an acoustical analysis in the event that a daycare center is located in Lincoln Regional Airport Compatibility Zone C1	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.12-5: Implementation of the proposed project would expose people residing or working in the proposed project area to excessive noise levels for a project within the vicinity of a private airstrip.	***3.12-5:*** *The project applicant shall implement Mitigation Measure 3.9-6.* ***3.9-6*** *Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	See Mitigation Measure 3.9-6.	Full Specific Plan and Area A	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.
3.12-6: Implementation of the proposed project would expose on-site noise-sensitive land uses to noise generated by commercial, educational and recreational activities in excess of the City of Lincoln General Plan noise standard or result in an increase in ambient noise	***3.12-6:*** *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA L_{dn} outdoor and 45 dBA L_{dn} indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less.*	Implement the noise mitigation measures	Full Specific Plan and Area A	Project applicant	Prior to individual phase design implementation	City of Lincoln Community Development Department
3.12-7: Construction of the proposed project, including other cumulative growth, would temporarily add to cumulative noise levels in the vicinity of the proposed project site.	***3.12-7:*** *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.12-8: Construction of the proposed project, combined with other cumulative growth, would temporarily add to cumulative groundborne vibration levels in the vicinity of the proposed project site.	***3.12-8:*** *Implement Mitigation Measure 3.12-2.*	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.
3.12-9: Increases in traffic from the proposed project, in combination with other development, could result in cumulatively considerable noise increases.	***3.12-9:*** *Implement Mitigation Measure 3.12-3.*	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.
3.14 Public Services						
3.14-4: The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services.	***3.14-4:*** *If fewer than 38.7 acres of the Regional Sports Park are available for public use, the project applicant shall either (i) provide the required additional active recreational park land; or (ii) pay the In Lieu Fee for park and recreational facilities as set forth in Lincoln Municipal Code section 17.32.010 for the difference between the demand for active recreational park (116.7 acres) and the active recreational parkland provided.*	Agree to build or pay In Lieu Fee to compensate for required additional active recreational park land.	Full Specific Plan and Area A	Project applicant	Prior to issuance of a building permit	City of Lincoln Community Development Department
3.15 Transportation						
3.15-1: Implementation of the proposed project would increase traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under existing conditions.	***3.15-1:*** *The project applicants shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program. Therefore, PFE credits would be given to the constructing party. Alternatively, the City may require the project applicants to construct the improvements and provide them with a right of reimbursement from third parties who also benefit from the improvements. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *If, in the alternative to paying the applicable PFE fees, the project applicant(s) are required to construct improvements, the following improvements would be required to restore operations to an acceptable level at each intersection.* *a) Nelson Lane / Nicolaus Road (#10):* – *Signalize the intersection when signal warrants are met. To achieve LOS C operations, it may be necessary to provide protected left-turn movements and a right-turn overlap phase for eastbound right turn movements. Northbound U-turn movements would need to be prohibited to allow for the eastbound right-turn overlap phase. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* – *Restripe the southbound approach to provide the following lane configurations:* *i. One left-turn lane, one through lane, and one shared through-right turn lane* – *Reconfigure the south leg of the intersection to provide the following lane configurations:* *i. Two northbound left turn pocket lanes* *ii. One northbound through lane* *iii. One northbound trap-right turn lane* *iv. Two southbound receiving lanes* – *Reconfigure the east leg of the intersection to provide a second westbound left-turn lane* – *Reconfigure the west leg of the intersection to include the following:*	Pay fair share costs improvements outlined included in the City of Lincoln Public Facilities Element (PFE) fee program. Or, the project applicant could construct the requested improvements and, under the City's direction, be given a right of reimbursement from third parties who benefit from the said improvements.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	i. *Restripe the eastbound shared through-right turn lane into a dedicated right-turn lane. This would result in one left-turn lane, one through lane, and one right-turn lane.* ii. *Add a second westbound receiving lane* b) *Airport Road / Nicolaus Road (#11):* – *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* – *Widen the southbound approach to add a southbound left-turn pocket* – *Widen the south leg of the intersection to include the following:* i. *One northbound left turn pocket lane* ii. *One northbound through lane* iii. *One northbound channelized free right turn lane* iv. *Two southbound receiving lanes* – *Widen the east leg of the intersection to include the following:* i. *Two westbound left turn lanes (one trap lane; one pocket lane)* ii. *Restripe the existing westbound lane to a through-right lane* iii. *Two eastbound receiving lanes (one from the eastbound through lane and one from the northbound free right-turn lane)* – *Widen the eastbound approach to include one left-turn pocket lane, one through lane, and one-right turn pocket lane.* c) *Dowd Road / Nicolaus Road (#13):* – *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection is identified in the Village 5 Specific Plan, and is included in the updated PFE.* – *Widen the southbound approach to add a southbound left-turn pocket* – *Widen the south leg of the intersection to include the following improvements:* i. *One northbound left turn pocket lane* ii. *One northbound through lane* iii. *One northbound trap right turn lane* iv. *Two southbound receiving lanes* – *Widen the east leg of the intersection to include the following improvements:* i. *Two westbound left turn lanes (one trap lane; one pocket lane)* ii. *Restripe the existing westbound lane to a through-right lane* – *Widen the eastbound approach to include one left-turn pocket lane, one shared through-right turn lane.* d) *Fiddyment Road / Moore Road (#15):* – *Widen the southbound approach to add a southbound right-turn pocket* e) *Dowd Road / Moore Road (#22):* – *Change the traffic control to side-street stop control for Moore Road, and free movements on Dowd Road (existing configuration is free movements on Moore Road and side-street stop control for Dowd Road).* f) *Lakeside Drive / Nicolaus Road (#32):* – *Signalize the intersection when signal warrants are met. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* *Additional mitigation to reduce impacts of Mitigation Measures 3.15-1(b) and (c) to intersections #11 and #13.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Option 1: *g) The City shall monitor traffic conditions at the intersections of Airport Road/Nicolaus Road (#11) and Dowd Road/Nicolaus Road (#13). In addition to compliance with Mitigation Measures 3.15-1(b) and (c), the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *i. The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *ii. The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* ***Option 2:*** *g) The project applicant(s) shall apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*					
3.15-3: Implementation of the proposed project would increase traffic levels at future City of Lincoln intersections in Village 5.	***3.15-3:*** *The City shall monitor traffic conditions at the future Nelson Lane / Mavis Road intersection (#40) and shall cause the following improvements to be constructed prior to the service level degrading to LOS D:* • *Southbound: channelize the right-turn lane and add a merge lane on westbound Mavis Road to allow "free" right-turn operations* • *Eastbound: widen the eastbound approach to include a third left turn lane* • *Westbound: channelize the right-turn lane and add a merge lane on northbound Nelson Lane to allow "free" right-turn operations.* *The development agreement between the City and project applicants shall specify the timing of the construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *Additional mitigation to reduce impacts to Intersection #40 if widened:* ***Option 1:*** *The City shall monitor traffic conditions at the intersection of Nelson Lane/Mavis Road (#40). In addition to compliance with Mitigation Measures 3.15-3, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *a) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *b) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* ***Option 2:*** *The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*	Monitor conditions at Nelson Lane/Mavis Road intersection and construction improvements.	Full Specific Plan and Area A	Project applicant	Prior to service level reaching LOS D	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-4: Implementation of the proposed project would increase traffic levels at intersections under the County of Placer's jurisdiction.	***3.15-4:*** *The project applicants shall pay their fair share cost towards the following recommended improvements to restore vehicle traffic operations to an acceptable LOS at each intersection.* *a) Fiddyment Road / Athens Avenue (#16):* – *Widening of the northbound approach to include a right-turn pocket lane* – *Widening of the southbound approach to include a left-turn pocket lane* – *Signalization at the intersection with a protected southbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.* *b) Fiddyment Road / W. Sunset Boulevard (#18):* – *Widening of the northbound approach to include a left-turn pocket lane* – *Signalization at the intersection with a protected northbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.*	Pay fair share improvements for Fiddyment Road/Athens Avenue and Fiddyment Road/ West Sunset Boulevard intersections.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.	***3.15-6:*** *The project applicants shall pay their fair share cost towards the construction of a new interchange at SR 65 / Nelson Lane (#3), as supported by Lincoln General Plan Policy T-2.9. The timing of these payments is outlined in the development agreement. As described in Section 3.15.2, the City of Lincoln is in the process of updating its PFE fee program. This interchange is included in the City's updated PFE fee program. Therefore, the project applicants shall pay their fair share towards these improvements through the City of Lincoln's updated PFE fee program and ensure that they are constructed prior to the service level degrading to an unacceptable LOS F.* *To initiate the Caltrans project development process towards implementing the new interchange, the project applicant shall fund the preparation of a Project Study Report – Project Development Support (PSR-PDS) document for a new interchange at SR 65/Nelson Lane (#3) in coordination with the City of Lincoln and Caltrans. The Caltrans project development process will determine the ultimate configuration of the new interchange and ensure that the ultimate configuration provides acceptable operations (i.e., LOS) based on Caltrans standards. Through the Caltrans project development process, the following intersection control options may be considered in accordance with Caltrans' Intersection Control Evaluation (ICE) policy:* • *Unsignalized (side street stop controlled);* • *Roundabout – Single or multi-lane;* • *Diverging diamond interchange;* • *Signalized spread diamond;* • *Signalized single point urban interchange; or* • *Signalized partial cloverleaf.* *While the PSR-PDS process would determine the ultimate configuration of the interchange, the City and project applicant assumed a six-lane signalized partial cloverleaf interchange for this analysis based on the available footprint and the planned circulation network identified in the Village 5 Specific Plan. Since the six-lane partial cloverleaf provides the greatest capacity and has the largest footprint of the options listed above, it was determined that this configuration would verify whether an interchange would adequately mitigate the project's impact on traffic operations (i.e., if a six-lane partial cloverleaf does not meet LOS standards, additional mitigation may be necessary). Analysis presented in Table 3.15-23 shows that the six-lane signalized partial cloverleaf interchange provides acceptable operations with the following lane configurations at the interchange ramp terminal intersections:*	Pay fair share improvements for SR 65/ Nelson Lane interchange.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *SR 65 Northbound Ramps / Nelson Lane intersection:* *i. Northbound SR 65 off-ramp: one left-turn lane, one shared left-right turn lane, and one right turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 loop on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 slip on-ramp* • *SR 65 Southbound Ramps / Nelson Lane intersection:* *i. Southbound SR 65 off-ramp: one left-turn lane and one right-turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 slip on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 loop on-ramp*					
3.15-13: The proposed project could result in temporary impacts to transportation and traffic when construction activity occurs within the Village 5 Specific Plan site.	***3.15-13:*** *Prior to the beginning of construction for each project phase, project applicants shall prepare a detailed Construction Traffic Management Plan subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers. The Traffic Management Plan shall ensure that acceptable operating conditions are maintained on local roadways and freeway facilities. At a minimum, the plan shall include:* • *The number of truck trips, time, and day of street closures* • *Time of day of arrival and departure of trucks* • *Provision of a truck circulation pattern* • *Identification of detour routes and signing plan for street closures, if necessary* • *Maintain safe and efficient access routes for emergency vehicles* • *Manual traffic control when necessary* • *Proper advance warning and posted signage concerning street closures* • *Provisions for pedestrian and bicycle safety* *A copy of the Construction Traffic Management Plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.*	Prepare a detailed Construction Traffic Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	Caltrans, City of Lincoln Public Works Department
3.15-14: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under cumulative no project conditions.	***3.15-14:*** *Intersections 12, 14, 26, 32 and 33 have been incorporated into the City's update PFE program for transportation. As a result, the project applicants may mitigate by either paying their fair share cost towards the following improvements, or in the alternative to paying fees, the City may require project applicant(s) to construct the improvements identified in below. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants:* *In the alternative to paying fees, the project applicant(s) shall construct the following improvements to restore operations to an acceptable level at each intersection.* *a) Joiner Parkway / Nicolaus Road (#12):* – *Restripe the northbound shared through-left turn lane to be a dedicated left-turn lane* – *Restripe the southbound shared through-left turn lane to be a dedicated through lane* – *Re-time the signal to provide protected northbound and southbound left-turn phasing.* *b) Old Nelson Lane / Moore Road (#14):* – *Widen Moore Road to provide an eastbound left-turn pocket and a two-way left-turn lane to allow two-stage gap acceptance for southbound left-turn movements.*	Pay fair share fees or construct necessary improvements for Intersections 12, 14, 26, 32, and 33.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

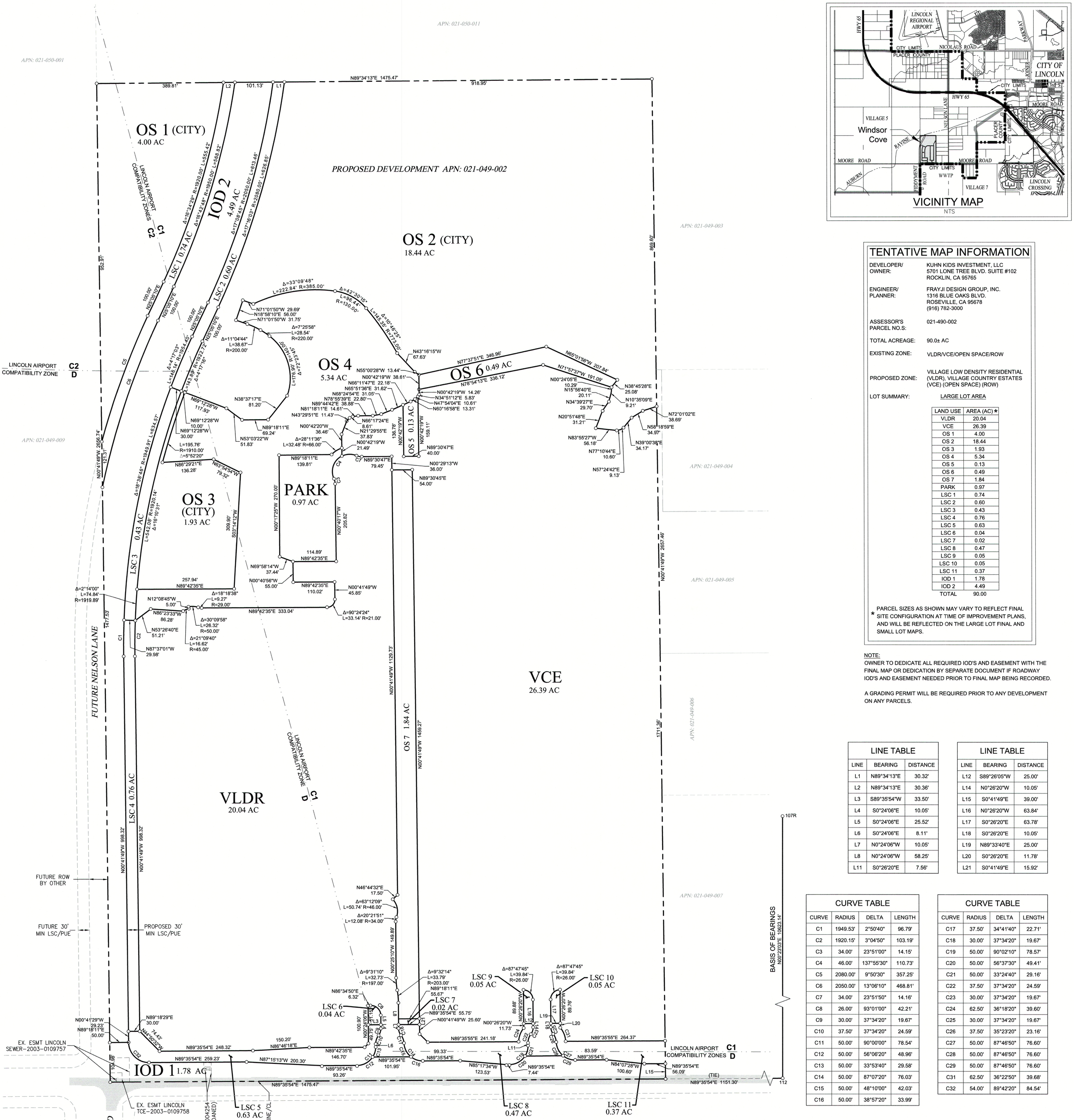
Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	c) Joiner Parkway / Ferrari Ranch Road (#26): – *Widen the northbound Joiner Parkway approach to include a third left-turn lane* – *To provide space to receive the third northbound left-turn lane on westbound Ferrari Ranch Road, remove the channelized free right-turn lane from southbound Joiner Parkway* *d) Lakeside Drive / Nicolaus Road (#32):* – *Signalize the intersection when signal warrants are met, as stated in Mitigation 3.15-1(f). Signalizing this intersection was identified in the previous City of Lincoln PFE fee program for Transportation and is included in the updated PFE.* *e) Teal Hollow Drive / Nicolaus Road (#33):* – *Signalize the intersection when signal warrants are met.* *Additional mitigation to reduce impacts to intersection #26 if widened:* ***Option 1:*** *The City shall monitor traffic conditions at the intersection of Joiner Parkway/Ferrari Ranch Road (#26). In addition to compliance with Mitigation Measures 3.15-14, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *f) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *g) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* **Option 2:** *f) The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*					
3.15-15: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an unacceptable LOS under cumulative no project conditions.	***3.15-15:*** *a) For the cumulative impacts to Airport Road / Nicolaus Road (#11), the project applicant shall implement Mitigation Measure 3.15-1(b) and (g).*	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).
	b) For the cumulative impacts to Fiddyment Road / Moore Road (#15), the project applicant shall implement Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).
	c) For the cumulative impacts to Dowd Road / Moore Road (#22), the project applicant shall implement Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).
	d) For the cumulative impacts to Caledon Circle / Ferrari Ranch Road (#25), the project applicant shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program: – *Provide an overlap phase on the northbound right-turn movement.*	Pay fair share cost towards Intersection 25.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-16: Implementation of the proposed project would contribute to cumulative traffic levels at future City of Lincoln intersections in Village 5.	***3.15-16:*** *The City shall monitor traffic conditions at the future Dowd Road / Mavis Road (#37) and Nelson Lane / Mavis Road (#40) intersections, and shall cause the following improvements to be constructed prior to the service level degrading to LOS D, subject to reimbursement to the constructing entity by those benefitting from the improvements:* *a) Dowd Road / Mavis Road (#37):* – *To reduce the average vehicle delay, the following improvements are necessary to provide LOS C operations at Dowd Road / Mavis Road:* *i. Provide two southbound left-turn lanes* *ii. Channelize the westbound right-turn lane and provide a receiving merge lane on northbound Dowd Road to allow free right-turn movements*	Monitor traffic conditions at Intersections 37 and 40, and subsequently cause improvements to be constructed.	Full Specific Plan and Area A	City of Lincoln Community Development Department	Prior to LOS D at Intersections 37 and 40	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	b) Nelson Lane / Mavis Road (#40): – *Implement Mitigation Measure 3.15-3.*	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.
3.15-17: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the County of Placer's jurisdiction	***3.15-17:*** *a) For the intersection at Fiddyment Road / Athens Avenue (#16) and Fiddyment Road/ W. Sunset Boulevard (#18), the project applicants shall implement Mitigation Measure 3.15-4 and widening of Fiddyment Road consistent with Mitigation Measure 3.15-20.*	Implement Mitigation Measure 3.15-4 for Intersection #16.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.
	b) For the intersection at Fiddyment Road / E. Catlett Road (#17), the project applicant shall pay their fair share costs towards the following improvements: – *Widening the northbound and southbound approaches to include two through lanes; this is consistent with Mitigation Measure 3.15-20(a).* – *Adding a northbound left-turn pocket.* – *Signalizing the intersection with protected northbound left-turn phasing* – *Widening the eastbound approach to include a left-turn pocket and right-turn lane. Provide an overlap phase for the eastbound right-turn movement.*	Pay fair share costs towards required improvements for Intersection #17.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-18: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Roseville's jurisdiction.	***3.15-18:*** *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each of the following intersections:* *a) Fiddyment Road / Blue Oaks Boulevard (#19):* – *An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.* *b) Fiddyment Road / Baseline Road (#21):* – *An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.*	Pay fair share costs towards recommended improvements for Intersections #19 and 21.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-19: Implementation of the proposed project would contribute to cumulative traffic levels at intersections maintained by Caltrans.	***3.15-19:*** *a) For SR 65 / Nelson Lane (#3a and #3b), implement Mitigation Measure 3.15-6.*	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.
	b) For SR 65 Southbound Ramps / Ferrari Ranch Road (#4): *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps/ Ferrari Ranch Road. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* – *Widening the eastbound approach to include a dedicated right-turn lane; channelize the eastbound right-turn movement onto the southbound on-ramp to allow free right-turn movements.*	Pay fair share costs towards recommended improvements for Intersection #4.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
	c) SR 65 Southbound Ramps / Twelve Bridges Drive (#9): *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps / Twelve Bridges Drive. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* – *Restriping the northbound off-ramp converting the existing shared through-right turn lane to a shared through-left turn lane*	Pay fair share costs towards recommended improvements for Intersection #9.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-20: Implementation of the proposed project would contribute to cumulative traffic levels on study roadway segments in Placer County.	***3.15-20:*** *The project applicants shall pay their fair share cost to the City for the following recommended improvements to restore vehicle traffic operations to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each roadway segment.* *a) Widening Fiddyment Road from Athens Avenue to Moore Road from a two-lane undivided arterial to a four-lane divided arterial.* *b) Widening Fiddyment Road from Roseville City Limits to Athens Avenue from a two-lane undivided arterial to a four-lane divided arterial.* *c) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.*	Pay fair share costs towards recommended improvements for widening at: -Fiddyment Road from Athens Avenue to Moore Road - Athens Road from Fiddyment Road to Foothills Boulevard	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-22: Implementation of the proposed project would contribute to cumulative traffic levels on study freeway facilities maintained by Caltrans as well as roadways in the City of Rocklin.	***3.15-22:*** *The project applicants shall pay their fair share of improvements for impacts to SR 65. The fair share payment shall consist of the appropriate SPRTA Fees to help fund improvements to SR 65. A number of different improvements may be considered by Caltrans and the City of Lincoln to restore operations to acceptable levels at the impacted locations. Improvements to SR 65 could take the form of auxiliary lanes between interchanges, an additional general purpose or High Occupancy Vehicle (HOV) lane in each direction of SR 65, ramp metering, additional deceleration/acceleration areas at affected ramps, increased parallel street capacity, Intelligent Transportation System (ITS) solutions, and other options. This mitigation measure would require the project applicant(s) to pay their fair share of future improvements to SR 65. SPRTA funding for the SR 65 widening project is currently estimated to be $67 million of the estimated total cost of $95 million for the project.*	Pay fair share costs to fund SPRTA Fees, in order to help fund improvements to SR 65.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.16 Utilities and Infrastructure						
3.16-2: Implementation of the proposed project would result in an increased demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	***3.16-2:*** *Prior to the approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first, the City shall ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational:* *a) The Ophir Water Treatment Plant is completed and operational at 10 mgd.* *b) The Village 7 18-inch transmission main is installed and connected to a third POC provided in the Plan Area.*	Ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational for Ophir Water Treatment Plant and the Village 7 18-inch transmission main connection to the Village 5 Plan Area.	Full Specific Plan	Project applicant	Prior to approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first	City of Lincoln Public Works Department
3.16-7: The proposed project would contribute to cumulative increases in demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	***3.16-7:*** *Implement Mitigation Measure 3.16-2(a).*	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).



TENTATIVE MAP INFORMATION

DEVELOPER/ OWNER:	KUHN KIDS INVESTMENT, LLC 5701 LONE TREE BLVD. SUITE #102 ROCKLIN, CA 95765
ENGINEER/ PLANNER:	FRAYJI DESIGN GROUP, INC. 1316 BLUE OAKS BLVD. ROSEVILLE, CA 95678 (916) 782-3000
ASSESSOR'S PARCEL NO.S:	021-490-002
TOTAL ACREAGE:	90.0± AC
EXISTING ZONE:	VLDR/VCE/OPEN SPACE/ROW
PROPOSED ZONE:	VILLAGE LOW DENSITY RESIDENTIAL (VLDR), VILLAGE COUNTRY ESTATES (VCE) (OPEN SPACE) (ROW)
LOT SUMMARY:	LARGE LOT AREA

LAND USE	AREA (AC) *
VLDR	20.04
VCE	26.39
OS 1	4.00
OS 2	18.44
OS 3	1.93
OS 4	5.34
OS 5	0.13
OS 6	0.49
OS 7	1.84
PARK	0.97
LSC 1	0.74
LSC 2	0.60
LSC 3	0.43
LSC 4	0.76
LSC 5	0.63
LSC 6	0.04
LSC 7	0.02
LSC 8	0.47
LSC 9	0.05
LSC 10	0.05
LSC 11	0.37
IOD 1	1.78
IOD 2	4.49
TOTAL	90.00

* PARCEL SIZES AS SHOWN MAY VARY TO REFLECT FINAL SITE CONFIGURATION AT TIME OF IMPROVEMENT PLANS, AND WILL BE REFLECTED ON THE LARGE LOT FINAL AND SMALL LOT MAPS.

NOTE:
OWNER TO DEDICATE ALL REQUIRED IOD'S AND EASEMENT WITH THE FINAL MAP OR DEDICATION BY SEPARATE DOCUMENT IF ROADWAY IOD'S AND EASEMENT NEEDED PRIOR TO FINAL MAP BEING RECORDED.

A GRADING PERMIT WILL BE REQUIRED PRIOR TO ANY DEVELOPMENT ON ANY PARCELS.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N89°34'13"E	30.32'
L2	N89°34'13"E	30.36'
L3	S89°35'54"W	33.50'
L4	S0°24'06"E	10.05'
L5	S0°24'06"E	25.52'
L6	S0°24'06"E	8.11'
L7	N0°24'06"W	10.05'
L8	N0°24'06"W	58.25'
L11	S0°26'20"E	7.56'

LINE TABLE		
LINE	BEARING	DISTANCE
L12	S89°26'05"W	25.00'
L14	N0°26'20"W	10.05'
L15	S0°41'49"E	39.00'
L16	N0°26'20"W	63.84'
L17	S0°26'20"E	63.78'
L18	S0°26'20"E	10.05'
L19	N89°33'40"E	25.00'
L20	S0°26'20"E	11.78'
L21	S0°41'49"E	15.92'

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	1949.53'	2°50'40"	96.79'
C2	1920.15'	3°04'50"	103.19'
C3	34.00'	23°51'00"	14.15'
C4	46.00'	137°55'30"	110.73'
C5	2080.00'	9°50'30"	357.25'
C6	2050.00'	13°06'10"	468.81'
C7	34.00'	23°51'50"	14.16'
C8	26.00'	93°01'00"	42.21'
C9	30.00'	37°34'20"	19.67'
C10	37.50'	37°34'20"	24.59'
C11	50.00'	90°00'00"	78.54'
C12	50.00'	56°06'20"	48.96'
C13	50.00'	33°53'40"	29.58'
C14	50.00'	87°07'20"	76.03'
C15	50.00'	48°10'00"	42.03'
C16	50.00'	38°57'20"	33.99'

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C17	37.50'	34°41'40"	22.71'
C18	30.00'	37°34'20"	19.67'
C19	50.00'	90°02'10"	78.57'
C20	50.00'	56°37'30"	49.41'
C21	50.00'	33°24'40"	29.16'
C22	37.50'	37°34'20"	24.59'
C23	30.00'	37°34'20"	19.67'
C24	62.50'	36°18'20"	39.60'
C25	30.00'	37°34'20"	19.67'
C26	37.50'	35°23'20"	23.16'
C27	50.00'	87°46'50"	76.60'
C28	50.00'	87°46'50"	76.60'
C29	50.00'	87°46'50"	76.60'
C31	62.50'	36°22'50"	39.68'
C32	54.00'	89°42'20"	84.54'

SURVEYOR'S STATEMENT:

THE BOUNDARY SHOWN HEREON IS BASED ON THE LEGAL DESCRIPTION AS DESCRIBED IN THE PRELIMINARY REPORT NUMBER P-652474 BY PLACER TITLE COMPANY DATED DECEMBER 11, 2024. ALL EASEMENTS SHOWN IN THE REPORT ARE SHOWN HEREON OR IF AN EASEMENT IS NOT PLOTABLE OR BLANKET, A NOTE TO THAT AFFECT IS SHOWN HEREON. ANY PUBLIC EASEMENTS TO BE ABANDONED ARE SHOWN AS "TO BE ABANDONED WITH THE FINAL MAP".

PROFESSIONAL LAND SURVEYOR MICHAEL S. COSTA LS 6600 STATE OF CALIFORNIA

FRAYJI DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING

Cover Sheet
Large Lot Tentative Map
Windsor Cove

City of Lincoln, California June 1, 2026

N W E S

0 100' 200' 300'

SCALE 1"=100'

SHEET 1 OF 1

I:\Drafting\21200-Moore_Road\Tentative Map\21200_Large Lot Subdivision Map.dwg, 06/02/26 11:56:05am, Amehammed TM-SHT 1 OF 1

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE SMALL LOT TENTATIVE SUBDIVISION MAP FOR THE WINDSOR COVE PROJECT (ASSESSOR'S PARCEL NUMBER 021-490-002-000) (APPLICANT: RON SMITH / PROPERTY OWNER: KUHN KIDS INVESTMENT LLC)

WHEREAS, Title 17, Chapter 17.04 et seq of the Lincoln Municipal Code provides for the review and recommendations of the City's Planning Commission on all Tentative Maps; and

WHEREAS, and notices describing the proposed Small Lot Tentative Subdivision Map for the Windsor Cove Project were sent to neighboring property owners pursuant to the Lincoln Municipal Code Section 17.16.150 and notice of the hearing was published in accordance with Section 6061 of the Government Code in at least one newspaper of general circulation within the City of Lincoln at least ten calendar days before the Planning Commission's public hearing; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City of Lincoln, notice is hereby given that the City of Lincoln located at 600 Sixth Street, Lincoln, California has determined that the project is exempt under CEQA Section 15182 (Projects Pursuant to a Specific Plan) for which an Environmental Impact Report (EIR) has been certified. The proposed project qualifies for this exemption as it is consistent with the certified Village 5 Specific Plan EIR (State Clearinghouse No. 2014052071) and applicable mitigation measures of the Mitigation Monitoring Reporting Plan. Therefore, no further environmental analysis is required; and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the Small Lot Tentative Subdivision Map for the Windsor Cove Project (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

Section 1. This Resolution incorporates, and by this reference makes a part hereof, that certain Windsor Cove Small Lot Tentative Subdivision Map, substantially in the form on file with the Community Development Director, relative to the proposed development of the Windsor Cove Project on certain real property consisting of 90 acres located in Village 5 (APN 021-490-002-000), and which is part of the Village 5 Specific Plan area and within the incorporated area of the City of Lincoln.

Section 2. Large Lot Tentative Subdivision Map Findings. Pursuant to Section 66474 of the Subdivision Map Act, the Planning Commission hereby finds and determines as follows:

A. The Small Lot Tentative Subdivision Map for the Windsor Cove Residential Subdivision is consistent with the Lincoln General Plan and the Village 5 Specific Plan because the Small Lot Tentative Subdivision Map provides for the subdivision of the plan area in preparation of development in accordance with the General Plan land use designations. Consistent with the General Plan Land Use Element and the Village 5

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Specific Plan, the specific large lots are identified for Village Rural Residential (VRR) and Village Low Density Residential (VLDR) development that will help meet the City's housing needs for projected future growth. This planned development will be supported by adequate public services and utilities.

B. The design or improvement of the proposed subdivision of the Windsor Cove Project is consistent with the Lincoln General Plan and Village 5 Specific Plan because adequate infrastructure and services will be extended to the property and available to serve the demand for services generated by the residential development, including water, sanitary sewer, storm drain facilities, dry utilities and roadways. The Developer will work with the Police Department to ensure adequate security measures are incorporated into the Project. The Developer will install fire protection measures and emergency access in accordance with the City's standards.

C. The site is physically suitable for the types of development proposed for the Windsor Cove Project because the proposed lot configuration is designed to avoid sensitive vegetation and wildlife resources. An erosion control plan, a complete drainage system plan, and a water quality control plan shall be prepared and incorporate National Pollutant Discharge Elimination System ("NPDES") requirements to protect water quality. The proposed subdivision will include adequately sized and properly aligned culverts at all drainage crossings in accordance with City standards to prevent blockage of high flows and associated erosion. Each phase of project construction will address 100-year and 200-year flood conditions as appropriate. With respect to sensitive vegetation and wildlife resources, extensive open space and habitat areas are included in the Project and will be preserved and maintained to avoid or mitigate impacts to such resources.

D. The site is physically suitable for the proposed density of development as discussed in Finding c. above.

E. Pursuant to the requirements of the Central Valley Flood Protection Act of 2008, the Planning Commission finds that the property is located within a watershed with a contributing area of 10 or fewer square miles, as determined by the City.

F. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat because potential Windsor Cove Project impacts related to the environment will be mitigated to less-than-significant levels, where feasible, in addition to other specific measures set forth above in Finding c.

G. The design of the subdivision or type of improvements is not likely to cause serious public health problems since water, sewer, police, fire and solid waste services will be adequately provided to the development.

H. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use

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of, property within the proposed subdivision. Adequate open space is located immediately adjacent to the residential development and will be accessible to the public.

I. The Windsor Cove Project area is not subject to a contract entered into pursuant to the California Land Conservation Act of 1965.

Section 3. The Small Lot Tentative Subdivision Map for the Windsor Cove Project is subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference. These conditions support the findings made by this Planning Commission set forth herein.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends approval of the Small Lot Tentative Subdivision Map for the Windsor Cove Project, attached hereto as Exhibit B, substantially in the form on file with the Community Development Department.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Small Lot Tentative Subdivision Map Draft Conditions of Approval
B. Village 5 Mitigation Monitoring Plan
C. Windsor Cove Small Lot Tentative Subdivision Map (Sheets 1 through 4), dated June 1, 2026

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The **Windsor Cove** Small Lot Tentative Subdivision Map (approx. 90 Acres) is located within Village 5 Specific Plan Area, north east of the intersection of Fiddyment Road and Moore Road within the City of Lincoln, Assessor's Parcel Number 021-490-002, is approved subject to the following conditions of approval:

* (Single Asterisk) located in front of the Condition is a Modified Standard Condition
** (Double Asterisk) located in front indicates a New Condition Specific to the **Windsor Cove** Tentative Subdivision Map

Condition	Timing	Responsible Party	Status
GENERAL CONDITIONS			
1. All development within the **Windsor Cove** subdivision is subject to compliance with Mitigation Measures contained within Village 5 Specific Plan EIR and Final Supplemental EIR (State Clearinghouse No. 2014052071).	General Condition	Community Development	
2. The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	General Condition	Community Development	
3. The Applicant shall pay the City's actual costs of providing entitlement processing Plan review, Final Map review, GIS, administrative fee, and inspection services. This may be a combination of staff costs and direct billing for contract professional services.	General Condition	Community Development and City Engineer	

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	Condition	Timing	Responsible Party	Status
4.	The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln, as per requirements of the approved Village 5 Specific Plan, and the Infrastructure & Public Facilities Financing Plan, which incorporates changes associated with this tentative map for the Applicant. Such Development Agreement shall be executed **prior** to City Council approval of any Final Map and may establish obligations to be completed prior to approval of any Final Map.	General Condition/ prior to Final Map approval	City of Lincoln	
5.	All improvements required for the **Windsor Cove** Tentative Subdivision Map shall be designed and constructed to conform to the City of Lincoln Municipal Code, Section 17, Design Criteria and Procedures Manual and Public Facilities Improvement Standards or as modified by these Conditions of Approval, or as approved by the City Engineer and/or Community Development Director.	Improvement Plans/Final Map	Development Engineering and City Engineer	
6.	*Design and construction or bonding of frontage improvements as per approved Subdivision Tentative Map are required prior to approval of the **Windsor Cove** Final Subdivision Map.	Prior to Final Map Approval	Development Engineering and City Engineer	
7.	**This subdivision includes private streets which are proposed to be gated off of Moore Road (Future Ferrari Ranch Road). The private streets shall be owned and maintained by a Home Owners' Association, including maintenance of curb, gutter, sidewalk, pavement, street lighting, storm drainage, open space parcels with stormwater quality facilities, parks (if not open to the public), landscaping, fences and walls. Within the private streets, the sewer and water mains shall be owned and maintained by the City of Lincoln. Public trails shall be maintained by the City of Lincoln. Along the project frontage, Moore Road shall be widened and repaired to be designated as a future arterial street.	General Condition	Community Development and Engineering	

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Condition	Timing	Responsible Party	Status
8. As set forth in the City's Public Facilities Element Fee (PFE program), the project is subject to Infrastructure and Capital Facility Impact Fees categories including but not limited to, Wastewater Fee; Reclaimed or Raw Water Fee; Drainage Fee; Water Fee; Transportation Fee; and Community Services Fees which includes Parks, City Administration, Fire, Police, Solid Waste, and Library. Project will not be subject to park fees if project park construction satisfies Village 5 park requirement.	General Condition	Support Services	
9. * The **Windsor Cove** Tentative Subdivision Map shall be subject to those provisions set forth in the approved Village 5 Specific Plan & Infrastructure Financing Plan (adopted by Resolution No.2017-260, dated December 12, 2017, any subsequent amendments and General Development Plan for the Village 5 Plan Area (adopted by Ordinance No. 960B and as may be subsequently amended.	General Condition	Community Development	
10. *The conditions of approval for the Small Lot Tentative Map and exhibit Maps dated May 12, 2026 supersede any and all conflicting notations and information which may be shown on said Maps.	General Condition	Community Development	
11. The Small Lot Tentative Subdivision Map approval is valid for four (4) years from the date of City Council approval, unless an extension of time is subsequently approved per Government Code Section 66452.6(e), or extended by the terms of a Development Agreement.	General Condition	City of Lincoln	
12. * All improvements and construction within the project shall be consistent with the latest Village 5 Specific Plan Amendment, General Development Plan Amendment, Development Agreement, and this Tentative Subdivision Map. The Tentative Map is the final approval that controls if they are any conflicting designs.	General Condition	Community Development and City Engineer	
13. *One or more residential small lot final map may be filed. Phasing of the final maps will be subject to the review and approval of the City Engineer.	General Condition	Community Development and City Engineer	

Condition	Timing	Responsible Party	Status
14. ** All infrastructure phasing must be to the satisfaction of the City Engineer. a. If not already constructed by others, the initial phase of development must include the design and construction of the onsite & offsite backbone water system with 2 points of connection to the proposed residential development to the main line in Moore Road, such that no more than 20 lots will be without water if a single water valve is closed. The dedication of the easements, securities, and improvement agreements for this infrastructure are required prior to the first final map. A three-way valve package will be required at the well connection. b. If not already constructed by others, the initial phase of development must design and construct all necessary sewer backbone infrastructure required to serve the development as per approved tentative subdivision map and consistent with the approved Village 5 Specific Plan. Development shall be eligible for reimbursement of the portion of backbone infrastructure being upsized for the benefit of future users consistent with the adopted Village 5 Infrastructure Finance Plan and the Citywide PFE policy. c. If not constructed by others, offsite sewer infrastructure (gravity or project lift station with force main alternative) shall be required to the satisfaction of the City engineer including all necessary road repairs required for the offsite sewer infrastructure.	a. Prior to approval of Final Map or prior to Building Permit. b. Prior to approval of Final Map c. Prior to improvement plan and/or small lot final map approval	Community Development and City Engineer Community Development and City Engineer Community Development and City Engineer	
DEVELOPMENT STUDIES/MITIGATION			

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Condition	Timing	Responsible Party	Status
15. * The design of on-site and backbone water system improvements shall comply with the approved Water Study to be funded by the Applicant consistent with the Backbone Water System of the adopted Village 5 Specific Plan, and Infrastructure and Public Facilities Financing Plan. Refer to infrastructure phasing requirements under COA#14.	Prior to Improvement Plan Approval	Development Engineering and City Engineer	
16. * The design of sanitary sewer system improvements shall be as per the **Windsor Cove** Sewer Study prepared by Frayji Design Group, dated Jan 5, 2026, and consistent with the approved Infrastructure and Public Facilities Financing Plan to ensure onsite and backbone sewer system is sized adequately to accommodate offsite sheds.	Initial Submittal of Improvement Plans	Development Engineering and City Engineer	
17. ** The design of the on-site storm drainage system improvements shall comply with the **Windsor Cove** Preliminary Drainage Report prepared by Frayji Design Group, dated Jan 5, 2026. In addition, the applicant shall update this drainage report to demonstrate no-rise in HGL prior to plan approval with no residential lots encroaching within the 100-yr regulatory flood plain. Prior to the approval of improvement plans, the applicant shall also demonstrate that the design of the on-site drainage system complies with Section 10 of the City Design Criteria and Procedures Manual, specifically Table 10-1, "Allowable Street Encroachments" and Section 10-2 for minimum pad elevations adjacent to designated floodplains and overland routing of flood flows.	Initial Submittal of Improvement Plans	Development Engineering and City Engineer	
18. The Applicant shall finalize the preliminary Storm Water Quality Plan with the 1st submittal of the improvement plans. This plan shall incorporate previous comments obtained during entitlement review to comply with the West Placer Storm Water Quality Design Manual, using updated SWQP templates, and the State MS4 permit or current State requirements. Compliance with the MS4 permit may result in the loss of lots.	Initial Submittal of Improvement Plans	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
19. The Applicant shall submit a soils report amendment, if required, prepared by a soil engineer for the development including the recreational facility and/or park site. The report shall identify any grading and/or foundation soil problems on the lots and recommend any necessary corrective action to be taken. The reports shall be submitted with the Grading Permit or Improvement Plans, whichever occurs first. The reports shall include sub-grade soil evaluation for roadway design and provide suggested structural road sections. The soils report shall provide soil characteristics and geologic information necessary for input into the SWQP templates if required by design criteria.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
20. For those improvements that affect regulated resources, the Applicant shall have secured all required Environmental and Mitigation Permits for improvements prior to City approval of Plans for the improvements affecting the regulated resources.	Prior to approval of offsite Improvement Plans that affect regulated resources.	Planning	
STORM WATER QUALITY/GRADING/DRAINAGE			
21. *The project with each phase shall include adequately sized and properly aligned culverts at all drainage-way crossings. Culvert sizes must meet the design requirements and be approved by the City Engineer. Design and construct temporary culverts over natural channels for any stream crossings used during the construction phase. Construction equipment and vehicles must not cross streams without a proper temporary culvert crossing, unless the wetland permit includes filling the streams without a culvert requirement.	Prior to approval of Improvement Plans and Final Map	City Engineer	

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Condition	Timing	Responsible Party	Status
22. In accordance with the City's most current standards, no disturbed surface or soil shall be left standing through a winter season without erosion control measures, such as re-vegetation of exposed slopes. Temporary erosion control measures (such as silt fences, staked straw bales, etc.) shall be employed at the base of disturbed slopes until re-vegetation is established.	Prior to approval of Improvement Plans	City Engineer	
23. Design and construct energy dissipaters where drainage outlets discharge on erodible soil or into natural drainage ways. Temporary dissipaters may be used for temporary storm runoff outlets during construction phases. Permanent dissipaters shall be included for permanent outlets, unless the Erosion Control Plan indicates that conditions render it unnecessary (subject to the approval of the City Engineer).	Prior to approval of Improvement Plans and Final Map	Development Engineering and City Engineer	
24. The Applicant shall submit a post construction Storm Water Quality Plan with the improvement plans. The project shall comply with the City Ordinance, California MS4 permit requirements or any other State mandated requirements, to the satisfaction of the City Engineer. Compliance with the MS4 permit may result in the loss of lots.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
25. The design, maintenance, inspection, and reporting of all storm water systems, devices, and treatment systems by the Applicant shall be in compliance with the State Water Resources Control Board Water Quality Order No. 2013-0001-DWQ National Pollutant Discharge Elimination System Permit Phase 2 Municipal General Permit No. CAS000004, Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems and any design guidance developed by the City.	Prior to approval of Improvement Plans and During Construction	Community Development and City Engineer	
26. The Applicant shall submit a SWPPP and post construction Erosion Control Plan for each phase of construction for City approval. The Plan shall include Best Management Practices (BMPs) to minimize and control the level of pollutants in storm water runoff released to off-site receiving waters. Specific techniques shall comply with adopted City Standards.	Prior to approval of Improvement Plans and During Construction	Community Development and City Engineer	

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Condition	Timing	Responsible Party	Status
27. a. The applicant shall provide maintenance of the storm water quality facilities (including but not limited to bioretention ponds). The maintenance shall include but not be limited to the discharge piping and appurtenances to the public storm drain system, protective metal fencing (if required), planting of the biomaterials, and grading. b. The storm water quality ponds shall be located on lots which shall be owned and maintained by the Home Owners' Association.	a. Prior to acceptance of Improvements b. Prior to Final Map Approval	Development Engineering and City Engineer	
28. The Applicant shall prepare a Water Quality Maintenance and Operation Plan for storm water quality & LID improvement facilities to be maintained by the Home Owner Association (HOA). The Water Quality Maintenance and Operation Plan shall contain, at a minimum but not limited to, a description of the constructed facilities, the design criteria, a description of the expected facility operation, a post construction Erosion Control Plan, a post construction Storm Water Quality Control Plan, and a description of maintenance activities required along with a schedule for each activity. The Water Quality Maintenance and Operation Plan shall also contain a description of sampling, testing, and reporting requirements. The Water Quality Maintenance and Operation Plan shall be subject to approval by the Public Services Department.	Prior to Acceptance of Improvements	Development Engineering, City Engineer, and Public Services	
29. Subject to permits issued by the Placer County Environmental Health Department, locate and properly abandon all septic systems and wells. Prior to abandoning any existing agricultural wells, the Applicant shall use water from the agricultural wells for grading and construction of the project or its phases.	Prior to Acceptance of Improvements or as determined on Improvement Plans	City Engineer	

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Condition	Timing	Responsible Party	Status
30. The Applicant shall submit Blasting Plans (if required) for review and approval by the City Engineer prior to commencing any on-site blasting activities. At a minimum, the Blasting Plan is to include a description of the work to be accomplished, a statement of the necessity to accomplish the work, a description of alternatives to blasting considered but rejected, a description of steps taken to avoid hard rock areas, safety measures to be implemented. The Blasting Plan is to coordinate blasting activities with the Police, Community Development Department, and Fire Departments and specify the time and duration proposed for the activity. The Applicant shall provide 72 hours notification to the above Departments of any scheduled blasting.	Prior to any blasting activities	Community Development, City Engineer, Police, Fire	
31. The Applicant shall provide a grading and erosion control security deposit in accordance with the City of Lincoln Design Criteria and Procedures Manual.	Prior to the issuance of the Grading Permit.	City Engineer	
32. Flagging, fencing, signage, and other devices shall be installed prior to grading on-site. Fence locations shall be to the approval of the City Engineer and shall require inspection prior to start of grading. Fencing should not be removed unless written approval is obtained from the City Engineer.	Prior to Grading	City Engineer	
33. Trees removed during site grading and construction shall be disposed of by means other than landfill or burning.	Prior to Grading	City Engineer	
34. Trees not scheduled for removal adjacent to construction areas shall be temporarily fenced around their drip lines to prevent inadvertent damage during construction activity.	Prior to Grading	City Engineer	
FLOODPLAIN/WETLANDS			

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Condition	Timing	Responsible Party	Status
35. ** The applicant shall update the preliminary drainage report to demonstrate no-rise in HGL prior to plan approval with no residential lots encroaching within the 100-yr regulatory flood plain. All future grading shown on the tentative map, including proposed pad elevations, shall be subject to further review and approval by the City Engineer and Community Development Department in accordance with applicable City and FEMA requirements.	Prior to approval of Improvement Plans & Final Map	Development Engineering and City Engineer	
TRANSPORTATION/STREET IMPROVEMENTS			
36. *The configuration, location and timing of street improvements shall be as set forth in the approved tentative map, consistent with the **Windsor Cove** Development Agreement, Village 5 Specific Plan and General Development Plan, and Village 5 Infrastructure and Public Facilities Financing Plan.	Prior to approval of Improvement Plans & Final Map	Development Engineering and City Engineer	
37. **Moore Road shall be reconstructed and widened to 4 lanes as shown on the approved small lot tentative subdivision map along the project frontage with appropriate lane transitions along the eastern project limits.	Prior to acceptance of improvements by the city engineer	Development Engineering and City Engineer	
38. Traffic striping, markings and signing shall be provided as required by the applicable City of Lincoln Design Criteria and Procedures Manual and Public Facilities Improvement Standards, as well as the California Manual of Uniform Traffic Control Devices, latest edition.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
39. The Applicant shall design ADA compliant ramps to allow movement of bicycles from sidewalks to on-street bike lanes where bike/trail routes merge with frontage sidewalks. (Village 5 Specific Plan requires shoulder and ditch – no sidewalk – along existing Wastewater Treatment Facility along Moore Road.)	Prior to approval of Improvement Plans & Final Map	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
40. Street names shall be reviewed and approved by the City. The applicant shall work with the City to determine appropriate names to be incorporated into street names as feasible.	Prior to approval of Improvement Plans & Final Map	Planning	
41. Applicant would provide an executed right of entry/construction easement from neighboring property owners prior to issuance of the grading permit along the eastern subdivision boundary if required.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
UTILITIES			
42. The Preliminary Utility Plan exhibits in the Tentative Map set showing pipe sizing and alignment for utilities are not approved for final design. The utility exhibits shall be updated by technical studies/reports and the Improvement Plans shall incorporate the findings of the technical studies, to the satisfaction of the City Engineer.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
43. **Applicant understands that the tentative map approval relies on downstream wet utility infrastructure being built by others as proposed on the approved tentative map, and this infrastructure will be required to be installed in order to serve Windsor Cove Subdivision consistent with the approved tentative map and to the satisfaction of the City Engineer.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
44. Upon completion of the fire flow modelling, if determined necessary by the City Engineer, the Applicant shall design and construct water sampling stations at locations approved by the City Engineer to allow for sampling of the water supply system, pursuant to the State of California and the City of Lincoln, if significant changes are to be proposed from the approved Tentative Map.	Prior to approval of Improvement Plans & Final Map	Development Engineering, City Engineer and Public Services	

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Condition	Timing	Responsible Party	Status
45. The Applicant shall pay for the cost of the City's consultant to perform water modeling to access the Fire Flows by including this Project water system into the City's water model.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
46. The Applicant shall comply with all provisions of the City's Cross Control and Backflow Prevention Ordinance.	Prior to approval of Improvement Plans & Final Map	Development Engineering and City Engineer	
47. The Applicant shall submit Joint Utility Trench Composite Plans for review by City Engineer.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
48. If/where applicable, subject to the **Windsor Cove** Small Lot Tentative Subdivision Map, sewer and water easements located in open space areas shall have an access road to valves and manholes approved by the Community Development Department and City Engineer, and constructed with a minimum easement width of 15-feet and providing an 8-foot wide pave section, acceptable to the City Engineer with 2-foot wide aggregate base shoulders.	Prior to Acceptance of Improvements	City Engineer	
FIRE			
49. The final design, layout and line capacity of water and hydrant systems will be subject to approval of the City Engineer in consultation with the Fire Chief prior to start of any phase of underground utility construction.	Prior to approval of Improvement Plans & Final Map	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
50. The final placement of fire hydrants shall be subject to the approval of the Fire Chief during the review of Improvement Plans and consistent with the most current improvement standards for the City.	Prior to approval of Improvement Plans & Final Map	Development Engineering, City Engineer and Fire Department	
51. Emergency access ways and pedestrian connections will be consistent with the locations provided in the approved Tentative Map. Any changes made shall be reviewed with Improvement Plans and be approved by the Fire Department, Community Development Department, and City Engineer.	Prior to approval of Improvement Plans & Final Map	Community Development, City Engineer and Fire Department	
52. ** The gates and controls to the gates at all entries/exits to the subdivision shall be designed in compliance with requirements of the City Fire Department. Gated communities to have “Click 2 Enter” and Opticom system programmed for fleet, police, fire channels.	Prior to approval of Improvement Plans & Final Map	Community Development, City Engineer and Fire Department	
PARKS AND TRAILS			

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Condition	Timing	Responsible Party	Status
53. The Applicant shall prepare Improvement Plans and construct the dedicated landscape corridors, trails, parks and other open space facilities, consistent with approved Windsor Cove Tentative Subdivision Map, Village 5 Specific Plan and the General Development Plan. Trail plans shall be approved with the Public Improvement Plans. Landscape and Park plans will be submitted prior to Improvement plan approval, and reviewed separately from Improvement Plans. The following specifications shall be applied to trails in the project: • Trails must be located as shown on the approved Tentative Map. • Provide a striped pedestrian crossing for the trail system when it crosses a public right-of-way. • Applicant shall install all required signage for the trail.	Prior to approval of Improvement Plans and final Map.	Community Development and City Engineer	
54. The Applicant shall design and construct open fencing along all open space, drainage corridors, and parkways consistent with the General Development Plan, constructed in accordance with Plans and specifications approved by the City Engineer or designed and constructed as identified in the Army Corps of Engineers approved Open Space Management Plan.	Prior to approval of Improvement Plans and Final Map.	Community Development and City Engineer	
LANDSCAPING			

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Condition	Timing	Responsible Party	Status
55. *As specified in the Village 5 Specific Plan and Infrastructure and Public Facilities Financing Plan, **Windsor Cove** Landscape Plans shall include drought tolerant, low maintenance re-vegetation and landscaping plans and specifications for landscaped corridors/landscaped medians, common parking lots, prepared by a registered landscape architect. The Plans shall to be the satisfaction of the Community Development Department, City Engineer and the Public Services Director. The Plans shall be consistent with the General Development Plan and should blend the project into its natural environment and reflect a design which is sensitive to water use, fire hazards, wildlife and view sheds. The Plans shall include but not be limited to: planting plans, species lists suited to Lincoln's climate and soil conditions, Irrigation Plans and water usage calculations consistent with AB 1881 regarding water conservation, backflow devices for potable water uses, stabilization measures for cut and fill slopes and soil preparation methods.	Prior to approval of Improvement Plans and Final Map	Community Development, City Engineer, and Public Services	
56. The Applicant shall be required to use the previously approved Master Tree List Planting Plan for the residential development setting front yard trees in accordance with the adopted General Development Plan for Village 5 Plan Area. The residential Landscape Plans shall be subject to review and approval of the Community Development Department	Prior to Final Map Approval	Community Development and City Engineer	
57. Any structure as part of the civil and landscape improvement plans shall be submitted with civil Improvement Plans for review.	Prior to approval of Improvement Plans	Community Development and City Engineer	

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Condition	Timing	Responsible Party	Status
58. **Installation of landscaping along New Nelson Lane may be deferred until the New Nelson roadway is constructed. Applicant shall submit a security instrument acceptable to the City attorney to include a provision of an annual cost escalation based on the Construction Cost Index (CCI) increase, to be held with the City until construction occurs. CCI increases will take effect annually on July 1st. (Sidewalk is part of the roadway improvements, by others.)	Prior to Final Map Approval	Community Development and City Engineer	
LIGHTING/DESIGN			
59. *A Street Lighting Plan shall be submitted to the City with Improvement Plans prior to construction of each project phase. All public street lights shall be LED and unmetered to the satisfaction of the City Engineer. Street light poles where located in public right-of-way and maintained by City, shall be concrete and/or to the satisfaction of the City Engineer All subdivision streetlights shall be privately owned and maintained by the Home Owners' Association, and built in accordance with the approved **Windsor Cove** improvement plans**,** consistent with the Village 5 GDP to the satisfaction of the City Engineer. The selection of the private onsite streetlights and design of the lighting system shall be reviewed and approved by the Community Development Department and City Engineer. Streetlights and similar fixtures shall be directed away from residences. Light pole spacing shall be per the approved deviation to standards on file. The street lighting foundation design shall be included with the Street Lighting Plan.	Prior to approval of Improvement Plans and Final Map	Development Engineering and City Engineer	
60. ** Applicant shall submit a photometric plan to demonstrate street lighting provided meets the City of Lincoln Lighting Standards for coverage (Lumens) for Moore Road frontage including all proposed public use areas within the project.	Prior to approval of Improvement	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
61. The Applicant shall review options with Community Development staff to minimize visual impacts and monotony in the design of any sound walls. If used, walls should be constructed of masonry and utilize graffiti resistant materials. Wall design and materials shall be subject City's approval and according to the design standards in the approved Village 5 Specific Plan and General Development Plan.	Prior to Improvement Plans and Final Map	Community Development	
IMPROVEMENT PLAN NOTES			
62. Dust control measures shall be established prior to construction of any phase of development pursuant to the requirements of the Mitigation Monitoring Plan. Additional dust control measures may be required by the City Engineer based upon site conditions. The following note shall be added to the Grading and/or Improvement Plans: "To minimize dust/grading impacts during construction, the Applicant shall: a. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day. b. Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks. c. Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities. d. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site. e. The City shall have the authority to stop all grading operations, if in opinion of City staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. f. The grading shall comply with the Mitigation Monitoring Program."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
63. A note shall be added to the Grading Plans that states: "Prior to the commencement of grading operations, the contractor shall identify the site where the deficit earthen material shall be borrowed. A report issued by a geotechnical engineer shall be submitted to verify that the imported materials are suitable for project fill. If the borrow site is within the City of Lincoln, the contractor shall show proof of all approved Grading Plans. Haul routes to be used shall be approved by the City Engineer."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
64. A note shall be added to the Improvement Plans: "Construction in the project shall take place between the hours of 7:00 A.M. to 5:00 P.M., Monday through Friday, unless written approval is granted by the Community Development Department for private property and the City Engineer for mass grading and public improvements, allowing work for different days or hours." "Radios and other musical equipment noise shall be played at levels consistent with the City of Lincoln standards so as to be contained on-site."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
65. A note shall be added to the Improvement Plans: "All contractors are required to deliver all construction related refuse collected in debris boxes to the Western Placer Waste Management Authority Material Recovery Facility. The City reserves the right to require that a franchise agreement be approved with any refuse handler at any time during the construction process."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	

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Condition	Timing	Responsible Party	Status
66. A note shall be added to the Improvement Plans: "Seventy-two (72) hour notification must be given to the City of Lincoln prior to disinfection of any water mains. The contractor shall coordinate with the City Construction Inspector to schedule with the Public Services Department at 434-2450 for disinfection and testing."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
67. A note shall be added to the Improvement Plans: "The Applicant shall submit Environmental surveys in compliance with the mitigation measures. The Applicant shall secure Community Development Department (Planning) approval that surveys are adequate and mitigation measures are incorporated into the Plan prior to start of any on-site construction."	Prior to approval of Improvement Plans	Community Development and City Engineer	
68. A note shall be added to the Improvement Plans: "The Applicant shall require their contractors to work with the Police Department in the development of security measures during construction to increase security of stored equipment and materials on-site and to minimize demands on police protection services during project construction."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
69. A note shall be added to the Improvement Plans: "All construction contractors shall provide a Spill Prevention and Counter Measure Plan describing measures to insure proper collection and disposal of all pollutants handled or produced on the project site during construction, including sanitary wastes, cement, and petroleum products. The Plan shall be submitted to the City's Fire Department and City Engineer prior to each phase of construction."	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
FINAL MAP			

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Condition	Timing	Responsible Party	Status
70. Prior to the approval of each Final Map, the Applicant shall enter into a standard City Subdivision Agreement with the City identifying the public improvements, if any, to be constructed with each phase. The Applicant shall provide security, in one of the standard forms acceptable to the City Attorney and consistent with the Subdivision Map Act guaranteeing construction of the improvements. If any public improvements required by the City pursuant to this subdivision or local ordinance have not been completed and accepted in accordance with conditional approval of the tentative map, the City, as a condition precedent to the approval of the final map, shall require the subdivider to enter into a mutually agreeable terms to complete the improvements in a manner authorized by Government Code Sections 66462(a) and 66499.5.	Prior to Final Map approval	Community Development, City Engineer	
71. Arrangements shall be made by the Applicant during the review of Final Maps by the City for the abandonment of all existing utility and temporary construction easements or excess right-of-way no longer required as well as arrangements for the dedication of new easements and/or rights-or-way required to carry out project conditions of approval. Separate document easements required by the City shall be prepared by a licensed land surveyor and submitted for review by the City Surveyor, Community Development Department and City Engineer.	Prior to Final Map approval	Community Development and City Engineer	
72. The Landowner shall convey all groundwater rights to the City of Lincoln with the recordation of any Final Maps.	Prior to Final Map approval	Community Development and City Engineer	
73. The Owner shall dedicate public utility easements for underground facilities of a size established by City Standards and Specifications and consistent with the City's franchise agreements as part of each Final Map.	Prior to Final Map approval	Community Development and City Engineer	

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Condition	Timing	Responsible Party	Status
74. The words "traffic control appurtenances" shall be included on the cover sheet of Final Map in the list of utilities allowed in public utility easements (PUE's) located along public roads.	Prior to Final Map approval	Development Engineering and City Engineer	
75. The Owner shall provide a funding mechanism for the annual maintenance and operation of public streets, street lights, parks, landscaping, open space, water quality features, storm drain facilities, detention and retention facilities, and traffic signals (except those facilities maintained by an HOA). This funding mechanism may consist of a Special Tax, Assessment District, or endowment, at the discretion of the City. If the project is within a current finance mechanism such as Benefit Assessment District No. 1, or CFD 2018-1; an expenditure/revenue analysis should be completed if the number of units or amount of public improvements to be maintained have changed since preliminary approval to ensure the project will cover the costs of the annual maintenance and operation of the public improvements. Compliance with this condition shall be to the satisfaction of the City Engineer. Annually the costs will be allocated proportionately against the individual lots in accordance with the benefits received. Annual adjustments shall be applied in accordance with the Consumer Price Index plus 3% as determined by the City to adjust the assessment for inflation as needed to meet any actual increased costs. Annexation into CFD 2018-1 could satisfy this condition.	Prior to Final Map approval	Community Development, Support Services and City Engineer	

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Condition	Timing	Responsible Party	Status
76. The Owner shall provide a funding mechanism for the additional demand on public safety and public library, etc. This funding may consist of annexation to CFD 2018-2 or other funding mechanism as is acceptable to the City. A fiscal impact analysis should be completed to ensure the project will cover the costs of the additional services needed. Compliance with this condition shall be to the satisfaction of the Finance Director, Community Development Director. Annually the costs will be allocated proportionately against the individual lots in accordance with the benefits received. Annual adjustments shall be applied in accordance with the Consumer Price Index plus 3% as determined by the City to adjust the assessment for inflation as needed to meet any actual increased costs.	Prior to Final Map approval	Community Development, Support Services and City Engineer	
77. The Applicant will participate in the City's Public Facilities Element (PFE) Fee program current at the time of issuance of each building permit	Issuance of Each Building Permit	Community Development	
78. The project is subject to the Village 5 Specific Plan Infrastructure and Finance Plan Area Fee, or the Interim Fee Agreement for the Village 5 Specific Plan Infrastructure Financing Plan, whichever is in affect at the time of first Final Map approval.	Prior to first Small-Lot Final Map approval	Planning & Development Engineering	
79. If required, the Applicant with the assistance of the Fire Department and Community Development Department shall develop a Wildland Fire Management Program. The Plan shall provide for the maintenance of undisturbed vegetation in open space areas located on the project site on an annual basis and be submitted to the City Police/Fire Department for approval prior to the recordation of any Final Small Lot Maps.	Prior to recordation of any Final Map approval	Planning, Fire	
80. The Applicant shall provide to the Engineering Department copies of the Final Maps for each phase after the City Engineer's approval but prior to City Council approval: • Two digital copies of the Final Map in DWG format compatible with the City's mapping and PDF • One plot or print of the submittal	Prior to Final Map approval	City Engineer	

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Condition	Timing	Responsible Party	Status
81. Prior to City approval of a final map, the Applicant shall file with the Placer County Clerk, a certificate from the Placer County Tax Collector's Office indicating that no liens against the subdivision or any part thereof exist for unpaid State, County, Municipal or local taxes or special assessments collected with taxes, except those not yet due and payable.	Prior to Final Map Approval by City Council	Development Engineering and City Engineer	
82. After recordation of the Final Map, the Applicant shall provide to the City Engineer one copy of the recorded Final Map.	Immediately after recordation of Final Map	Community Development and City Engineer	
83. Dedicate rights of ways and easements for public improvements, open space and parks lots shown on the Small Lot Final Map(s) and construct those improvements or enter into a public improvement/subdivision agreement with bonds, pursuant to Lincoln Design Criteria and Procedures Manual, to the satisfaction of the City Engineer.	Concurrent with filing the Small Lot Final Maps with the City Council.	Development Engineering and City Engineer	
84. **Dedications required for public street & highway purposes/landscape & public utility easements for New Nelson Lane frontage & Moore Road frontage shall be generally as per approved tentative maps. These dedications shall be required prior to/concurrent with the first final map acceptance. City will accept the IOD for public street & highway purposes, open space and Park purposes once backbone plans are designed and constructed prior to final map acceptance, to the satisfaction of the City Engineer.	Concurrent with filing the first Final Map(s) with the City Council	Development Engineering, City Engineer	
85. *The Development Agreement shall address the obligation of the Applicant to reimburse for facilities constructed by third parties which benefit the Applicant, if any.	Prior to Recordation of Final Map	Community Development & City Engineer	

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Condition	Timing	Responsible Party	Status
86. * All open space parcels with treatment basins and swales will be owned and maintained by the Home Owner's Association.	Prior to approval of each Final Map	Development Engineering, City Engineer	
87. ** A Home Owners' Association shall be formed which will own and maintain curb, gutter, private streets, sidewalk, pavement, street lighting, storm drainage, stormwater quality facilities, sewer lift station (if proposed), landscaping (including along Moore Road and New Nelson Lane project frontage), fences and, walls. City to maintain any dedicated open space lots. Applicant shall provide CC&Rs for City review and approval by the City prior to approval of the Final Map.	Prior to approval of the Final Map	Community Development & City Engineer	
PRIOR TO CONSTRUCTION			
88. The Applicant shall apply for and obtain an Encroachment Permit from the City Engineer prior to any work conducted within the existing or proposed public right-of-way.	Prior to beginning construction	City Engineer	
89. The Applicant, before performing construction activities within the project area and prior to each phase of development shall submit a construction schedule to the Fire Department to allow coordination of fire protection services during construction.	Prior to any construction activity	City Engineer and Fire Department	
90. The Applicant shall consult/notify with the service provider of Gas, telephone, CATV and Electrical System Design Departments at the earliest available opportunity concerning all applicable Development Plans, site improvements, and construction schedules. The project sponsors shall maintain contact with the service provider so that required facilities and easements will be developed in a coordinated manner.	Prior to construction	City Engineer	

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Condition	Timing	Responsible Party	Status
91. An on-site meeting with the Applicant, contractor, superintendent, engineers, and City representatives to review special procedures, limits of work, lines of authority and special conditions or procedures shall take place prior to any significant grading activity. The Applicant shall provide an organization chart displaying lines of authority and phone numbers for each individual shown in a supervisory capacity. The Applicant shall designate in writing before the start of work an authorized representative who will have authority to act on behalf of the project. Said representative should be available on the job site during all construction or accessible by phone. The representative shall also make any necessary arrangements with the City Engineer concerning extended or emergency work periods.	Prior to any construction	City Engineer	
92. All construction haul routes shall be approved by the City Engineer prior to commencement of any construction activity.	Prior to any construction	City Engineer	
93. The Applicant shall coordinate the placement of centralized mail delivery units, if required by the Post Office or provide verification that centralized mail delivery units will not be required by the Post Office. The placement of the units, if required by the Post Office, shall give consideration to concepts of defensible space, such as street lighting and visibility, ADA accessibility, as well as consumer convenience. The centralized mail delivery units shall not be located within any of the water quality LID areas identified on the Subdivision Map and/or Improvement Plans.	Prior to any construction	Community Development	
DURING CONSTRUCTION			
94. Consistent with the recommendations of a soils engineer and as approved by the City Engineer, grading should be scheduled to avoid seasonally high groundwater conditions in swale areas.	During Construction	City Engineer	

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Condition	Timing	Responsible Party	Status
95. For **Windsor Cove** project, the Applicant shall provide a specific geotechnical analysis to determine the suitability of excavated material (if proposed for use) as engineered fill, and trench backfilling, topsoil, or other types of reuse on-site such as landscaping fill in parks. If during construction the Applicant identifies any unique unforeseen soils conditions, the Applicant shall within 24-hours notify its geotechnical consultant to provide an analysis to the City Engineer for approval concerning any remediation action.	During Construction	City Engineer	
96. If during the course of development, it is determined by the Community Development Director that in order to maintain the construction schedule that a contract mitigation monitoring coordinator is needed, the Applicant will fund the full cost of mitigation monitoring related to the project.	During construction	Planning	
97. The Applicant/Contractor shall be responsible for the cleaning of all public streets impacted by **Windsor Cove** project construction. The manner and frequency of street cleaning shall be determined by the City Engineer based upon field conditions.	During construction	City Engineer	
98. For potable construction water, flows shall not exceed 500 gpm and 500,000 gallons per day subject to approval by the City. All flows shall be metered and monitored by the Applicant. The cost of potable construction water shall be at a rate established by the City. Any use of potable water for construction shall be subject to availability as determined by the City.	During construction	City Engineer	
99. The project shall provide for a system to inform all contractors and subcontractors and other affiliated parties conducting business within the City that a Business License must be obtained from the City. Prior to the preconstruction meeting, the Applicant shall submit to the City of Lincoln a list containing all parties doing business within the City as a result of the project. The City will check the list to ensure that each party has obtained the necessary Business License.	Prior to issuance of Building Permits and during construction	Building	

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Condition	Timing	Responsible Party	Status
100. The Applicant may place a temporary sales and/or construction building (trailer) on the project site during project construction, subject to approval of the Community Development Department. The Applicant shall submit information to the Community Development Department regarding the location and services available to the structure as well as elevations of the temporary facility. Use of the facility will be subject to the approval of the Community Development Department.	During construction	Building	
PRIOR TO ACCEPTANCE			
101. The Applicant shall be responsible for repairing street damage caused by construction equipment associated with the Windsor Cove project to the satisfaction of the City Engineer.	Prior to Acceptance of Improvements	City Engineer	
102. The Applicant, through his/her engineer or surveyor, shall set sufficient durable monuments to conform to the standards prescribed in Section 8771 of the Business and Professional Code of California, and street monuments in accordance with the City Design Criteria and Procedures manual.	Prior to Acceptance of Improvements	City Engineer	
103. The project shall be required to underground all existing overhead public utilities, if 21Kv or less, as per Municipal Code requirements.	Prior to Acceptance of Improvements	City Engineer	
104. The Applicant shall provide the City with a hard copy of the "As-Built Plans" including in AutoCAD format compatible with the City's mapping acceptable to the City Engineer.	Prior to Acceptance of Improvements	City Engineer	

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Condition	Timing	Responsible Party	Status
105. Existing and proposed public facilities and improvements damaged during the course of construction shall be repaired by the Applicant, at his expense, to the satisfaction of the City Engineer.	Prior to Notice of Completion and Acceptance of Improvements	City Engineer	
106. When improvements to public landscape corridors, median islands, and trails are completed to the satisfaction of the City Engineer and Public Services Department, the improved property shall be conveyed by a grant deed to the City, for on-going maintenance, operation, repair and replacement. The Applicant shall be responsible to pay the direct cost associated with the performance of this work. If dedicated to the City, the Applicant shall be responsible for payment of costs until such time as the City begins collecting funds for this work or the cost of doing this work is incorporated into a financing mechanism to fund the costs of this work. City shall accept the IOD in place upon completion of the work.	Prior to the Acceptance of Improvements	City Engineer and Public Services	
107. The contractor shall be responsible for the televising of all sewer collection and conveyance facilities. A 72-hour notification, both written and verbal, shall be given to the City Engineer prior to the televising of the sewer system. If not properly notified the City may elect to require a re-testing of the subject system.	Prior to Notice of Completion	City Engineer	
PRIOR TO BUILDING PERMIT			
108. Finished exterior grades shall be sloped away from foundations to provide removal of surface water runoff away from structures. All building pads shall be provided with drainage away from foundations and to a properly controlled discharge system. No surface runoff should be allowed to flow from the pad over an unprotected slope. Terraced lots should avoid uncontrolled discharge of surface water runoff onto adjoining lots.	Prior to approval of Plot Plans	Building, Development Engineering	

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Condition	Timing	Responsible Party	Status
109. Fire hydrants or other acceptable alternative approved by the City, providing service for construction sites shall be operational prior to combustible vertical building construction beginning.	Prior to issuance of Building Permits	Building	
110. All private exterior lighting is to be uniform or complimentary throughout the project. Private exterior lighting to be provided for all access driveways, parking areas and walkways so as to facilitate protection of private property and safe pedestrian movement within the project site. Such lighting shall be accomplished in such a manner as not to illuminate adjacent properties or street which may be objectionable or hazardous. Detailed Construction Plans depicting the location and type of all lighting fixtures to be submitted and approved by the Building, Planning, and Police Department as part of the Construction Plans.	Prior to issuance of Building Permit	Community Development, Police Department	
111. The project shall be subject to the payment of Western Placer Unified School District school fees.	Prior to issuance of Building Permits	Building	
112. The Applicant shall pay all applicable fees at time of issuance of the Building Permit.	Prior to issuance of Building Permits	Building	
113. The project shall be subject to the Placer County Capital Facilities Impact Fee.	Prior to issuance of Building Permits	Building	

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Condition	Timing	Responsible Party	Status
114. The Applicant shall comply with the General Plan, Village 5 Plan Area Fees, and Development Agreement regarding Park Dedication and Fees, if applicable.	Prior to approval of the First Final Map	Building	
115. The development of residential dwelling units shall be subject to the review and approval process of Design Review as set forth in the City's Municipal Code.	Prior to the issuance of the Building Permits	Planning	
116. All water meters shall be installed by the Public Services Department as per standards and specifications adopted by the City of Lincoln in June 2004 and as thereafter amended. A fee (applied city-wide) will be required for the cost and installation of each meter and may be adjusted annually based upon costs.	Prior to First Inspection following issuance of Building Permits	Building and Public Services	
PRIOR TO OCCUPANCY			
117. The Applicant shall install all fire protection measures required pursuant to the then applicable City Standards. All residential units shall be fire sprinkled in accordance with the 2022 California Fire Code, or the Fire Code in effect at the time of Building Permit application.	Prior to Final Inspection / Occupancy	Building	

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CHAPTER 4
Mitigation Monitoring Plan

Introduction

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the updated Mitigation Monitoring Plan (MMP) for the Village 5 Specific Plan. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Draft Partially Recirculated Environmental Impact Report (DPREIR) and the Village 5 & Special Use District b (SUD-B) Specific Plan EIR (2017 EIR) and updated in the Draft Partially Recirculated EIR (DPREIR) for this project.

Mitigation Measures

The mitigation measures are taken from the 2017 EIR and DPREIR and are assigned the same number as in the 2017 EIR and updated in the DPREIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact

This column summarizes the impact stated in the 2017 EIR, or as updated and stated DPREIR.

Mitigation Measure

All mitigation measures that were identified in the 2017 EIR are presented, as revised in the DPREIR and updated in the Final EIR, and numbered accordingly.

Action(s)

For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Component

This column identifies the relevant component of the proposed projects to which the mitigation measure applies. The mitigation measure may apply to the Full Specific Plan, Area A, or Windsor Cove. More than one project component may be identified.

Implementing Party

This item identifies the entity that will undertake the required action.

Timing

Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party

The City of Lincoln is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Placer County Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.1 Aesthetics and Visual Quality						
3.1-4: Implementation of the proposed project would introduce light and glare into the project area.	***3.1-4:*** *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. Sunday through Thursday, and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *e) All light standards shall be the minimum height possible to achieve necessary lighting goals, subject to approval by the Public Services Director.*	Shield and direct light downward. Orient buildings to minimize glare. Minimize light spillover for all parks and recreational facilities. Limit lighting for nighttime recreational activities to 10pm Sunday through Thursday and 11pm on Friday and Saturday, requiring specially timed events to obtain a City permit. Require light standards that achieve lighting goals and meet Public Services Director approval.	Full Specific Plan/Area A	Project applicant	During design review process	City of Lincoln Community Development Department, City of Lincoln Public Services Department
3.1-8: Implementation of the proposed project would contribute to a cumulative increase in light and glare in the vicinity of the Plan Area.	***3.1-8:*** *Implement Mitigation Measure 3.1-4.*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.
3.2 Agriculture and Forestry Services						
3.2-1: Implementation of the proposed project would result in conversion of Important Farmland to non-agricultural use.	***3.2-1(a):*** *a) ~~If the PCCP has been approved and adopted, the~~ The project applicant shall comply with the PCCP to mitigate impacts of converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmland agricultural lands., most specifically rice lands. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in Mitigation Measure 3.4-1(b) and 3.4-2(b), shown below.*	Comply with PCCP vis-à-vis agricultural lands. Implement Mitigation Measure 3.4-1.	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department
	~~b) The project applicant shall implement Mitigation Measures 3.4-1(b) and 3.4-2(b) in Section 3.4, Biological Resources, of this Draft EIR, shown below.~~ ***3.4-1*** *b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply:* *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and obtain Section 401 certification from the Central Valley Regional Water Quality Control Board.* *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.*	Implement Mitigation Measures 3.4-1(b) and 3.4-2(b).	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation. *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/ idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.* *6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City.* *7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures *8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.* *9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.* *10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.* ***3.4-2*** *b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply:* *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:* *i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5).* *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include: *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.* *6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.* *7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density.* *8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.* *9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City. *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.*					
	3.2-1(b): *Concurrent with development of Area A, the project applicant shall preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2. The preserved land should be of similar agricultural productivity, soil classifications, and farmland type (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) as the land proposed for development in Area A. Conservation Easements for agricultural and biological resources may be stacked, meaning that areas preserved to mitigate for biological resources ~~can~~ may also serve as mitigation for agricultural impacts.*	Preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2	Area A	Project applicant	During development of Area A	City of Lincoln Community Development Department
3.3 Air Quality						
3.3-2: Construction of land uses under the proposed project would generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	***3.3-2a:*** *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) Prior to approval of grading or improvement plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission/Dust Control Plan to the Placer County Air Pollution Control District. The applicant shall provide written evidence to the City of Lincoln that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval of the Construction Emission/Dust Control Plan and delivering that approval to the City of Lincoln. The Construction Emission/Dust Control Plan shall include, but not be limited, to the following measures:* *i. In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry chemical sweeping is prohibited. Watering at the construction site shall be carried out in the compliance with operating APCD rules and City of Lincoln requirements.* *ii. Fugitive dust shall not exceed 40% opacity and not go beyond the project boundary at any time as required by District Rule 228 Fugitive Dust (Section 300). If lime or other drying agents are used to dry out wet grading areas, they shall be controlled so as to not exceed District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual, certified by CARB to perform Visible Emissions Evaluations (VEE), who shall routinely evaluate compliance to Rule 228, Fugitive Dust on a weekly basis.* *iii. The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures. Specifically, the prime contractor shall apply water or use other methods to control dust track out so construction vehicles leaving the site shall reduce dust, silt, mud, and dirt from being released or tracked off-site. Also, the prime contractor "wet broom" the streets (or use another method to control dust as approved by the City) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares within one hour from adjacent streets anytime such material track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.*	Submit a Construction Emission/Dust Control Plan.	V5SP and Area A	Project applicant	Prior to approval of grading or improvement plans	City of Lincoln Community Development Department, Placer County Air Pollution Control District

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	iv. Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *v. To control dust once grading is complete, the prime contractor shall apply methods such as surface stabilization, establishment of the vegetative cover, paving, or other methods approved by the City.* *vi. The prime contractor shall suspend all grading activities when wind speeds (including instantaneous gusts) are high (typically winds greater than 25 miles per hour), and dust is traveling offsite.* *vii. Stockpiles of dirt shall be covered when not being used or otherwise controlled to prevent erosion and/or dust.*					
	b) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman. *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.*	Provide comprehensive construction equipment inventory and anticipated construction timeline.	V5SP and Area A	Prime Contractor	Prior to construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.	Use existing or cleaner fuels and power sources, where possible.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.	Minimize engine idling time to a five-minute maximum.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.	Provide signage indicating five-minute maximum time for engine idling.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	f) No open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetation material shall either be chipped on site or taken to an appropriate recycling site, or if a recycling site is not available, a licensed disposal site.	Remove vegetation through chipping or at an appropriate recycling or disposal site.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	g) A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.	Avoid discharging VOCs into the atmosphere.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	h) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.	Maintain proper working condition for all construction equipment.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.3-3: Operational activities associated with development under the proposed project would result in emissions of criteria air pollutants at levels that would substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	***3.3-3:*** *To reduce operational emissions of ROG, NOx, PM10, and PM2.5, the following PCAPCD Standard Operational Air Quality Mitigation Measures shall be implemented as part of the project's final design:* *a) Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.*	Implement PCAPCD Standard Operational Air Quality Mitigation Measures.	V5SP and Area A	Prime Contractor	Prior to Building Permit issuance	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	b) Prior to Design Review approval, the Site Plan shall show that the applicant has provided the number of preferential parking spaces for employees that carpool/vanpool/rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Review Board.	Provide preferential parking for employees that carpool/vanpool/rideshare.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) Prior to Design Review approval, the applicant shall show that on-site bicycle racks will be provided as required by the District.	Demonstrate provision of on-site bicycle racks.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
3.3-5: Development under the proposed project would locate sensitive residential receptors in close proximity to SR 65, which would result in the exposure of persons to substantial toxic air contaminant concentrations.	***3.3-5:*** *a) The Specific Plan design guidelines and development standards shall incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:* *i. New sensitive land uses shall not be permitted within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). Require a 50-foot separation between gasoline stations with a throughput less than 3.6 million gallons per year.* *ii. Only non-perchloroethylene dry-cleaning facilities shall be permitted within the Plan Area.*	Reduce TAC exposure by placing new sensitive lands uses no closer than 300 feet of a large gasoline station and only permit non-perchloroethylene dry-cleaning facilities.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
	b) Residential units shall not be constructed at distances less than 100 feet of the edge of the SR 65 right-of-way.	Construct residential units at least 100 feet from the edge of the SR 65 ROW.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
3.3-7: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	***3.3-7:*** *The applicant(s) shall implement Mitigation Measure 3.3-3 to reduce operational ROG, NOx and PM10 emissions.*	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.
3.4 Biological Resources						
3.4-1: Implementation of the proposed project could have a substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	***3.4-1:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and*	Provide mitigation at specified ratios.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	During construction of each project phase.	City of Lincoln Community Development Department, United States Army Corps of Engineers

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	obtain Section 401 certification from the Central Valley Regional Water Quality Control Board. *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.* *For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation.* *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.* *6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City. *7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.* ***Avoidance and Minimization Measures*** *8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.* *9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.* *10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.*					
3.4-2: Implementation of the proposed project could result in adverse impacts to special-status species, either directly or through habitat modifications.	***3.4-2:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.* *For species that are not directly covered by the PCCP, the project applicant shall implement the following avoidance and minimization measures:* *1) The project applicant shall implement Mitigation Measure 3.4-6.* *2) For the protection of American badger, the project applicant, for each project phase, shall retain a qualified biologist to conduct a preconstruction American badger den survey within the project site. The results of the survey shall be provided to the City of Lincoln. If dens or burrows determined to be potential American badger dens are found within the project site or off-site improvement areas during the preconstruction surveys, consultation with the California Department of Fish and Wildlife (CDFW) shall occur prior to the initiation of any construction activities to determine an appropriate burrow excavation and/or relocation method. If American badger burrows are not found, further measures are not necessary. All survey results shall be submitted to the City of Lincoln prior to the initiation of any construction activities.*	Implement PCCP measures related to habitat preservation. Implement avoidance and minimization measures for impacts to special status species that are not covered by the PCCP.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:*	Implement habitat preservation at identified ratios.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5). *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.* *4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include:* *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.* *6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density. *8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.* *9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.* *10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City.* *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.3.2-1(b) (Area A)*					
3.4-3: Implementation of the proposed project could result in the loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	***3.4-3:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) The project applicant shall implement Mitigation Measure 3.4-1, subsection b) and Mitigation Measure 3.4-2.*	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures *c) Orange exclusionary fencing shall be placed, and a buffer area of 250 feet (or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS) maintained, around any avoided (preserved) vernal pool crustacean or western spadefoot toad habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition.*	Provide fenced buffer area of 250 feet.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
	d) Prior to beginning work on a project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.	Instruct construction personnel about listed species and avoiding impacts.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.4-4: Implementation of the proposed project could result in the loss and/or degradation of rare plant populations.	***3.4-4:*** *a) For Areas B through J, the project applicant(s) for each phase shall retain a qualified biologist to conduct focused botanical surveys in vernal pool complexes, fresh emergent marsh, seasonal wetlands and nonnative annual grassland habitats within the Plan Area for special-status plant species including, but not limited to, pincushion navarretia, dwarf downingia, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year to detect each of these species. In order to determine the appropriate survey window, the qualified biologist shall visit reference populations when such populations are available and accessible. If no special-status plants are located during the surveys, no mitigation would be required.*	Conduct botanical surveys to determine presence of special status plant species.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	b) If special-status plant species are located during surveys in areas proposed for ground disturbance, the project applicant for each project shall mitigate for impacts to vernal pool wetlands and complexes as described in Mitigation Measure 3.4-3, for impacts to grasslands as described in Mitigation Measure3.4-2, and for wetlands as described in Mitigation Measure 3.4-1. The applicant shall also report the plant survey results to CDFW using a CNDDB field survey form. In addition, the applicant shall retain a qualified biologist to develop and implement a special-status plant salvage and transplantation plan that shall be approved by CDFW. The plan shall provide for the salvage of seeds of the impacted special-status plants and soil from the site surrounding those plants. The salvaged seeds and soil shall be transplanted to a protected site with appropriate habitat. To ensure the success of transplantation and the species, the applicant shall monitor the protected site for three years from the date of transplantation.	If special-status plant species are found, implement Mitigation Measure 3.4-3 for vernal pool wetlands, Mitigation Measure 3.4-2 for grasslands, and Mitigation Measure 3.4-1 for wetlands. Use a CNDDB survey form to report results to CDFW.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	c) If state or federally-listed plants are found during surveys, project applicant for each project phase shall consult with CDFW to obtain an Incidental Take Permit under Section 2081 of the CESA and comply with the conditions and requirements therein, and/or USFWS to obtain a Biological Opinion under Section 7 of FESA and comply with the conditions and requirements.	If state or federally-listed species are found, obtain Incidental Take Permit from CDFW and comply with USFWS requirements.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife, United States Fish and Wildlife Service
3.4-5: Implementation of the proposed project could result in the loss of western pond turtle and/or degradation of potential habitat.	***3.4-5:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures shall apply: *1) Prior to project construction for each phase that would disturb any potential habitat for western pond turtle, the project applicant(s) for such phase shall retain a qualified biologist to conduct preconstruction surveys of potential habitat and the vicinity (250 feet) within 30 days prior to project construction. If no western pond turtles are located, no mitigation would be required and construction could proceed.* *2) If western pond turtles are determined to be present, and potential habitat is not proposed for modification due to development of the site, then exclusionary fencing shall be used to prevent the turtle(s) from entering the construction area. The location of the fence shall be determined by a qualified biologist. Retained habitat shall also be protected through implementation of water quality and*	Implement habitat preservation at identified ratios	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	hydrology measures that ensure habitat remains viable post-construction as required for Clean Water Act Sections 401 and 404 permits and would be consistent with the Draft PCCP. *3) If occupied habitat would be impacted or lost, the project applicant(s) for each phase shall retain a qualified biologist approved by the CDFW to relocate all potentially affected western pond turtles into suitable habitat. Lost habitat would be mitigated through the Sections 401 and 404 permitting process, and would be consistent with the Draft PCCP.*					
3.4-6: Implementation of the proposed project could result in the loss or disturbance of nesting birds and the loss or degradation of special-status bird nesting and foraging habitat.	***3.4-6:*** *a) ~~If the PCCP has been adopted by the County, the City, and approved by the agencies, the~~ The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b) and/or (c), below, as applicable.* *For special-status bird species that are not covered under the PCCP, the mitigation measures for nesting habitat in Mitigation Measure 3.4-6(c) shall be implemented.*	Use PCCP to satisfy all biological mitigation measures under CEQA. Implement avoidance and minimization measures for impacts to special status species that are not covered by the PCCP.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures for foraging habitat shall apply: *1) The project applicant shall comply with Mitigation Measure 3.4-2(b)(2)-(10).*	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).
	c) If the PCCP is not in operation or ~~has not been adopted by~~ the County and City processes for designating project impacts as covered under the PCCP have not been established ~~and/or has not been approved by the agencies~~, the following mitigation measures for nesting habitat shall apply: *1) If construction activity that may disturb nesting birds (according to a qualified biologist) occurs during the nesting season (February 15 - September 1), the project applicant(s) for each project phase shall retain a qualified biologist to conduct a pre-construction breeding-season survey of the project site at least 30 days prior to onset of construction. Surveys for nesting raptors shall be conducted within ¼ mile of proposed construction activities. A survey for nesting birds shall be conducted within 500 feet of construction areas to determine if any birds are nesting on or within 500 feet of the project site. The results of the survey shall be valid only for the season when it is conducted. New surveys shall be conducted if construction of the surveyed area extends into the following season or if construction is suspended for more than 14 days during the nesting season, or if there is a substantial change in the level of disturbance at the site, unless all the potential nesting trees or other habitat have been removed.* *2) If the pre-construction survey does not identify any protected raptor or bird nests on or within the buffers to the project site, no mitigation shall be required. However, should any active nests be located within 500 feet of a proposed construction area at any time throughout the construction, the project applicant(s) for each project phase, in consultation with CDFW, shall avoid all bird nest sites located in the project site disturbance area(s) during the breeding season (approximately February 15 - September 1) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season or establishing a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with CDFW. The buffer zone shall be delineated by orange temporary construction fencing. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer in use. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then a qualified biologist should identify an increased exclusionary buffer such that activities are far enough from the nest to stop this agitated behavior.* ***Additional Measures for Swainson's Hawk*** *3) The project applicant(s) for each project phase shall retain a qualified biologist to conduct a Swainson's hawk nesting survey within the area to be disturbed, extending out to one-half mile. The survey shall be conducted during the nesting season of the same calendar year that construction is expected to begin, and*	Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 3.4-6(c).	Full Specific Plan	Project applicant	During construction per the time frames described in Mitigation Measure 3.4-6(c) for tree removal and construction activities between March 15 and August 30.	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	prior to the issuance of any grading permits. If this survey does not identify any nesting Swainson's hawk in the area within the project site that will be disturbed plus the one-half mile radius, no mitigation would be required. *4) Should any active Swainson's hawk nests be located within one-half mile of the disturbance area, no project-related activities that could cause nest abandonment or forced fledging (such as heavy equipment operation), shall be initiated within the one-quarter mile (buffer zone) of an active nest between March 1 and September 15. If high quality Swainson's hawk foraging habitat would be removed (i.e., alfalfa fields and pasture), then the applicant shall purchase mitigation credits for Swainson's hawk foraging habitat at a CDFW-approved mitigation bank at a ratio of 1.35:1 or protect similar value agricultural land at a ratio of 1.35:1 with a conservation easement that maintains the land in high-value Swainson's hawk foraging habitat in perpetuity, consistent with Mitigation Measure 3.4-2(b)(2)-(10).* ***Additional Measures for Burrowing Owl*** *5) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct both nesting and wintering season surveys for burrowing owl to determine if potential habitat within 500 feet of ground disturbance is used by this species. The timing and methodology for the surveys shall be based on the 2012 Staff Report on Burrowing Owl Mitigation. A qualified biologist will conduct four survey visits: 1) at least one visit between February 15 and April 15, and 2) a minimum of three survey visits, at least three weeks apart between April 15 and July 1. If feasible, at least one visit will occur after June 15. Surveys will be conducted within areas that, according to the qualified biologist, could support burrowing owl nesting habitat at the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, if feasible.* *6) If burrowing owls are discovered during the surveys, the project applicant shall notify the CDFW. A qualified biologist shall monitor the owls and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion buffer zone until such time that the burrows are determined to be unoccupied by a qualified biologist. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31).* *7) If complete avoidance is not feasible, the CDFW shall be consulted regarding a Burrowing Owl Exclusion Plan. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.* ***Additional Measures for Tricolored Blackbird*** *8) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct a tricolored blackbird nesting survey within the area to be disturbed, targeting potential breeding habitat such as emergent marsh, riparian thickets, and blackberry brambles. Two surveys shall be conducted at least three weeks apart between March 15 and September 1 within 500 feet of the area subject to ground disturbance. If a nesting colony is found within the survey area the project applicant(s) shall consult with CDFW to develop a Tricolored Blackbird Mitigation Plan to avoid, minimize and compensate for impacts to occupied nesting habitat and adjacent foraging habitat. Mitigation measures may include work windows (March 15 to September 1) to avoid impacting an active on-site nesting colony, purchasing conservation easements to protect occupied nesting and foraging habitat, or other measures mutually agreed upon by the applicant(s) and CDFW.*					
3.4-7: Implementation of the proposed project could result in the loss of valley elderberry longhorn beetle and/or loss or degradation of potential habitat.	***3.4-7:*** *a) ~~If the PCCP has been adopted by the County and City and approved by the agencies, the~~ <u>The</u> project applicant shall comply with the PCCP, which shall be deemed to mitigate for impacts to the VELB. <u>Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (c)-(e), below</u>.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP <u>is not in operation or</u> ~~has not been adopted by~~ the County and City <u>processes for designating project impacts as covered under the PCCP have not been established</u> ~~and approved by the agencies~~, the project applicant shall comply with mitigation measures c) through e).	Protect elderberry shrubs as described in Mitigation Measures 3.4-7(c) through 3.4-7(e).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	c) For construction requiring consultation under Section 7 of the FESA, the project applicant shall obtain incidental take authorization and comply with the requirements therein. If no Section 7 consultation is required (because no federal permit is required), the applicant shall comply with mitigation measures (d) through (f). *d) The removal of elderberry shrubs or their stems measuring one inch or greater (removal or trimming) shall be compensated for by salvaging and planting the affected elderberry shrubs and planting additional elderberry shrubs and associated native riparian plants at a 1:1 ratio. Mitigation planting shall occur, to the maximum extent practicable, in areas adjacent to the impact area and/or located to fill in existing gaps in riparian corridors. If the plants to be removed show recent boring holes, the project applicants shall consult with the USFWS and obtain incidental take authorization prior to removal.* *e) Elderberry shrubs with stems measuring one inch or greater in diameter at ground level that are not proposed to be removed shall be protected as follows during construction:* *1. Any ground disturbing activities within 100 feet of elderberry plants containing stems measuring one inch or greater in diameter at ground level shall provide a minimum setback of at least 20 feet from the drip line of each elderberry plant containing stems measuring one inch or greater in diameter at ground level. The setbacks shall be fenced and flagged to prohibit equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within the 20-foot setback.* *2. The project applicant shall brief the construction foreman on the need to avoid damaging the elderberry plants (unless the proper take authorization is obtained) and the possible penalties for not complying with these requirements. A copy of these mitigation measures shall be provided to the construction foreman for his distribution to his crews by the project applicant.* *3. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring one inch or greater in diameter at ground level.* *4. No mowing shall occur closer than five feet to elderberry plant stems. Mowing shall be done in a manner that avoids damaging elderberry plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment).* *5. Trimming of elderberry stems less than one inch in diameter may occur between September 1 and March 14. The elderberry plants shall only be trimmed between November through the first two weeks in February, or when the plants are dormant and after they have lost their leaves.*					
3.4-8: Implementation of the proposed project could result in changes to surface water quality in Auburn Ravine that could affect Central Valley Steelhead and Chinook salmon due to the reconstruction and/or widening of various bridges within the Plan Area.	***3.4-8:*** *a) ~~If the PCCP has been adopted and approved prior to the start of construction in the V5SP area in question, the~~ The project applicant(s) (be they the City, County, or another agency) shall comply with the PCCP and mitigate for impacts to Central Valley steelhead and Chinook salmon as stated in the PCCP. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation ~~has not been adopted and approved~~ prior to the start of construction in the V5SP area in question, the project applicant(s) (be they the City, County, or another agency) shall comply with the following mitigation measures: *1) Obtain a Biological Opinion and incidental take authorization for Central Valley steelhead and winter-run and spring-run Chinook salmon from NMFS and comply with the conditions and requirements therein.* *2) Obtain any necessary permits from the USACE, CDFW, and the RWQCB. Dewatering plans and the specific temporary impacts to Auburn Ravine associated with bridge construction shall be discussed in the permit applications and avoidance and minimization measures shall be proposed, including timing of construction to avoid presence of steelhead and Chinook salmon, fish rescue and relocation, as well as specific BMPs to avoid impacts to these species and their habitat. The permit requirements shall include the following elements:* • *In-water construction work windows shall be observed in consultation with NMFS and CDFW, and as specified in the permits issued.*	Protect Central Valley steelhead and winter-run and spring-run Chinook salmon as described in Mitigation Measures 3.4-8(b).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *Applicant(s) shall implement a pile driving, dewatering and fish rescue plan. The plan shall include specific measures to avoid and minimize impacts to salmonids and their habitats during bridge construction, and shall be approved by NMFS and CDFW.* 3) *Install Environmentally Sensitive Area (ESA) fences within 200 feet of work along Auburn Ravine, as indicated in the 401 or 404 permits. The ESA fencing shall be delineated on the final plans for each project phase and the fence shall be installed and remain on-site until construction within 200 feet of the Auburn Ravine preserve area is completed.* 4) *Implement Mitigation Measure 3.10-1 and construction best management practices (BMPs) as prescribed in the project's Storm Water Pollution Prevention Plan (SWPPP) prepared in accordance with the California National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002). These BMPs shall be in place throughout the construction for each project phase. The SWPPP shall include specific measures for water conservation; vehicle and equipment cleaning, fueling and maintenance; dewatering; paving and grinding; concrete finishing and curing; directing water away from work areas; use of attachments on construction equipment to catch debris; use of approved covers or platforms to collect debris; stockpiling of accumulated debris and waste generated during demolition away from watercourses; and ensuring safe passage of wildlife, as necessary.*					
3.4-9: Implementation of the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local, state, or federal plans, policies, or regulations.	***3.4-9:*** a) *~~If the PCCP has been adopted and approved prior to the start of construction in the V5SP area in question, the~~ <u>The</u> project applicant(s) shall comply with the PCCP and mitigate for impacts to and loss of sensitive natural communities as stated in the PCCP. <u>Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.</u>*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) *If the PCCP <u>is not in operation</u> ~~has not been adopted and approved~~ prior to the start of construction in the V5SP area in question, the project applicant(s) shall comply with Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.
3.4-11: Implementation of the proposed project could conflict with the provisions of approved local, regional or state policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	***3.4-11:*** a) *For impacts to threatened or endangered vegetation, the project applicant(s) shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1 as applicable.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4-9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.
	b) *For impacts to heritage oak trees, the project applicant(s) shall first make every reasonable attempt to avoid any heritage oak tree by designing around it. If a heritage oak tree cannot be avoided due to health, safety, and welfare risks, the project applicant(s) shall provide the following mitigation:* i. *Submit a justification statement as to why the heritage tree(s) cannot be preserved in place to the City's Community Development Director.* ii. *Provide a Site Plan with proposed development which also identifies the location of the heritage tree(s) to be removed.* iii. *If the Community Development Director deems the justification statement to be valid, the project applicant(s) shall mitigate the loss of heritage oak trees on an inch for inch basis. Specifically, for every inch of heritage oak tree removed, an inch of oak tree shall be planted. All new plantings shall be plantings in a minimum of 15 gallon pots, and shall be of the same species of oak as was being removed and replaced, and shall, if feasible, be located on the property from which the heritage oak tree was removed. Project applicant(s) shall submit to the City's Community Development Director a revegetation plan for his/her review and approval. The project applicant(s) shall irrigate and maintain the new plantings for a minimum of three years, at which time a licensed arborist shall opine as to whether the trees are sufficiently established to release the project applicant(s) from continuing to irrigate and maintain the plantings. Any replacement trees which die before the end of the irrigation and maintenance obligations shall be replaced at a 1:1 ratio.*	Protect heritage oak trees by making every reasonable attempt, and if inevitable, submit a justification statement to the City's Community Development Director, identify oak trees to be removed on the site plan, and replace oak trees inch by inch.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.4-13: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	***3.4-13:*** *The project applicant shall implement Mitigation Measure 3.4-1.*	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.
3.4-14: Implementation of the proposed project could contribute to cumulative loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	***3.4-14:*** *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.*	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.
3.4-15: Implementation of the proposed project could contribute to cumulative loss and/or degradation of rare plant populations.	***3.4-15:*** *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.
3.4-16: Implementation of the proposed project could contribute to cumulative loss of western pond turtle and/or degradation of potential habitat.	***3.4-16:*** *The project applicant shall implement Mitigation Measure 3.4-5.*	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.
3.4-17: Implementation of the proposed project could contribute to cumulative loss or disturbance of nesting birds and the loss or degradation of special-status bird habitat.	***3.4-17:*** *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-6.*	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.
3.4-18: Implementation of the proposed project could contribute to cumulative loss of valley elderberry longhorn beetle and/or degradation of potential habitat.	***3.4-18:*** *The project applicant shall implement Mitigation Measure 3.4-7.*	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.
3.4-19: Implementation of the proposed project could contribute to cumulative changes to surface water quality in Auburn Ravine that could affect Central Valley steelhead and Chinook salmon due to the widening or construction of bridges within western Placer County.	***3.4-19:*** *The project applicant shall implement Mitigation Measure 3.4-8.*	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.
3.4-20: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by CDFW or USFWS.	***3.4-20:*** *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-9.*	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.

TABLE 4-1
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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.5 Climate Change						
3.5-1: Construction and operation of the proposed project would result in a cumulatively considerable increase in greenhouse gas (GHG) emissions that could conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions.	***3.5-1:*** *The following mitigation measures are based on measures identified by the project applicant, by the PCAPCD, by the California Attorney General, and by CAPCOA. The following measures focus primarily on non-transportation energy efficiency. Measures associated with reducing transportation emissions have already been incorporated into the GHG emission estimates shown in Table 3.5-1. The following measures will ensure that all Title 24 requirements are met and will further reduce GHG emissions through energy efficiency improvements.* *All residential buildings shall:* • *Meet or exceed CalGreen Tier 2 requirements in place at the time of Building Permit issuance.* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Include a tankless water heating system, a whole house ceiling fan, and "Energy Star" appliances (stoves, dishwashers, and any other appliances typically included within the initial installation by the builder).* • *Include an energy efficient air conditioning unit(s) that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Include programmable thermostat timers.* • *Include exterior outlets on all single-family and multi-family buildings to allow the use of electrically-powered landscape equipment.* • *Include wiring for at least one electric car charging station.* • *Meet the 2016 Plumbing Code on all residences to reduce indoor and outdoor water use in installing low-flow bathroom faucets, kitchen faucets, toilets, and showers, and landscaping that uses water-efficient, drought resistant plants, and water-saving irrigation systems. Additionally, all residential units shall be pre-plumbed to enable the reuse of graywater systems.* • *Not include wood-burning fireplaces, woodstoves, and other similar wood-burning devices. This prohibition shall be included in any covenants, conditions, and restrictions (CC&Rs) that are established.* • *Provide covered storage facilities for securing bicycles for 15 percent or more of building occupants (multi-family housing units).* • *Prior to issuance of an occupancy permit, the applicant shall establish tree planting guidelines that require residents to plant trees to shade buildings primarily on the west and south sides of buildings. Recommended use of deciduous trees (to allow solar gain during the winter) and direct shading of air conditioning systems shall be included in the guidelines.* *All non-residential structures within the Plan Area shall:* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Install photovoltaic rooftop energy systems on all community buildings and any commercial buildings over 100,000 square feet.* • *Use "Energy Star" rated (or greater) roofing materials.* • *Use both indoor and outdoor energy efficient lighting that meets or exceeds Title 24 requirements.* • *Include an energy efficient heating system and an air conditioning system that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Only use low flow water fixtures such as low flow toilets, faucets, showers, etc.* • *Only use programmable thermostat timers.* • *Include enough bike parking facilities to meet peak demand. Bike parking shall also be included near all transit locations that are developed during the course of this Plan. This will include providing secure bicycle racks and/or storage within 200 yards of a building entrance for five percent or more of all Full Time Equivalent (FTE) staff (measured at peak periods) and provide showers and changing facilities in the*	Meet all Title 24 requirements.	Full Specific Plan	Project applicant	Prior to construction	Placer County Air Pollution District, City of Lincoln Community Development Department

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	building, or within 200 yards of a primary staff building entrance, for 0.5 percent of FTE staff (measured at peak periods), or • *Provide secure bike racks and/or storage within 200 yards of a public building entrance according to the following guidelines based on project square footage:* • *Up to 5,000 square feet, two or more bicycle racks,* • *5,001 – 20,000 square feet, three or more bicycle racks,* • *20,001 – 50,000 square feet, six or more bicycle racks,* • *More than 50,000 square feet, ten or more bicycle racks.* • *Install two 110/208 volt power outlets for every two loading docks.* • *Reserve a minimum of five percent of the total customer parking spaces within commercial and retail parking lots for electric vehicles, hybrid vehicles, alternative fueled vehicles, and carpools.* • *Install electric vehicle charging stations for a minimum of three percent of the total vehicle parking capacity of the site.* • *Include pedestrian-friendly paths and cross walks in all parking lots.* • *Pave all parking lots with reflective coatings (albedo = 0.30 or better). This measure is considered feasible if the additional cost is less than 10 percent of the cost of applying a standard asphalt product.* *In addition to the above measures, the following shall also be incorporated:* • *Prior to project approval, the applicant shall only show energy efficient lighting for all street, parking, and area lighting associated with the V5SP. The applicant shall also work to limit the hours of operation of outdoor lights through the use of timers and/or motion sensors, to the extent that these strategies do not compromise public safety.* • *Any new park areas within the Plan Area shall include bicycle racks at appropriate locations and a community notice board and information kiosk within information about community events, ridesharing, and commute alternatives.* • *Prior to issue of an occupancy permit within the Plan Area, the applicant shall create informational materials informing occupants of the alternative travel amenities provided, including ridesharing and public transit availability schedules and the Plan Area's pedestrian bicycle, and equestrian paths to community centers, shopping areas, employment areas, schools, parks, and recreation areas.* • *Maximize the amount of drought tolerant landscaping by minimizing the amount of turf in all areas where this option is feasible.*					
3.6 Cultural Resources						
3.6-1: Implementation of the proposed project would adversely impact historic architectural resources directly through demolition or substantial alteration, or indirectly through changes to historical setting.	***3.6-1:*** *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, documenting and evaluating resources 45 years or older within and adjacent to the project footprint for listing in the California or National Registers;* • *A report disseminating the results of this research; and,* • *Recommendations for additional mitigation to resolve adverse impacts to recorded cultural resources.* *The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History, and can be compiled in the same document as Mitigation Measure 3.6-2(a). Demolition or substantial alteration of all previously recorded historic resources, including significant historic resources encountered during the survey and evaluation efforts, shall be avoided. Any alterations, including relocation, to historic buildings or structures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If avoidance of identified historic resources is deemed infeasible, the City shall prepare a treatment*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	Prior to project-level development plan submittal	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	plan to include, but not limited to, adaptive reuse, photo-documentation and public interpretation of the resource. *If avoidance, adaptive reuse, or relocation of an historic resource is determined infeasible, a qualified architectural historian shall be retained to document the affected historic resource in accordance with the National Park Service's Historic American Buildings Survey (HABS) and/or Historic American Engineering Record (HAER) standards. Such standards typically include large format photography using (4x5) negatives, written data, and copies of original plans if available. The HABS/HAER documentation packages shall be archived at local libraries and historical repositories, as well as the Northwest Information Center of the California Historical Resources Information System. Public interpretation of historic resources at their original site shall also occur in the form of a plaque, kiosk or other method of describing the building's historic or architectural importance to the general public. These mitigation actions will be undertaken at the developer's expense.*					
3.6-2: Implementation of the proposed project could result in damage or destruction of known or previously unidentified unique archaeological resources.	***3.6-2(a):*** *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, including subsurface presence/absence studies as appropriate;* • *Contact and coordination with the Native American Heritage Commission and interested and involved local tribes;* • *A report disseminating the results of this research that evaluates the eligibility of recorded resources for inclusion in the National and California Registers; and,* • *Recommendations for additional cultural resources investigations necessary to mitigate adverse impacts to recorded and/or undiscovered archaeological resources.* *Additional cultural resources investigations may include testing and evaluation of archaeological resources, as well as data recovery efforts. If a significant unique archaeological resource is present that could be adversely impacted by a project, the project proponent shall:* *a) In consultation with the lead agency and archaeologist, determine if preservation in place is feasible. Consistent with State CEQA Guidelines section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement; or* *b) Design and implement an Archaeological Research Design and Treatment Plan (ARDTP). If avoidance is not feasible, the project proponent shall hire a Secretary of the Interior-qualified archaeological consultant who shall prepare a draft ARDTP that shall be submitted to the City of Lincoln for review and approval. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context, reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative before being finalized, curation of artifacts and data at a local facility acceptable to the appropriate Native American representative, and dissemination of final confidential reports to the appropriate Native American representative, the Northwest Information Center of the California Historical Resources Information System, the City, and interested professionals.*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	During plan submittal	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.6-2(b): *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering archaeological resources, the appearance and types of resources likely to be seen during construction activities, and the proper notification procedures to follow should archaeological resources be encountered. This worker training shall be prepared and presented by a qualified archaeologist.* *If archaeological resources are discovered during earth-moving activities, the requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/ Paleontological Resources) shall be followed, as described herein. In the event of accidental discovery during construction, all work must halt within a 100-foot radius of the discovery if subsurface deposits believed to be cultural or human in origin are discovered during construction. A qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. A Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the NAHC, will be required if the nature of the unanticipated discovery is prehistoric.* *Work cannot continue within the no-work radius until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the California or National Registers.* *If a potentially eligible resource is encountered, then the lead agency shall require the project proponent to arrange for either 1) total avoidance of the resource, if feasible or 2) test excavations to evaluate eligibility and, if eligible, potentially data recovery as mitigation. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met. Curation of any identified resources would be determined through consultation between the archaeologist, project proponent, and lead agency during the course of analysis.*	Inform construction personnel about the possibility of archaeological resource discovery during construction.	Full Specific Plan	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-3: Ground-disturbing construction associated with implementation of the proposed project could result in disturbance or destruction of a paleontological resource.	***3.6-3:*** *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and the proper notification procedures to follow should fossils be encountered. This worker training shall be prepared and presented by a qualified paleontologist.* *If paleontological resources are discovered during earth-moving activities the following requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/Paleontological Resources) will be followed: the construction crew shall immediately cease work and the Planning Department shall be notified immediately if any paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in within 100 feet of the find and a paleontologist shall be retained to evaluate the resource and prepare and implement a proposed mitigation plan, including curation, in accordance with Society of Vertebrate Paleontology guidelines.*	Inform construction personnel about the possibility of fossil discovery during construction.	Full Specific Plan, Area A, Windsor Cove	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-4: Ground-disturbing activities associated with construction of the proposed project could result in damage to previously unidentified human remains.	***3.6-4:*** *a) Implement Mitigation Measure 3.6-2(b).* *b) In the event that evidence of human remains is discovered, the following requirements of General Plan Policy OSC-6.10 (Discovery of Human Remains) shall be followed. Construction activities within any area reasonably suspected to overlie adjacent human remains shall be halted or diverted. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and Assembly Bill (AB) 2641 shall be implemented. Specifically, the discovery shall be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner will notify the NAHC which will then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the PRC). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with*	See Mitigation Measure 3.6-2(b). Follow Lincoln General Plan Policy OSC-6.10 in the event of discovery of human remains.	See Mitigation Measure 3.6-2(b). Full Specific Plan	See Mitigation Measure 3.6-2(b). Project applicant	See Mitigation Measure 3.6-2(b). During construction	See Mitigation Measure 3.6-2(b). Native American Heritage Commission, City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641). The United Auburn Indian Community (UAIC) Tribal Council shall be solicited their input as part of the mitigation process.					
3.6-5: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would result in significant cumulative impacts on historic architectural resources.	***3.6-5:*** *Implement Mitigation Measure 3.6-1.*	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.
3.6-6: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on unique archaeological resources.	***3.6-6:*** *Implement Mitigation Measures 3.6-2(a) and (b).*	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).
3.6-7: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on paleontological resources.	***3.6-7:*** *Implement Mitigation Measure 3.6-3.*	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.
3.6-8: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on human remains.	***3.6-8:*** *Implement Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).*	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).
3.7 Energy						
3.7-1: Construction of the proposed project would not use fuel and energy in an unnecessary, wasteful, or inefficient manner during project construction.	***3.7-1:*** *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.* *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.* *c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.* *d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.*	Provide inventory of construction vehicles and equipment and calculations, utilize existing power sources and clean fuel to the degree feasible, minimize idling time to five minutes, provide sign indicating idle time limit, and maintain all construction equipment in working condition.	V5SP and Area A	Project applicant	During each corresponding phase of development	Placer County Air Pollution District, City of Lincoln Community Development Department

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	e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes. *f) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated*					
3.8 Geology, Soils, and Seismicity						
3.8-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	***3.8-2(a):*** *Implement Mitigation Measure 3.10-1(a) and (b).* *a) Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.* *v. Prior to approval of a grading or building permit, the applicant shall cause the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.* *vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.*	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	b) Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below. *i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.* *ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.* *iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.* *iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.* *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.9 Hazards and Hazardous Materials						
3.9-2: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	***3.9-2:*** *a) Prior to final project design or if none is required, any earth-disturbing activities at the project site, the City shall require that the applicant conduct a Phase I Environmental Site Assessment (Phase I ESA) areas that are not already evaluated in an existing Phase I ESA. The Phase I ESA shall be prepared by a Registered Environmental Assessor (REA) or other qualified professional to assess the potential for contaminated soil or groundwater conditions at the project site. The Phase I ESA shall include a review of appropriate federal and State hazardous materials databases, as well as relevant local hazardous material site databases for hazardous waste on-site and off-site locations within a one-quarter mile radius of the area of analysis. The Phase I ESA shall also include a review of existing or past land uses and aerial photographs, summary of results of reconnaissance site visit(s), and review of other relevant existing information that could identify the potential existence of contaminated soil or groundwater. If no contaminated soil or groundwater is identified, or the Phase I ESA does not recommend any further investigation, then no further action is required.*	Conduct a Phase I ESA for all other areas not yet evaluated.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	b) If existing hazardous materials contamination is identified during the execution of Mitigation Measure 3.9-2(a), and the future Phase I ESA recommends further review, the applicant shall retain an REA to conduct follow-up sampling to characterize the contamination and to identify any required remediation that shall be conducted, consistent with applicable regulations prior to any earth-disturbing activities. The environmental professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, a summary of anticipated contaminants and contaminant concentrations at the proposed construction site, and recommendations for appropriate handling of any contaminated materials during construction. These recommendations shall be implemented and the site shall be deemed remediated by the appropriate agency (e.g., DTSC, PCDEHS) or the County shall issue a No Further Action (NFA) letter prior to earth disturbance continuing in the vicinity of the contamination.	Conduct a follow-up study in the event that further review is needed.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	c) If unidentified or suspected contaminated soil or groundwater (stained soil, noxious odors) is encountered during site preparation or construction activities, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by an REA or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the applicable regulatory agency.	Stop work in the event hazardous materials are found.	Full Specific Plan and Area A	Project contractor	During construction	City of Lincoln Community Development Department
3.9-4: The proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, create a significant hazard to the public or the environment.	***3.9-4(a):*** *During construction, the contractor shall cease any earthwork activities upon discovery of any suspect soils or groundwater (e.g., petroleum odor and/or discoloration) during construction in accordance with a Soil and Groundwater Management Plan prepared for the project by a qualified environmental consultant and approved by the Placer County Department of Environmental Health Services (PCDEHS). The contractor shall notify the PCDEHS upon discovery of suspect soils or groundwater and retain a qualified environmental firm to collect soil and/or groundwater samples to confirm the level of contamination that may be present. If contamination is found to be present, any further proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. Any contaminants identified as exceeding human health risk levels, shall be delineated, removed, and disposed of offsite in compliance with the receiving facilities requirements under the direction of PCDEHS. The contractor shall follow all procedural direction given by PCDEHS and in accordance with the Soil and Groundwater Management Plan prepared for the site to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with Section 31303 of the California Vehicle Code and the requirements of the licensed receiving facility.*	Stop work in the event suspect soils or groundwater is found.	Full Specific Plan, Area A, and Windsor Cove	Project contractor	During construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.9-4(b): *Conduct a Phase II Environmental Site Assessment on the Morse Property at 200 South Dowd Road (APN 021-081-008) in order to sample the underlying soil beneath a concrete saddle that formerly supported an above ground diesel tank and the footprint of a former barn that included an above ground gasoline tank. Follow the recommendations in the Phase II ESA.*	Conduct a Phase II ESA.	Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.9-6: The proposed project would not result in a safety hazard for people residing or working in the project area for a project within the vicinity of a private airstrip.	***3.9-6:*** *Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	Purchase and/or relocate airstrip easement.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	Placer County Recorder's Office, City of Lincoln Community Development Department
3.9-7: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	***3.9-7:*** *Prior to construction, the applicant for any phase of construction shall require the construction contractor(s) to prepare and enforce a traffic control plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. This traffic control plan shall reduce potential traffic safety hazards and ensure adequate access for emergency responders. The applicant and construction contractor(s) shall coordinate development and implementation of this traffic control plan with the City of Lincoln, as appropriate. To the extent applicable, this traffic control plan shall conform to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control). The traffic control plan shall provide, but not be limited to, the following elements:* • *Circulation and detour plans to minimize impacts on local road circulation during road and lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.* • *Identifying truck routes designated by Placer County, where applicable. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.* • *Sufficient staging areas for trucks accessing construction zones to minimize the disruption of access to adjacent existing public right-of-ways.* • *Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by onsite inspectors.* • *Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.* • *Limiting the duration of road and lane closures to the extent possible.* • *Storing all equipment and materials in designated contractor staging areas on or adjacent to the worksite, such that traffic obstruction is minimized.* • *Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.* • *Coordinating construction administrators of police and fire stations (including all fire protection agencies). Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.* • *Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.*	Prepare and enforce a traffic control plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.9-14: The proposed project, combined with other cumulative development, could impair the implementation of or physically interference with an adopted emergency response plan or emergency evacuation plan.	***3.9-14:*** *Implement Mitigation Measure 3.9-7.*	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.10 Hydrology						
3.10-1: Implementation of the proposed project could violate water quality standards or waste discharge requirements.	***3.10-1(a):*** *Storm Water Pollution Prevention Plan – Project Construction* *Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQCB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.* *v. Prior to approval of a grading or building permit, the applicant shall cause the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.* *vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.*	Prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department and the Central Valley, and submit a Notice of Intent to the State Water Resources Control Board (SWRCB)	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance for SWPPP, and prior to phased construction for NOI	City of Lincoln Public Works Department and Central Valley Regional Water Quality Control Board (CVRWQCB) for SWPPP and State Water Resources Control Board (SWRCB) for NOI

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.10-1(b): *Water Quality BMPs – Project Operation* *Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below.* *i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.* *ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.* *iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.* *iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.* *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*	Prepare a Water Quality Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to final improvement plan approval	City of Lincoln Community Development Department
3.10-3: Implementation of the proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	***3.10-3:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.10-4: Implementation of the proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which could result in flooding on- or off-site.	***3.10-4:*** *The project applicant(s) shall implement Mitigation Measure 3.10-1and demonstrate that the final design of the onsite drainage improvements will comply with the requirements established in the V5 Drainage Master Plan.*	Implement Mitigation Measure 3.10-1 and demonstrate that final design of the drainage components will be compliant with the Village 5 Drainage Master Plan.	Full Specific Plan and Area A	Project applicant	See Mitigation Measure 3.10-1.	City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-5: Implementation of the proposed project could create or contribute runoff water which would provide substantial additional sources of polluted runoff.	***3.10-5:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.10-7: Implementation of the proposed project could place within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.	***3.10-7:*** *Prior to the issuance of a grading permit, the project applicant shall demonstrate to the City of Lincoln that it has received an encroachment permit from the Central Valley Flood Protection Board (CVFPB) for construction to be located within the 100-year and 200-year flood zone, and any other necessary state or federal permits. As part of the CVFPB permit process, the project applicant must demonstrate that the proposed improvements including storm drain outfalls and bridge supports will not result in an increase in water surface elevation consistent with CVFPB requirements as described in the California Code of Regulations, Title 23, Waters, Division 1, Central Valley Flood Protection Board, Article 8 Standards, including Sections 113 and 128, Bridges. Also, prior to the issuance of a grading permit, the City Engineer shall review plans for compliance with Chapter 15.32, Flood Damage Prevention, of the Lincoln Municipal Code and the City of Lincoln, Department of Public Works, Design Criteria and Procedures Manual, to confirm that proposed bridges, as designed, would not substantially impede or redirect flood flows. The City Engineer shall confirm that any proposed bridge is constructed in accordance with the approved plans.*	Demonstrate to the City that the applicant has received a CVFPB encroachment permit.	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance	CVFPB, City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-8: Implementation of the proposed project could contribute to cumulative violations of water quality standards or waste discharge requirements by increasing runoff, providing additional sources of polluted runoff, or otherwise degrading water quality.	***3.10-8:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.10-10: Implementation of the proposed project could contribute to cumulative substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	***3.10-10:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.11 Land Use						
3.11-1: Implementation of the proposed project would conflict with adjacent land uses.	***3.11-1:*** *Where residential uses would be located adjacent to parcels where agricultural operations are permitted, including livestock grazing and/or confinement, the applicant shall provide to all homebuyers notice in a transfer deed regarding the Agricultural Overlay District and required buffers and/or setbacks, as well as agricultural operations and potential nuisance activities that could occur on lands adjacent to the homesite. The applicant shall provide the City with draft notice language to be included in each deed prior to pulling the first building permit.*	Provide notice in a transfer deed regarding the Agricultural Overlay District and required buffers, setbacks, and potential agricultural operations and nuisance activities that could occur. Provide draft language for the City to include within each deed.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.11-2: Implementation of the proposed project would create conflicting land uses within the Plan Area.	***3.11-2:*** *i) The project applicant shall implement Mitigation Measure 3.1-4.* *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. on Sunday through Thursday and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *ii) The project applicant shall implement Mitigation Measure 3.11-1.* *iii) The project applicant shall implement Mitigation Measure 3.12-6, which requires as follows:* *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA Ldn outdoor and 45 dBA Ldn indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.12 Noise						
3.12-1: Construction of the proposed project could temporarily increase ambient noise levels.	***3.12-1:*** *The City shall ensure construction contractors for each project phase comply with the following mitigation measures:* *a) Construction hours shall be limited to those allowed in the City's Public Facilities Improvement Standards between 7:00 a.m. to 7:00 p.m., Monday through Friday If construction is necessary on Sunday and Holidays the applicant shall submit a written request to the Director of Public Works or City Engineer, as applicable, 72-hours prior to the desired construction. If work is allowed outside aforementioned work hours, the applicant shall have a copy of the written approval available at the work site.* *b) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.* *c) Equipment warm up areas, water tanks and equipment storage areas shall not be located closer than 200 feet from existing residences.* *d) Applicant shall provide two weeks advanced notice to all residences located within 300 feet of construction activities, including the approximate start date and duration of such compaction activities.* *e) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed project construction shall be hydraulically or electrically powered where available to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where available; this could achieve a reduction of 5 dBA.* *f) Appropriately sized noise barriers or shielding shall be erected for construction work involving heavy duty construction equipment if occurring within 300 feet of receptors for an extended period of time (more than 2 weeks).*	Abide by construction requirements per the City	(Full Specific Plan and Area A)	Construction contractors	During construction	City of Lincoln Community Development Department
3.12-2: Construction of the proposed project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	***3.12-2:*** *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.
3.12-3: Implementation of the proposed project would expose noise-sensitive land uses to transportation noise levels in excess of the City of Lincoln General Plan noise standard or result in a substantial permanent increase in ambient transportation-related noise above existing levels.	***3.12-3:*** *Prior to approval of the tentative subdivision map (TSM) for any residential uses located adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane), the TSM applicant shall submit to the City an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively. The noise study shall identify the measures to be utilized and the noise attenuation attributable to each feature. Noise attenuating features may include, but are not limited to:* *a) Construct noise barriers (walls and/or berms), as appropriate on a site-specific basis, to reduce traffic noise levels at noise-sensitive land uses, which have been found to be significantly impacted by traffic noise. A concrete cinderblock noise barrier must completely block line-of-sight between the source and receptor, and can reduce traffic noise levels by at least 10 dB. Any noise walls shall be landscaped with vines (to be fully covered within three years) and shall be landscaped in accordance with the General Development Plan (GDP).* *b) Design and construct residential buildings adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane) so that their external activity areas are not within line-of-sight of these roadways. This could result in noise reductions of at least 3 dB.* *c) Repaving impacted roadways with "quiet" pavement types such as rubberized concrete. Roadways constructed with rubberized concrete can resulted in a net decrease in traffic noise levels of approximately 4 dB compared to that created by conventional asphalt.*	Submit an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively	Full Specific Plan and Area A	Project applicant	Prior to approval of the tentative subdivision map	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	d) The applicant shall conduct an acoustical analysis to confirm that if the materials to be used for residential building construction would reduce interior noise levels to 45 dBA Ldn. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be required to reduce the interior noise levels to 45 dBA Ldn, and the applicant shall incorporate these features into the building design.					
3.12-4: The proposed project could result in exposure of people residing or working at the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport.	***3.12-4:*** *If a daycare center is located in Compatibility Zone C1, the applicant shall conduct an acoustical analysis to confirm that the materials to be used for construction of the commercial building housing the daycare center would result in an interior to exterior noise reduce of at least 20 dB. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be require to result in an exterior to interior noise reduce of at least 20 dB, and the applicant shall incorporate these features into the building design.*	Conduct an acoustical analysis in the event that a daycare center is located in Lincoln Regional Airport Compatibility Zone C1	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.12-5: Implementation of the proposed project would expose people residing or working in the proposed project area to excessive noise levels for a project within the vicinity of a private airstrip.	***3.12-5:*** *The project applicant shall implement Mitigation Measure 3.9-6.* ***3.9-6*** *Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	See Mitigation Measure 3.9-6.	Full Specific Plan and Area A	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.
3.12-6: Implementation of the proposed project would expose on-site noise-sensitive land uses to noise generated by commercial, educational and recreational activities in excess of the City of Lincoln General Plan noise standard or result in an increase in ambient noise	***3.12-6:*** *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA L_{dn} outdoor and 45 dBA L_{dn} indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less.*	Implement the noise mitigation measures	Full Specific Plan and Area A	Project applicant	Prior to individual phase design implementation	City of Lincoln Community Development Department
3.12-7: Construction of the proposed project, including other cumulative growth, would temporarily add to cumulative noise levels in the vicinity of the proposed project site.	***3.12-7:*** *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.12-8: Construction of the proposed project, combined with other cumulative growth, would temporarily add to cumulative groundborne vibration levels in the vicinity of the proposed project site.	***3.12-8:*** *Implement Mitigation Measure 3.12-2.*	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.
3.12-9: Increases in traffic from the proposed project, in combination with other development, could result in cumulatively considerable noise increases.	***3.12-9:*** *Implement Mitigation Measure 3.12-3.*	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.
3.14 Public Services						
3.14-4: The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services.	***3.14-4:*** *If fewer than 38.7 acres of the Regional Sports Park are available for public use, the project applicant shall either (i) provide the required additional active recreational park land; or (ii) pay the In Lieu Fee for park and recreational facilities as set forth in Lincoln Municipal Code section 17.32.010 for the difference between the demand for active recreational park (116.7 acres) and the active recreational parkland provided.*	Agree to build or pay In Lieu Fee to compensate for required additional active recreational park land.	Full Specific Plan and Area A	Project applicant	Prior to issuance of a building permit	City of Lincoln Community Development Department
3.15 Transportation						
3.15-1: Implementation of the proposed project would increase traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under existing conditions.	***3.15-1:*** *The project applicants shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program. Therefore, PFE credits would be given to the constructing party. Alternatively, the City may require the project applicants to construct the improvements and provide them with a right of reimbursement from third parties who also benefit from the improvements. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *If, in the alternative to paying the applicable PFE fees, the project applicant(s) are required to construct improvements, the following improvements would be required to restore operations to an acceptable level at each intersection.* *a) Nelson Lane / Nicolaus Road (#10):* – *Signalize the intersection when signal warrants are met. To achieve LOS C operations, it may be necessary to provide protected left-turn movements and a right-turn overlap phase for eastbound right turn movements. Northbound U-turn movements would need to be prohibited to allow for the eastbound right-turn overlap phase. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* – *Restripe the southbound approach to provide the following lane configurations:* *i. One left-turn lane, one through lane, and one shared through-right turn lane* – *Reconfigure the south leg of the intersection to provide the following lane configurations:* *i. Two northbound left turn pocket lanes* *ii. One northbound through lane* *iii. One northbound trap-right turn lane* *iv. Two southbound receiving lanes* – *Reconfigure the east leg of the intersection to provide a second westbound left-turn lane* – *Reconfigure the west leg of the intersection to include the following:*	Pay fair share costs improvements outlined included in the City of Lincoln Public Facilities Element (PFE) fee program. Or, the project applicant could construct the requested improvements and, under the City's direction, be given a right of reimbursement from third parties who benefit from the said improvements.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	i. *Restripe the eastbound shared through-right turn lane into a dedicated right-turn lane. This would result in one left-turn lane, one through lane, and one right-turn lane.* ii. *Add a second westbound receiving lane* b) *Airport Road / Nicolaus Road (#11):* – *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* – *Widen the southbound approach to add a southbound left-turn pocket* – *Widen the south leg of the intersection to include the following:* i. *One northbound left turn pocket lane* ii. *One northbound through lane* iii. *One northbound channelized free right turn lane* iv. *Two southbound receiving lanes* – *Widen the east leg of the intersection to include the following:* i. *Two westbound left turn lanes (one trap lane; one pocket lane)* ii. *Restripe the existing westbound lane to a through-right lane* iii. *Two eastbound receiving lanes (one from the eastbound through lane and one from the northbound free right-turn lane)* – *Widen the eastbound approach to include one left-turn pocket lane, one through lane, and one-right turn pocket lane.* c) *Dowd Road / Nicolaus Road (#13):* – *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection is identified in the Village 5 Specific Plan, and is included in the updated PFE.* – *Widen the southbound approach to add a southbound left-turn pocket* – *Widen the south leg of the intersection to include the following improvements:* i. *One northbound left turn pocket lane* ii. *One northbound through lane* iii. *One northbound trap right turn lane* iv. *Two southbound receiving lanes* – *Widen the east leg of the intersection to include the following improvements:* i. *Two westbound left turn lanes (one trap lane; one pocket lane)* ii. *Restripe the existing westbound lane to a through-right lane* – *Widen the eastbound approach to include one left-turn pocket lane, one shared through-right turn lane.* d) *Fiddyment Road / Moore Road (#15):* – *Widen the southbound approach to add a southbound right-turn pocket* e) *Dowd Road / Moore Road (#22):* – *Change the traffic control to side-street stop control for Moore Road, and free movements on Dowd Road (existing configuration is free movements on Moore Road and side-street stop control for Dowd Road).* f) *Lakeside Drive / Nicolaus Road (#32):* – *Signalize the intersection when signal warrants are met. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* *Additional mitigation to reduce impacts of Mitigation Measures 3.15-1(b) and (c) to intersections #11 and #13.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Option 1: *g) The City shall monitor traffic conditions at the intersections of Airport Road/Nicolaus Road (#11) and Dowd Road/Nicolaus Road (#13). In addition to compliance with Mitigation Measures 3.15-1(b) and (c), the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *i. The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *ii. The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* ***Option 2:*** *g) The project applicant(s) shall apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*					
3.15-3: Implementation of the proposed project would increase traffic levels at future City of Lincoln intersections in Village 5.	***3.15-3:*** *The City shall monitor traffic conditions at the future Nelson Lane / Mavis Road intersection (#40) and shall cause the following improvements to be constructed prior to the service level degrading to LOS D:* • *Southbound: channelize the right-turn lane and add a merge lane on westbound Mavis Road to allow "free" right-turn operations* • *Eastbound: widen the eastbound approach to include a third left turn lane* • *Westbound: channelize the right-turn lane and add a merge lane on northbound Nelson Lane to allow "free" right-turn operations.* *The development agreement between the City and project applicants shall specify the timing of the construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *Additional mitigation to reduce impacts to Intersection #40 if widened:* ***Option 1:*** *The City shall monitor traffic conditions at the intersection of Nelson Lane/Mavis Road (#40). In addition to compliance with Mitigation Measures 3.15-3, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *a) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *b) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* ***Option 2:*** *The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*	Monitor conditions at Nelson Lane/Mavis Road intersection and construction improvements.	Full Specific Plan and Area A	Project applicant	Prior to service level reaching LOS D	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-4: Implementation of the proposed project would increase traffic levels at intersections under the County of Placer's jurisdiction.	***3.15-4:*** *The project applicants shall pay their fair share cost towards the following recommended improvements to restore vehicle traffic operations to an acceptable LOS at each intersection.* *a) Fiddyment Road / Athens Avenue (#16):* – *Widening of the northbound approach to include a right-turn pocket lane* – *Widening of the southbound approach to include a left-turn pocket lane* – *Signalization at the intersection with a protected southbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.* *b) Fiddyment Road / W. Sunset Boulevard (#18):* – *Widening of the northbound approach to include a left-turn pocket lane* – *Signalization at the intersection with a protected northbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.*	Pay fair share improvements for Fiddyment Road/Athens Avenue and Fiddyment Road/ West Sunset Boulevard intersections.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.	***3.15-6:*** *The project applicants shall pay their fair share cost towards the construction of a new interchange at SR 65 / Nelson Lane (#3), as supported by Lincoln General Plan Policy T-2.9. The timing of these payments is outlined in the development agreement. As described in Section 3.15.2, the City of Lincoln is in the process of updating its PFE fee program. This interchange is included in the City's updated PFE fee program. Therefore, the project applicants shall pay their fair share towards these improvements through the City of Lincoln's updated PFE fee program and ensure that they are constructed prior to the service level degrading to an unacceptable LOS F.* *To initiate the Caltrans project development process towards implementing the new interchange, the project applicant shall fund the preparation of a Project Study Report – Project Development Support (PSR-PDS) document for a new interchange at SR 65/Nelson Lane (#3) in coordination with the City of Lincoln and Caltrans. The Caltrans project development process will determine the ultimate configuration of the new interchange and ensure that the ultimate configuration provides acceptable operations (i.e., LOS) based on Caltrans standards. Through the Caltrans project development process, the following intersection control options may be considered in accordance with Caltrans' Intersection Control Evaluation (ICE) policy:* • *Unsignalized (side street stop controlled);* • *Roundabout – Single or multi-lane;* • *Diverging diamond interchange;* • *Signalized spread diamond;* • *Signalized single point urban interchange; or* • *Signalized partial cloverleaf.* *While the PSR-PDS process would determine the ultimate configuration of the interchange, the City and project applicant assumed a six-lane signalized partial cloverleaf interchange for this analysis based on the available footprint and the planned circulation network identified in the Village 5 Specific Plan. Since the six-lane partial cloverleaf provides the greatest capacity and has the largest footprint of the options listed above, it was determined that this configuration would verify whether an interchange would adequately mitigate the project's impact on traffic operations (i.e., if a six-lane partial cloverleaf does not meet LOS standards, additional mitigation may be necessary). Analysis presented in Table 3.15-23 shows that the six-lane signalized partial cloverleaf interchange provides acceptable operations with the following lane configurations at the interchange ramp terminal intersections:*	Pay fair share improvements for SR 65/ Nelson Lane interchange.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *SR 65 Northbound Ramps / Nelson Lane intersection:* *i. Northbound SR 65 off-ramp: one left-turn lane, one shared left-right turn lane, and one right turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 loop on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 slip on-ramp* • *SR 65 Southbound Ramps / Nelson Lane intersection:* *i. Southbound SR 65 off-ramp: one left-turn lane and one right-turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 slip on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 loop on-ramp*					
3.15-13: The proposed project could result in temporary impacts to transportation and traffic when construction activity occurs within the Village 5 Specific Plan site.	***3.15-13:*** *Prior to the beginning of construction for each project phase, project applicants shall prepare a detailed Construction Traffic Management Plan subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers. The Traffic Management Plan shall ensure that acceptable operating conditions are maintained on local roadways and freeway facilities. At a minimum, the plan shall include:* • *The number of truck trips, time, and day of street closures* • *Time of day of arrival and departure of trucks* • *Provision of a truck circulation pattern* • *Identification of detour routes and signing plan for street closures, if necessary* • *Maintain safe and efficient access routes for emergency vehicles* • *Manual traffic control when necessary* • *Proper advance warning and posted signage concerning street closures* • *Provisions for pedestrian and bicycle safety* *A copy of the Construction Traffic Management Plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.*	Prepare a detailed Construction Traffic Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	Caltrans, City of Lincoln Public Works Department
3.15-14: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under cumulative no project conditions.	***3.15-14:*** *Intersections 12, 14, 26, 32 and 33 have been incorporated into the City's update PFE program for transportation. As a result, the project applicants may mitigate by either paying their fair share cost towards the following improvements, or in the alternative to paying fees, the City may require project applicant(s) to construct the improvements identified in below. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants:* *In the alternative to paying fees, the project applicant(s) shall construct the following improvements to restore operations to an acceptable level at each intersection.* *a) Joiner Parkway / Nicolaus Road (#12):* – *Restripe the northbound shared through-left turn lane to be a dedicated left-turn lane* – *Restripe the southbound shared through-left turn lane to be a dedicated through lane* – *Re-time the signal to provide protected northbound and southbound left-turn phasing.* *b) Old Nelson Lane / Moore Road (#14):* – *Widen Moore Road to provide an eastbound left-turn pocket and a two-way left-turn lane to allow two-stage gap acceptance for southbound left-turn movements.*	Pay fair share fees or construct necessary improvements for Intersections 12, 14, 26, 32, and 33.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

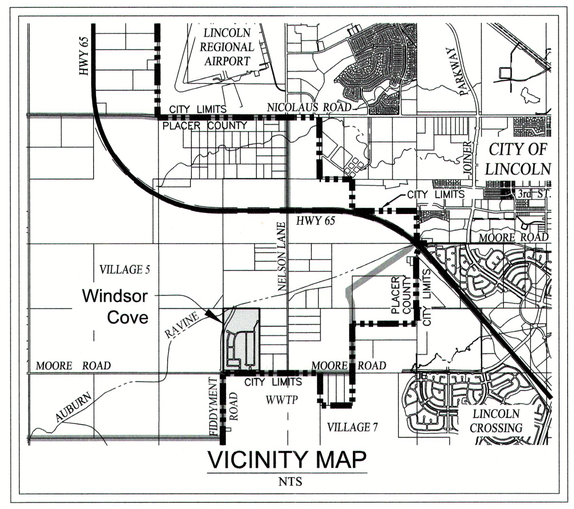
Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	c) Joiner Parkway / Ferrari Ranch Road (#26): – *Widen the northbound Joiner Parkway approach to include a third left-turn lane* – *To provide space to receive the third northbound left-turn lane on westbound Ferrari Ranch Road, remove the channelized free right-turn lane from southbound Joiner Parkway* *d) Lakeside Drive / Nicolaus Road (#32):* – *Signalize the intersection when signal warrants are met, as stated in Mitigation 3.15-1(f). Signalizing this intersection was identified in the previous City of Lincoln PFE fee program for Transportation and is included in the updated PFE.* *e) Teal Hollow Drive / Nicolaus Road (#33):* – *Signalize the intersection when signal warrants are met.* *Additional mitigation to reduce impacts to intersection #26 if widened:* ***Option 1:*** *The City shall monitor traffic conditions at the intersection of Joiner Parkway/Ferrari Ranch Road (#26). In addition to compliance with Mitigation Measures 3.15-14, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *f) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *g) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* **Option 2:** *f) The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*					
3.15-15: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an unacceptable LOS under cumulative no project conditions.	***3.15-15:*** *a) For the cumulative impacts to Airport Road / Nicolaus Road (#11), the project applicant shall implement Mitigation Measure 3.15-1(b) and (g).*	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).
	b) For the cumulative impacts to Fiddyment Road / Moore Road (#15), the project applicant shall implement Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).
	c) For the cumulative impacts to Dowd Road / Moore Road (#22), the project applicant shall implement Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).
	d) For the cumulative impacts to Caledon Circle / Ferrari Ranch Road (#25), the project applicant shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program: – *Provide an overlap phase on the northbound right-turn movement.*	Pay fair share cost towards Intersection 25.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-16: Implementation of the proposed project would contribute to cumulative traffic levels at future City of Lincoln intersections in Village 5.	***3.15-16:*** *The City shall monitor traffic conditions at the future Dowd Road / Mavis Road (#37) and Nelson Lane / Mavis Road (#40) intersections, and shall cause the following improvements to be constructed prior to the service level degrading to LOS D, subject to reimbursement to the constructing entity by those benefitting from the improvements:* *a) Dowd Road / Mavis Road (#37):* – *To reduce the average vehicle delay, the following improvements are necessary to provide LOS C operations at Dowd Road / Mavis Road:* *i. Provide two southbound left-turn lanes* *ii. Channelize the westbound right-turn lane and provide a receiving merge lane on northbound Dowd Road to allow free right-turn movements*	Monitor traffic conditions at Intersections 37 and 40, and subsequently cause improvements to be constructed.	Full Specific Plan and Area A	City of Lincoln Community Development Department	Prior to LOS D at Intersections 37 and 40	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	b) Nelson Lane / Mavis Road (#40): – *Implement Mitigation Measure 3.15-3.*	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.
3.15-17: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the County of Placer's jurisdiction	***3.15-17:*** *a) For the intersection at Fiddyment Road / Athens Avenue (#16) and Fiddyment Road/ W. Sunset Boulevard (#18), the project applicants shall implement Mitigation Measure 3.15-4 and widening of Fiddyment Road consistent with Mitigation Measure 3.15-20.*	Implement Mitigation Measure 3.15-4 for Intersection #16.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.
	b) For the intersection at Fiddyment Road / E. Catlett Road (#17), the project applicant shall pay their fair share costs towards the following improvements: – *Widening the northbound and southbound approaches to include two through lanes; this is consistent with Mitigation Measure 3.15-20(a).* – *Adding a northbound left-turn pocket.* – *Signalizing the intersection with protected northbound left-turn phasing* – *Widening the eastbound approach to include a left-turn pocket and right-turn lane. Provide an overlap phase for the eastbound right-turn movement.*	Pay fair share costs towards required improvements for Intersection #17.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-18: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Roseville's jurisdiction.	***3.15-18:*** *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each of the following intersections:* *a) Fiddyment Road / Blue Oaks Boulevard (#19):* – *An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.* *b) Fiddyment Road / Baseline Road (#21):* – *An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.*	Pay fair share costs towards recommended improvements for Intersections #19 and 21.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-19: Implementation of the proposed project would contribute to cumulative traffic levels at intersections maintained by Caltrans.	***3.15-19:*** *a) For SR 65 / Nelson Lane (#3a and #3b), implement Mitigation Measure 3.15-6.*	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.
	b) For SR 65 Southbound Ramps / Ferrari Ranch Road (#4): *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps/ Ferrari Ranch Road. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* – *Widening the eastbound approach to include a dedicated right-turn lane; channelize the eastbound right-turn movement onto the southbound on-ramp to allow free right-turn movements.*	Pay fair share costs towards recommended improvements for Intersection #4.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
	c) SR 65 Southbound Ramps / Twelve Bridges Drive (#9): *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps / Twelve Bridges Drive. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* – *Restriping the northbound off-ramp converting the existing shared through-right turn lane to a shared through-left turn lane*	Pay fair share costs towards recommended improvements for Intersection #9.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-20: Implementation of the proposed project would contribute to cumulative traffic levels on study roadway segments in Placer County.	***3.15-20:*** *The project applicants shall pay their fair share cost to the City for the following recommended improvements to restore vehicle traffic operations to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each roadway segment.* *a) Widening Fiddyment Road from Athens Avenue to Moore Road from a two-lane undivided arterial to a four-lane divided arterial.* *b) Widening Fiddyment Road from Roseville City Limits to Athens Avenue from a two-lane undivided arterial to a four-lane divided arterial.* *c) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.*	Pay fair share costs towards recommended improvements for widening at: -Fiddyment Road from Athens Avenue to Moore Road - Athens Road from Fiddyment Road to Foothills Boulevard	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-22: Implementation of the proposed project would contribute to cumulative traffic levels on study freeway facilities maintained by Caltrans as well as roadways in the City of Rocklin.	***3.15-22:*** *The project applicants shall pay their fair share of improvements for impacts to SR 65. The fair share payment shall consist of the appropriate SPRTA Fees to help fund improvements to SR 65. A number of different improvements may be considered by Caltrans and the City of Lincoln to restore operations to acceptable levels at the impacted locations. Improvements to SR 65 could take the form of auxiliary lanes between interchanges, an additional general purpose or High Occupancy Vehicle (HOV) lane in each direction of SR 65, ramp metering, additional deceleration/acceleration areas at affected ramps, increased parallel street capacity, Intelligent Transportation System (ITS) solutions, and other options. This mitigation measure would require the project applicant(s) to pay their fair share of future improvements to SR 65. SPRTA funding for the SR 65 widening project is currently estimated to be $67 million of the estimated total cost of $95 million for the project.*	Pay fair share costs to fund SPRTA Fees, in order to help fund improvements to SR 65.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.16 Utilities and Infrastructure						
3.16-2: Implementation of the proposed project would result in an increased demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	***3.16-2:*** *Prior to the approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first, the City shall ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational:* *a) The Ophir Water Treatment Plant is completed and operational at 10 mgd.* *b) The Village 7 18-inch transmission main is installed and connected to a third POC provided in the Plan Area.*	Ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational for Ophir Water Treatment Plant and the Village 7 18-inch transmission main connection to the Village 5 Plan Area.	Full Specific Plan	Project applicant	Prior to approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first	City of Lincoln Public Works Department
3.16-7: The proposed project would contribute to cumulative increases in demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	***3.16-7:*** *Implement Mitigation Measure 3.16-2(a).*	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).



VICINITY MAP
NTS

TENTATIVE MAP INFORMATION

DEVELOPER/ OWNER:	KUHN KIDS INVESTMENT, LLC 5701 LONE TREE BLVD. SUITE #102 ROCKLIN, CA 95765
ENGINEER/ PLANNER:	FRAYJI DESIGN GROUP, INC. 1316 BLUE OAKS BLVD. ROSEVILLE, CA 95678 (916) 782-3000
ASSESSOR'S PARCEL NO.:	021-490-002
TOTAL ACREAGE:	90.0± AC
EXISTING ZONE:	VLDR/VCE/OPEN SPACE/ROW
PROPOSED ZONE:	VILLAGE LOW DENSITY RESIDENTIAL (VLDR), VILLAGE COUNTRY ESTATES (VCE) (OPEN SPACE) (ROW)

SUBDIVISION DEVELOPMENT
LOT SUMMARY:

SMALL LOT TENTATIVE MAP
165 SINGLE FAMILY

VLDR-SMALLEST:	5,233 S.F.	VCE-SMALLEST:	16,800 S.F.
VLDR-LARGEST:	11,335 S.F.	VCE-LARGEST:	31,564 S.F.
VLDR-AVERAGE:	5,914 S.F.	VCE-AVERAGE:	19,340 S.F.

DENSITY:

	DU	ACRES	
VLDR 1	45	8.11	
VLDR 2	68	11.93	DENISTY
TOTAL	113	**20.04**	5.64 DU/AC

	DU	ACRES	
VCE 1	26	13.17	
VCE 2	26	13.22	DENISTY
TOTAL	**52**	**26.39**	1.97 DU/AC

PARK/OPEN SPACE/LANDSCAPE CORRIDORS

OS1/V5 SP-VOSP=	4.00 AC	
OS2/V5 SP-VOSP=	18.44 AC	
OS3/V5 SP-VOSP=	1.93 AC	
OS4/V5 SP-VOSP=	5.34 AC	
OS5/V5 SP-VOSP=	0.13 AC	
OS6/V5 SP-VOSP=	0.49 AC	
OS7/V5 SP-VOSP=	1.84 AC	
PARK=	0.97 AC	
	33.14 AC	OS/PARK TOTAL
LSC1 =	0.74 AC	
LSC2 =	0.60 AC	
LSC3 =	0.43 AC	
LSC4 =	0.76 AC	
LSC5 =	0.63 AC	
LSC6 =	0.04 AC	
LSC7 =	0.02 AC	
LSC8 =	0.47 AC	
LSC 9 =	0.05 AC	
LSC 10 =	0.05 AC	
LSC 11 =	0.37 AC	
	4.16 AC	LSC TOTAL
IOD 1=	1.78 AC	
IOD 2=	4.49 AC	
	6.27 AC	IOD TOTAL

FUTURE NELSON LANE & MOORE ROAD/FUTURE FERRARI RANCH ROAD

SERVICE PROVIDERS

SCHOOL DISTRICTS:	WESTERN PLACER UNIFIED SCHOOL DISTRICT, K-12
PARKS & RECREATION:	CITY OF LINCOLN
POLICE & FIRE PROTECTION:	LINCOLN POLICE DEPT./ LINCOLN FIRE DEPT.
SANITARY SEWER:	CITY OF LINCOLN
DOMESTIC WATER:	CITY OF LINCOLN
STORM DRAIN:	CITY OF LINCOLN
ELECTRICITY:	PACIFIC GAS & ELECTRIC CO.
TELEPHONE:	AT&T
CABLE:	WAVE COMMUNICATIONS / CABLE CO.

NOTES:

1. PARCEL LINES AND AREAS MAY BE ADJUSTED AT THE TIME OF THE FINAL MAP, PROVIDED THE GENERAL LOTTING SCHEME IS PRESERVED AND NO NEW ADDITIONAL RESIDENTIAL PARCELS ARE CREATED, SUBJECT TO THE APPROVAL OF THE CITY OF LINCOLN. PROPOSED NUMBER OF RESIDENTIAL LOTS MAY BE REDUCED AT TIME OF FINAL MAP.
2. PURSUANT TO GOVERNMENT CODE SECTION 56456.1, THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE MAP.
3. THE RESIDENTIAL LOTS SHOWN ON THIS TENTATIVE MAP ARE TENTATIVE AND MAY BE MODIFIED TO FIT THE FINAL BUILDING DESIGN AT THE TIME OF THE FINAL MAP. ANY LOT MODIFICATIONS SHALL BE IN SUBSTANTIAL COMPLIANCE WITH THE APPROVED TENTATIVE MAP AND MUNICIPAL CODE REQUIREMENTS.
4. ACCESS, PUBLIC UTILITY, AND LANDSCAPE AND MAINTENANCE EASEMENT LOTS SHOWN OR IMPLIED IN THIS TENTATIVE MAP ARE TENTATIVE AND MAY BE MODIFIED AT THE TIME OF THE FINAL MAP.
5. ALL UTILITY SYSTEMS ILLUSTRATED ON THIS TENTATIVE MAP ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE AT THE TIME OF IMPROVEMENT PLANS.
6. GRADING SHOWN ON THIS TENTATIVE MAP IS TENTATIVE AND SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN OF GRADING PLANS.
7. PARK REQUIREMENTS SHALL BE BASED UPON THE NUMBER OF LOTS SHOWN ON THE FINAL MAP.
8. MINIMUM LOT DIMENSIONS PER VILLAGE 5 GENERAL DEVELOPMENT PLAN.
9. ALL EXISTING STRUCTURES ARE TO BE REMOVED PRIOR TO SUBSEQUENT DEVELOPMENT.
10. ALL NON-STANDARD ITEMS MUST BE JUSTIFIED AND MITIGATED FOR AND REQUIRE CITY-ENGINEER APPROVAL. IF NON-STANDARD ITEMS ARE NOT SPECIFICALLY IDENTIFIED ON THE TENTATIVE MAP, THEY ARE SPECIFICALLY NOT APPROVED AND WILL REQUIRE FURTHER REVIEW AND APPROVAL.

SURVEYOR'S STATEMENT:

THE BOUNDARY SHOWN HEREON IS BASED ON THE LEGAL DESCRIPTION AS DESCRIBED IN THE PRELIMINARY REPORT NUMBER P-652474 BY PLACER TITLE COMPANY DATED DECEMBER 11, 2024. ALL EASEMENTS SHOWN IN THE REPORT ARE SHOWN HEREON OR IF AN EASEMENT IS NOT PLOTABLE OR BLANKET, A NOTE TO THAT AFFECT IS SHOWN HEREON. ANY PUBLIC EASEMENTS TO BE ABANDONED ARE SHOWN AS "TO BE ABANDONED WITH THE FINAL MAP".

REGISTERED PROFESSIONAL ENGINEER — TONY J. FRAYJI — NO. 57265 — CIVIL — STATE OF CALIFORNIA

PROFESSIONAL LAND SURVEYOR — MICHAEL S. COSTA — LS 6600 — STATE OF CALIFORNIA

N / W / E / S

0 100' 200' 300'

SCALE 1"=100'

FRAYJI DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING

Cover Sheet
Tentative Subdivision Map
Windsor Cove

City of Lincoln, California June 1, 2026

SHEET 1 OF 4

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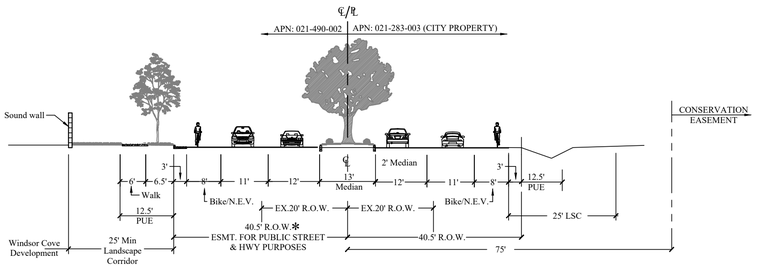
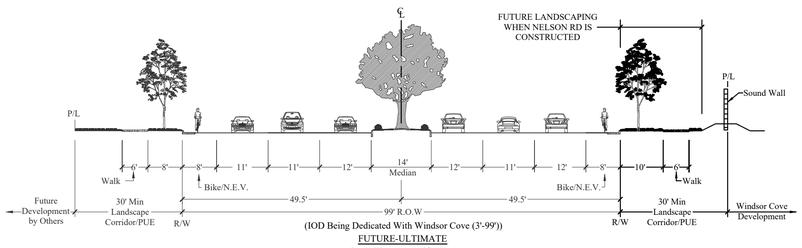


* 51.5' AT RIGHT TURN LANE

Proposed Moore Road (Future Ferrari Ranch Road) (Sheet 1) — 1

NOTE: PROPOSED FULL FRONTAGE WIDENING

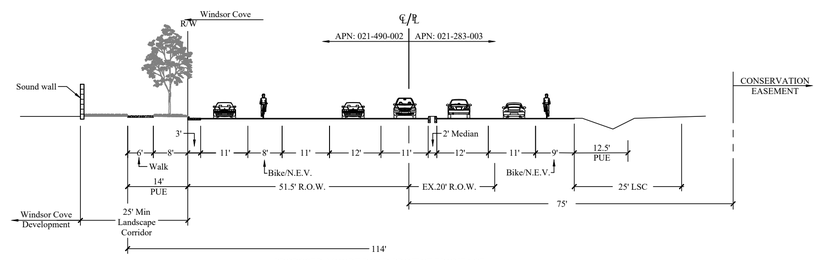


(IOD Being Dedicated With Windsor Cove (3'-99'))

FUTURE-ULTIMATE
(Per Village 5 Specific Plan)

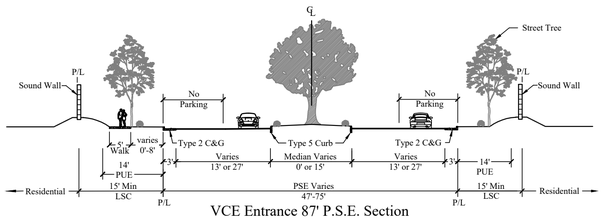
Nelson Lane (Sheet 1) — 5

(NELSON LANE ROADWAY IS NOT PROPOSED ON THIS TENTATIVE MAP)



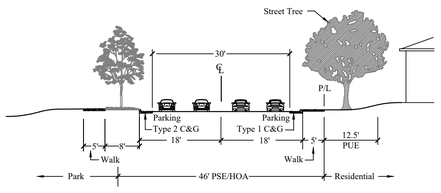
PROPOSED-MOORE ROAD PROJECT FRONTAGE

Moore Road (Sheet 1) — 10



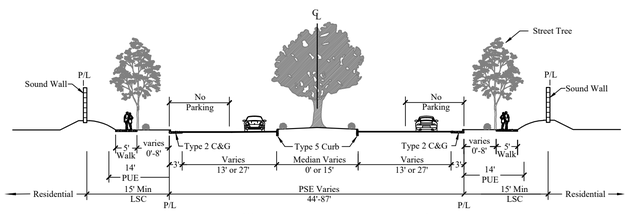
VCE Entrance 87' P.S.E. Section

(C STREET)
Private Street Section
(Sheet 1) — 6



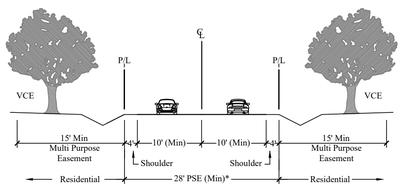
Local Minor Residential Street Section (Design Modification)

(WINDSOR PARK DRIVE)
(Sheet 1) — 8



VLDR Village Entrance 87' P.S.E. Section

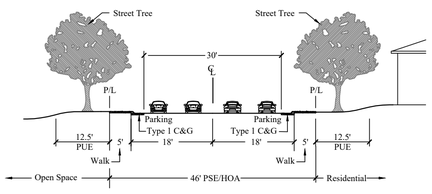
(B STREET)
(Sheet 1) — 2



VCE 36' Residential Street Section

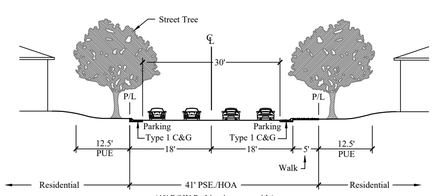
Private Road-No Curb & Gutter
(B LOOP)
(Sheet 1) — 7

* 36' PARKING ON BOTH SIDES
32' WITH PARKING ON ONE SIDE



Local Minor Residential Street Section (Design Modification)

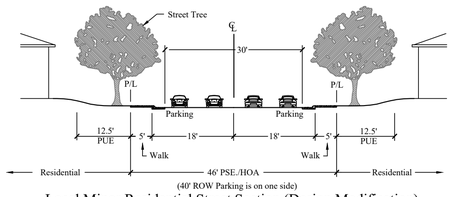
(A LOOP)
(Sheet 1) — 3



(40' ROW Parking is on one side)

Local Minor Residential Street Section (Design Modification)

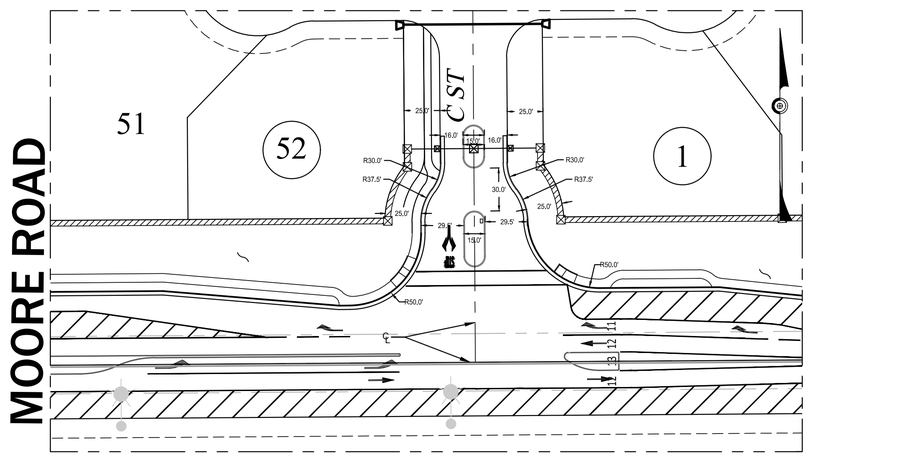
(A LOOP, A STREET, AA STREET)
(Sheet 1) — 4



(40' ROW Parking is on one side)

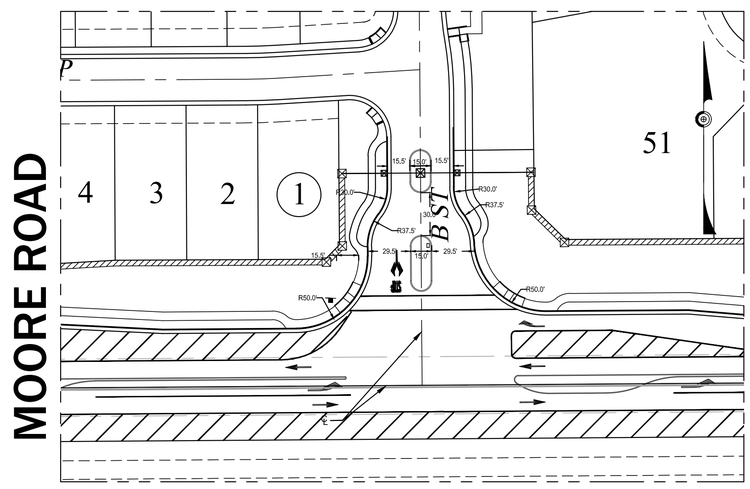
Local Minor Residential Street Section (Design Modification)

(A LOOP)
(Sheet 1) — 9



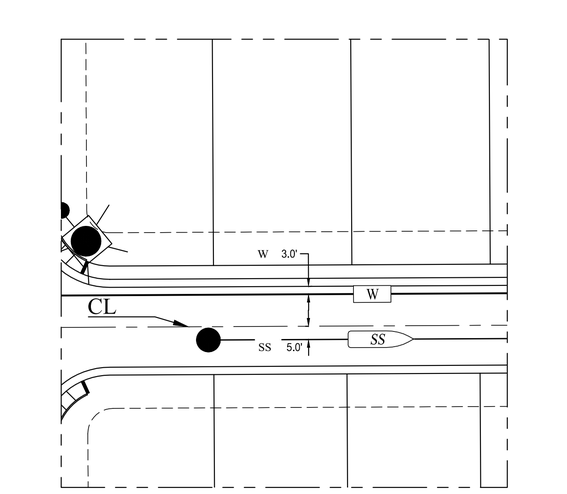
Standard Gated Entrance Detail-VCE -(Design Modification)

Scale: 1" = 60'



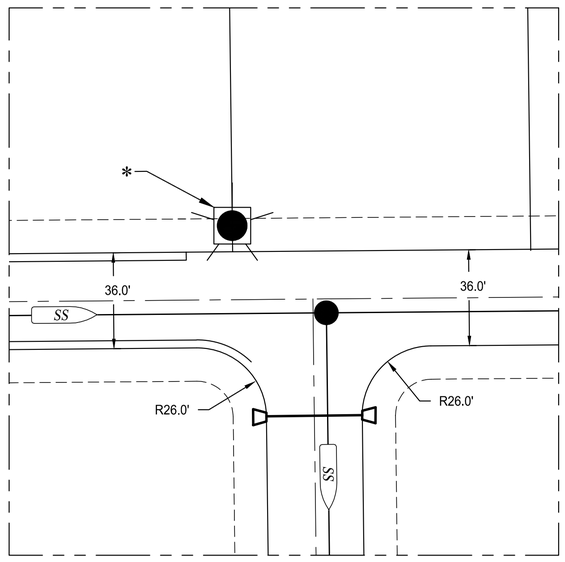
Standard Gated Entrance Detail-VLDR- (Design Modification)

Scale: 1" = 60'



SEPARATION MAY BE INCREASED TO MEET SECTION 64572 OF STATE BOARD OF DRINKING WATER TITLE 17 AND 22 CALIFORNIA CODE OF REGULATIONS
(SEE PLAN AND PROFILE SHEETS FOR PLACEMENT)

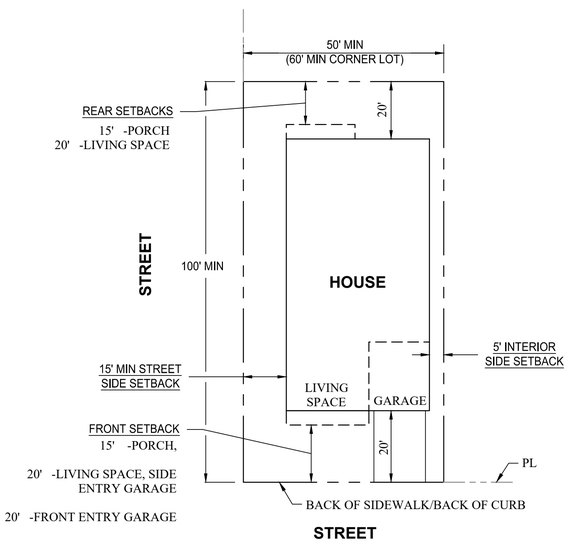
4 TYPICAL UTILITY LOCATIONS (DESIGN MODIFICATION)
SCALE: NTS



Street Light location (Design Modification)

NTS

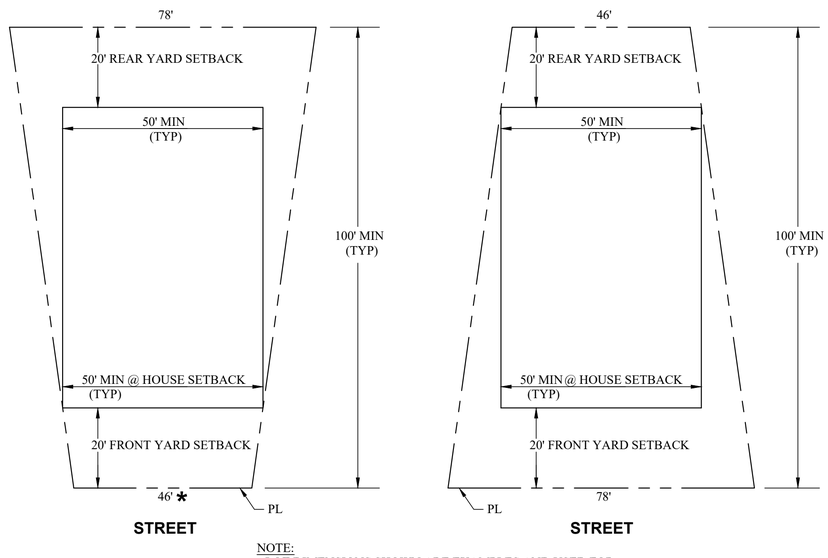
* Light Location at Intersection, Elbow and Cul-De-sac Only



NOTES:
- ALL FRONT AND STREET SIDE SETBACKS ARE MEASURED FROM PROPERTY LINE UNLESS OTHERWISE NOTED.
- CONCEPTUAL PLAN, AND SHOWN FOR REFERENCE PURPOSES ONLY. FINAL BUILDING FOOTPRINTS AND LAYOUT WILL VARY.

Typical VLDR Lot Configuration

NTS

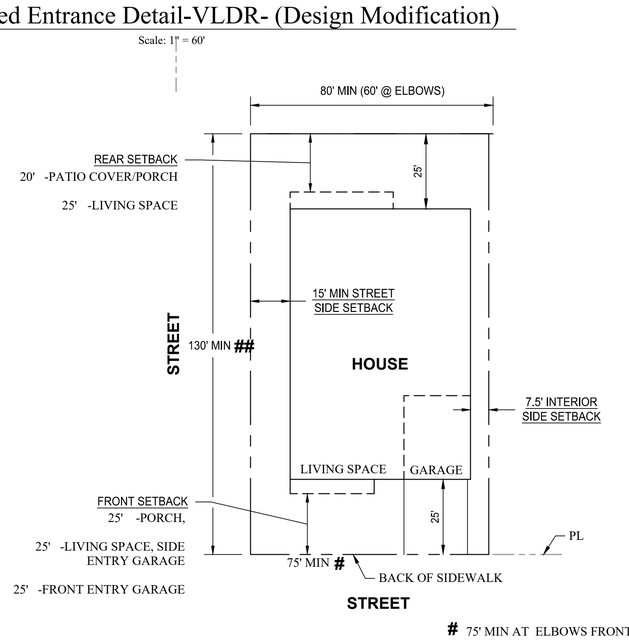


NOTE:
LOT DIMENSIONS SHOWN ARE EXAMPLES AND USED FOR ILLUSTRATIVE PURPOSES.

* 35' MIN AT ELBOWS & CUL-DE-SACS

Typical VLDR Lot Minimum Distance

NTS



75' MIN AT ELBOWS FRONTAGE

125' AT ELBOWS

NOTES:
- ALL FRONT AND STREET SIDE SETBACKS ARE MEASURED FROM PROPERTY LINE UNLESS OTHERWISE NOTED.
- CONCEPTUAL PLAN, AND SHOWN FOR REFERENCE PURPOSES ONLY. FINAL BUILDING FOOTPRINTS AND LAYOUT WILL VARY.

Typical VCE Lot Configuration

NTS

GENERAL NOTES:
ALL DETAILS MUST CONFORM TO THE APPROVED VILLAGE 5 SPECIFIC PLAN & GENERAL DEVELOPMENT PLANS UNLESS OTHERWISE ACCEPTED BY THE CITY OF LINCOLN & SHOWN ON THIS MAP

FRAYJi DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING

Detail Sheet 1
Tentative Subdivision Map

Windsor Cove

City of Lincoln, California June 1, 2026

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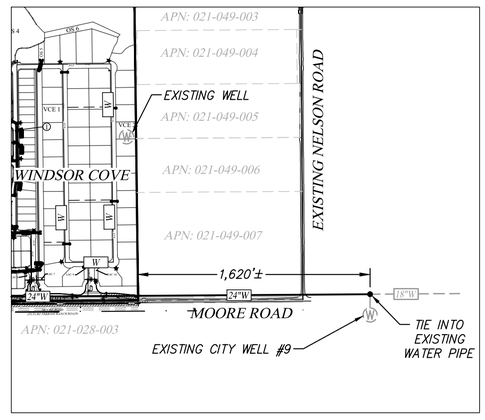
LEGEND

FEATURE	EXISTING	PROPOSED	FUTURE
SANITARY SEWER MANHOLE	○	●	●
GATE VALVE	⋈	⋈	⋈
BUTTERFLY VALVE	⊗	⊗	⊗
AIR RELEASE VALVE	▷—	▶—	▶—
BLOW OFF VALVE	▷	▶	▶
WATER LINE (SIZE INDICATED)	W	W	W
WATER LINE (SIZE INDICATED)	RW	RW	RW
SEWER LINE (SIZE INDICATED)	SS	SS	SS
FIRE HYDRANT	⊂⊕⊃	⊂⊕⊃	⊂⊕⊃
WATER SAMPLING STATION	▯	▯	▯

NOTES:

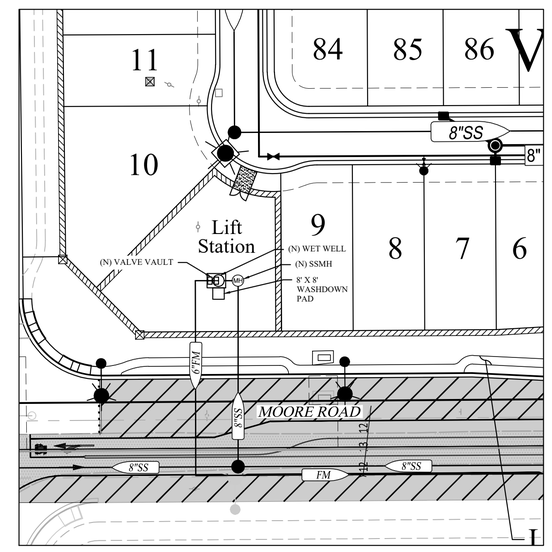
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE TENTATIVE AND SUBJECT TO REVISION.
3. BACKBONE TRUNK SEWER IS PER VILLAGE 5 SPECIFIC PLAN WHICH CONNECTS TO THE CITY OF LINCOLN WASTEWATER TREATMENT AND RECLAMATION FACILITY (WWTRF).
4. FUTURE BACKBONE TRUNK SEWER PER VILLAGE 5 SPECIFIC PLAN.
5. BACKBONE WATER PER VILLAGE 5 SPECIFIC PLAN. TO BE PERFORMED UNDER AN ENCROACHMENT PERMIT.
6. FUTURE BACKBONE WATER PER VILLAGE 5 SPECIFIC PLAN.
7. FUTURE BACKBONE RECLAIMED WATER (RW) PER VILLAGE 5 SPECIFIC PLAN.
8. IF VCE DEVELOPS BEFORE LDR, SANITARY SEWER CAN BE RE-ROUTED TO CONNECT TO SANITARY SEWER IN MOORE ROAD.



Offsite Water Detail

SCALE: 1"=600'

(1) SEWER MAY FLOW TOWARD NELSON LANE & CONNECT AT NELSON/MOORE ROAD/FERRARI RANCH ROAD.



LIFT STATION ALTERNATIVE

SCALE: NTS

Conceptual Sewer and Water Plan
Tentative Subdivision Map
Windsor Cove

City of Lincoln, California June 1, 2026

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CIVIL ENGINEERING | PLANNING | SURVEYING

SCALE 1"=100'

I:\Drafting\21200-Moore Road\Tentative Map\21200_TM-03-Sewer-Water [VCE Shift].dwg, 06/02/26 09:20:24am, Amohammed SHT3

LEGEND

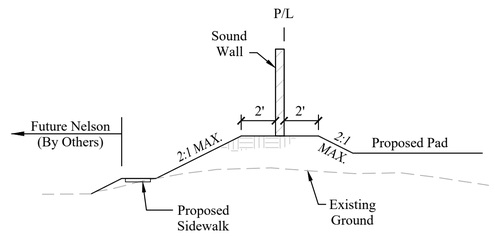
FEATURE	EXISTING	PROPOSED	FUTURE
DROP INLET/CATCH BASIN	■	■	■
STORM DRAIN MANHOLE	◉	◉	◉
STORM DRAIN (SIZE INDICATED)	12"SD	12"SD	12"SD
STORM DRAIN RISER		⊗	
DITCH/SWALE			
EXISTING WETLANDS			
OAK TREE TO BE REMOVED		⊗	
OAK TREE TO REMAIN		○	

NOTES:

1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE TENTATIVE AND ARE SUBJECT TO REVISION.
3. PROPOSED GRADES ARE TENTATIVE AND ARE SUBJECT TO REVISION AT FINAL DESIGN.
4. FUTURE BACKBONE STORM DRAIN PER VILLAGE 5 SPECIFIC PLAN.
5. FIRE DEPARTMENT ACCESS TURN AROUND, FINAL DESIGN TO BE DETERMINED AT BUILDING STAGE.
6. ALL STORM DRAIN PIPES GREATER THAN 12" ARE LABELED.
7. SEE DETAIL 4 ON SHEET 2 FOR UTILITY SEPARATION.
8. DESIGN OF OUTFALL STRUCTURES & CULVERTS TO BE SUBMITTED WITH THE FINAL DRAINAGE ANALYSIS,

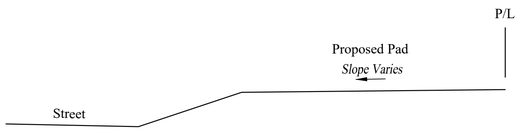
GRADING QUANTITY ESTIMATES

AMOUNT OF CUT:	129,000 ± CU. YDS.
AMOUNT OF FILL:	111,000 ± CU. YDS.
SHRINKAGE 20%:	24,000 ± CU. YDS.
ESTIMATED NET IMPORT:	14,000 ± CU. YDS.



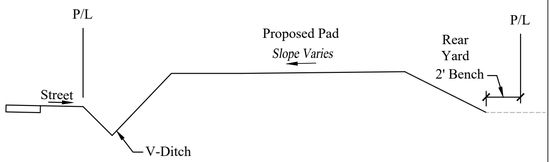
Typical Section at Nelson Lane

NTS



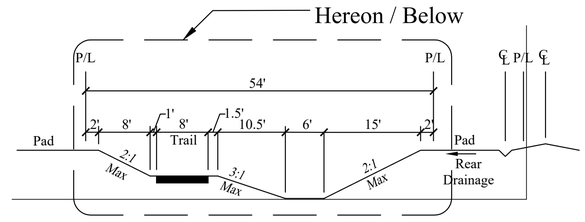
Typical Lot Grading

NTS



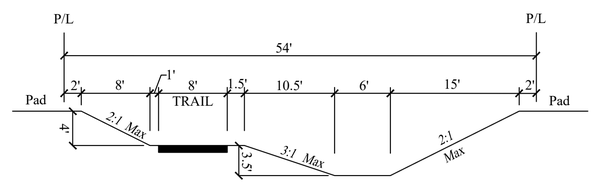
Typical Lot Grading - Modification 1

NTS



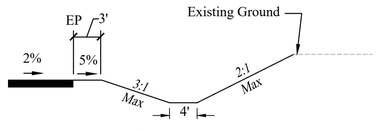
Typical Open Space Swale / Treatment

NTS



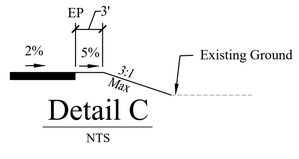
Detail A

NTS



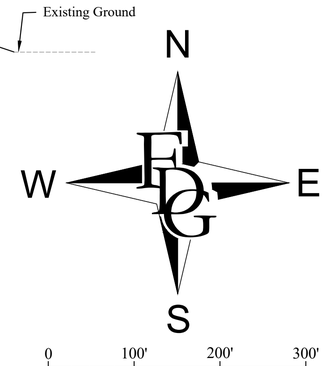
Detail B

NTS



Detail C

NTS



SCALE 1"=100'

FRAYJI DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING

Conceptual Grading and Drainage Plan
Tentative Subdivision Map
Windsor Cove

City of Lincoln, California June 1, 2026

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STAFF REPORT

Item Number 8.B

SUBJECT: Village 7B Amendments Project (Mikaela Noble)

SUBMITTED BY: Mikaela Noble

DEPARTMENT: Community Development

DATE: June 17, 2026

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission conduct a public hearing, consider the information contained in the staff report, and testimony of the public, and take the following actions:

1. Adopt Resolution recommending City Council adopt the proposed Addendum to the certified 2010 Village 7 Specific Plan EIR (SCH No. 2005062001) and to the 2017 Village 5 Specific Plan EIR (SCH No. 2014052071); and adopt updated Mitigation Monitoring Plans (MMPs) for the Village 7 Specific Plan EIR and Village 5 Specific Plan EIR for the Village 7B Amendments Project certifying that the changes will not result in any new significant information of substantial importance, new impacts, new mitigation measures, new or revised alternatives, or a substantial increase in the severity of previously identified significant impacts that would require major revisions to the 2010 Village 7 Specific Plan EIR or the 2017 Village 5 Specific Plan EIR, and therefore, pursuant State CEQA Guidelines Section 15162, the preparation of a supplemental or subsequent EIR is not required;
2. Adopt a Resolution recommending City Council approval of the Village 7 Specific Plan Amendment;
3. Adopt a Resolution recommending City Council approval of the Village 5 Specific Plan Amendment;
4. Adopt a Resolution recommending City Council approval of the Village 7 General Development Plan Amendment;
5. Adopt a Resolution recommending City Council approval of the Village 5 General Development Plan Amendment; and
6. Adopt a Resolution recommending City Council authorize the submittal of an application to the Placer County Local Area Formation Commission (LAFCo) for the formal annexation of a portion of the adopted Village 5 Specific Plan area and a portion of the adopted Village 7 Specific Plan area.

BACKGROUND/INTRODUCTION:

The project site is encompassed within unincorporated portions of the adopted Village 7 and Village 5 Specific Plans located in the western area of Placer County, immediately northwest of the current border of City of Lincoln (see Attachment 1). The approximately 231.2-acre

project site, consisting of parcels identified as Assessor's Parcel Numbers (APNs) 021-263-006, 021-350-006, -023, -027, -038, -039, -040, and -046, is generally located northwest of the Moore Road and Sorrento Parkway intersection, south of State Route 65. The proposed project includes land use plan modifications to approximately 147.7 acres of the Village 7 Specific Plan area and 34 acres of the Village 5 Specific Plan area, located northwest of the Moore Road and Sorrento Parkway intersection. In addition, the project includes minor modifications within an approximately 49.5-acre portion in the Village 7 Specific Plan area, located south of Moore Road, consisting of parcels identified as APNs 021-263-014, -022, and -023.

The project site is predominantly undeveloped and consists of agricultural fields, with a rural residence located in the northeast corner of the site. The site is surrounded by the Auburn Ravine to the north; existing rural residences to the east; undeveloped land within the Village 7 Specific Plan area to the south; and rural residences, the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF), and undeveloped land within the Village 5 Specific Plan area to the west.

Existing Land Use and Zoning Designations

The portion of the site within the Village 7 Specific Plan, including the area south of Moore Road, is designated as Village Low Density Residential (VLDR), Village Medium Density Residential (VMDR), Village High Density Residential (VHDR), Village Open Space (VOS), Village Parks and Recreation (VPR), and Linear Park (LP). The portion of the site within the Village 5 Specific Plan is designated as Village Rural Residential (VRR), Village Natural Open Space (VOSN), Major Right of Way (ROW), and Village Open Space Preserve (VOSP) (see Attachment 2). The project site is zoned Planned Unit Development (PD) pursuant to the adopted Village 7 and Village 5 General Development Plans (GDP).

Village 7 Specific Plan

In June 2010, the City of Lincoln adopted the Village 7 Specific Plan and certified the Village 7 Specific Plan EIR (State Clearinghouse (SCH) No. 2005062001), which analyzed the project specific and cumulative physical impacts of development of 3,285 residential units and 125,000 square feet of commercial development in the approximately 703-acre Village 7 Specific Plan area.

In August 2013, a Development Agreement was executed between the City of Lincoln and Lincoln Land Holdings, LLC. for development of the 516 acres (Lewis Property) within the Village 7 Specific Plan area. The City Council determined that the Village 7 Specific Plan EIR was adequate and complete, and that further environmental documentation related to the Development Agreement was not necessary given that the conditions of the agreement were consistent with the scope of the EIR. Subsequent to approval of the Village 7 Specific Plan and certification of the Village 7 EIR, the Placer County LAFCo proceeded with annexation of the 516-acre Lewis Property of the Village 7 Specific Plan area into the City of Lincoln.

In 2016, Lewis Planned Communities requested amendments to the Village 7 Specific Plan and approval of a Small Lot Vesting Tentative Map for Phase 1 of the Specific Plan. In general, the requested amendments reconfigured land uses by consolidating residential and park uses within Phase 1 of the project, while maintaining a consistent number of dwelling units in the Specific Plan. As a result, the 2013 Development Agreement was amended to reflect the changes and was approved in January 2017. Subsequent environmental documentation was completed in September 2016, which determined that the amendments

would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the Village 7 Specific Plan EIR.

In 2022, amendments were proposed to the previously approved 2016 Phase 1 Vesting Tentative Map and other related entitlements to accomplish the following: incorporate new single-family residential lot sizes; reduce the number of residential lots per unit/village to be developed within the Phase 1 Development Area; and maintain the previously approved land uses and residential density types, and the locations and sizes of the parks and major residential paseos. An Addendum to the Village 7 Specific Plan EIR was prepared to evaluate the 2022 amendments. The total unit count to be developed within the Phase 1 development area increased from 539 to 565. The proposed amendment to the Phase 1 Vesting Tentative Map also required an amendment to the previously approved Village 7 GDP and Development Agreement between the City of Lincoln and Lincoln Land Holdings LLC (Lewis Communities). The City of Lincoln approved the requested entitlements and adopted the associated Addendum in August 2022.

In 2024, additional amendments were proposed to the Village 7 Specific Plan and GDP. The 2024 amendments included revised land use designations for the Village Mixed Use (VMU) parcel at the northwest corner of Ferrari Ranch Road and Central Boulevard, as well as minor adjustments to residential, parks and open space configurations throughout the plan, and changes to development processing methods involving entitlement modifications. A second Addendum to the Village 7 Specific Plan EIR was prepared to evaluate the 2024 amendments. The City of Lincoln approved the requested entitlements and adopted the associated Addendum in April 2024.

In 2025, the City of Lincoln administratively approved the two minor amendments to the Village 7 Specific Plan and GDP which replaced approximately 7.6 acres of VPR with VLDR and changed the location of the elementary school site from the southeast corner to the northeast corner of the Ferrari Ranch Road and Western Boulevard intersection.

The Village 7 Specific Plan EIR is both a Program EIR and Project EIR, pursuant to CEQA Guidelines Sections 15168 and 15161. The portions of the Village 7 Specific Plan area under consideration for the current amendments were addressed at a program level in the Village 7 Specific Plan EIR. As part of the Village 7 Specific Plan EIR approval, the City adopted a Mitigation Monitoring Plan (MMP), which includes all mitigation measures identified in the certified EIR. All subsequent projects within the Village 7 Specific Plan area, including the 147.7-acre portion of proposed project, would be responsible for implementing all applicable mitigation contained in the MMP.

Village 5 Specific Plan

In November 2017, the City of Lincoln adopted the Village 5 Specific Plan and certified the Village 5 Specific Plan EIR (SCH No. 2014052071), which analyzed the project specific and cumulative physical impacts of the development of 8,206 residential units and over 4.5 million square feet of non-residential development in the approximately 4,785-acre Village 5 Specific Plan area.

In 2024, approximately 2,721 acres of the Village 5 Specific Plan area (designated as Village 5A) were annexed into the City of Lincoln. The remaining areas of the Village 5 Specific Plan area, including the 34-acre portion associated with this proposed project, have not yet been annexed into the City of Lincoln.

The Village 5 Specific Plan EIR is both a Program EIR and Project EIR, pursuant to CEQA Guidelines Sections 15168 and 15161. The portions of the Village 5 Specific Plan area under consideration for the current amendments were addressed at a program level in the Village 5 Specific Plan EIR. As part of the Village 5 Specific Plan EIR approval, the City adopted an MMP, which includes all mitigation measures identified in the certified EIR. All subsequent projects within the Village 5 Specific Plan area, including the 34-acre portion of proposed project, would be responsible for implementing all applicable mitigation contained in the MMP.

Project Description

The Village 7B Amendment Project (proposed project) includes a request to amend the Village 7 Specific Plan and GDP, as well as amend the Village 5 Specific Plan and GDP. The proposed land use designation changes would increase the number of allowable residential units within a portion of the Village 7 Specific Plan area from 570 to 1,205 units. In addition, the proposed project would include amendments to the Village 5 Specific Plan that would increase the number of allowable units within the 34-acre Village 5 portion of the project site from seven to 30 units. The proposed land use modifications are shown in further detail in Table 1 and Attachment 3. Future tentative map approvals would be needed prior to development. The Development Agreement associated with the Lewis Property would be amended at a future date to account for the proposed amendments.

Table 1
Proposed Project Land Use Summary

Land Use		Existing	Proposed	Change
Village 7				
Village Country Estates (VCE)	Acres	0	4.0	+4.0
	Units	0	11	+11
Village Low Density Residential (VLDR)	Acres	60.4	23.6	-36.8
	Units	332	140	-192
Village Medium Density Residential (VMDR)	Acres	22.8	33.9	+11.1
	Units	238	314	+76
Village Medium High Density Residential (VMHDR)	Acres	0	41.1	+41.1
	Units	0	740	+740
Village Mixed Use (VMU)	Acres	0	4.1	+4.1
	Square Feet	0	20,000	+20,000
Village Parks and Recreation (VPR)	Acres	8.0	5.3	-2.7
Village Open Space (VOS)	Acres	51.7	28.9	-22.8
Right-of-Way (ROW)	Acres	4.8	6.8	+2.0
Total Units		**570**	**1,205**	**+635**
Village 5				
Village Rural Residential	Acres	15.8	0	-15.8
	Units	7	0	-7

(VRR)				
Village Low Density Residential (VLDR)	Acres	0	5.1	+5.1
	Units	0	30	+30
Village Parks and Recreation (VPR)	Acres	0	9.2	+9.2
Village Open Space Preserve/Village Open Space Natural (VOSP/VOSN)	Acres	18.2	19.7	+1.5
Total Units		**7**	**30**	**+23**
Village 7 (Minor Modifications South of Moore Road)				
Village Low Density Residential (VLDR)	Acres	11.1	11.6	+0.5
	Units	65	68	+3
Village Medium Density Residential (VMDR)	Acres	9.6	9.4	-0.2
	Units	124	121	-3
Village High Density Residential (VHDR)	Acres	2.8	3.0	+0.2
	Units	70	75	+5
Village Parks and Recreation (VPR)	Acres	8.6	6.6	-2.0
Total Units		**259**	**264**	**+5**

As discussed above, the project site consists of approximately 147.7 acres of the total Village 7 Specific Plan area and 34 acres of the Village 5 Specific Plan area. The existing and approved land uses in the remaining areas of the Village 5 Specific Plan area would remain as is. Generally, the proposed project would modify land use designations to allow for higher residential density within the project site. The proposed project would also introduce 41.1 acres of Village Medium-High Density Residential (VMHDR), a new land use designation, which would allow for a greater range of residential densities permitted within such areas (between 6.0 and 18.0 dwelling units per acre [du/ac]) to allow the future development increased flexibility to respond to market demands at time of future construction. As described above, the overall density in the project site would increase, and the number of units in the Village 7 portion of the project site would increase from 570 to 1,205. The proposed project would remain consistent with the City of Lincoln General Plan.

The proposed project would include the submittal of an application to the Placer County LAFCo for the annexation of the 147.7-acre portion of Village 7 and the 34-acre portion of Village 5 into the City of Lincoln. The remaining 49.5-acre portion of Village 7 has already been annexed into the City of Lincoln.

Proposed Residential Uses

The proposed project would introduce one new residential land use designation (VMHDR) and include the following residential land use designations:

Village 5:

- VRR: The VRR land use designation allows for a density of 0.2 to 0.5 du/ac. The VRR designation is intended for large rural residential development including single family dwellings, accessory dwellings, and structures such as barns.
- VLDR: The VLDR land use designation is intended for single-family detached homes on

standard or alley-loaded lots, with a density range of 3.0 to 5.9 du/ac.

Village 7:

- VCE: The VCE designation allows for single-family detached homes on large lots, with a density range of one to 2.9 du/ac.
- VLDR: The VLDR designation allows for single-family detached homes on standard or alley-loaded lots, with a density range of 3.0 to 5.9 du/ac.
- VMDR: The VMDR designation allows for single-family detached housing, as well as alternative detached and attached housing types. Such housing types may include, but are not limited to, standard or alley loaded lots, courtyard lots, green court lots, auto courts, alley clusters, petite, or cottage lots, garden lots, patio lots, zero-lot lines, z-shaped lots, duet/half plex homes, brownstones, townhomes, or condominiums. The density range for the VMDR designation is 6.0 to 12.9 du/ac.
- VMHDR: The proposed project would create the new VMHDR designation, which would allow for single-family detached housing, as well as alternative detached and attached housing types. Such housing types may include, but are not limited to, standard or alley loaded lots, courtyard lots, green court lots, auto courts, alley clusters, petite, or cottage lots, garden lots, patio lots, zero-lot lines, z-shaped lots, duet/half plex homes, brownstones, townhomes, or condominiums. It is possible that newer product types including detached residential units will be included as part of the VMHDR area. The VMHDR designation would allow a density range of 6.0 to 18 du/ac. A mix of for-sale and rental opportunities could occur in the VMHDR area.

Site Access and Circulation

The proposed project would not include significant changes to any planned roadways or associated improvements needed to serve buildout of the project site. Access to the project site would be provided by Moore Road and Central Boulevard. In addition, as part of the proposed project, Central Boulevard would be extended into the project site as a ROW designation. Further review of site access and circulation would occur at the time of the future map entitlements.

Utilities

The proposed project would not include any significant changes to the planned backbone utilities required to serve the project site. However, the proposed project would include minor adjustments to the layout for water, sewer, and storm drainage utility systems and related facilities in order to accommodate the proposed land use changes. Further review of utilities would occur at the time of the future map entitlements.

Open Space and Parks

The proposed project would include a network of open space, parks, and paseos throughout the project site. The proposed network of paseos would continue to provide connectivity between residential areas, parks, and open space areas. The proposed land use plan would provide opportunities for future residents to access trails, green spaces, and larger areas of open space along Auburn Ravine (see Attachment 3).

As a part of the proposed project's on-going participation with the Placer County Conservation Program (PCCP) for preservation of high-quality open space lands, and to offset the reduced acreage of PCCP-deemed lesser quality open space located within the project site, approximately 29.1 acres of additional open space (including 9.2 acres of parkland dedication) are provided in the Lincoln Village 5 Specific Plan Area, adjacent to the Lincoln Village 7

Specific Plan Area boundary. Portions of the 29.1-acre open space area have been re-designated and re-zoned via separate and concurrent Specific Plan and GDP Amendments.

Additionally, as a component of the Village 7 Specific Plan, a 162.0-acre offsite preserve was established as a conservation easement within the City of Lincoln WWTRF immediately west of the plan area (Attachment 4). The establishment of the preserve was required to mitigate wetland and species impacts associated with the development of Village 7. While the preserve area is not a part of an existing or planned specific plan area, the preserve area contributes to the Village 7 total open space allocation of 50.7 percent which exceeds the required 40 percent of allocated open space.

The Village 5 portion of the project site would include changes to open space and park land use designations resulting in approximately 10.7 acres of additional parks and open space.

Agricultural Overlay
In September 2021, the City Council adopted Ordinance 1041B establishing an Agricultural Overlay (AO) zone within Village 7 (Attachment 5). The AO zone would allow for the continuation of agricultural uses and agricultural support uses. Any use not listed as allowed in the AO Zone pursuant to Section 4.5.3 of the Village 7 Specific Plan, as amended, but that is existing and allowed at the time of annexation of the property, would be allowed to continue as a conforming use under the AO zone. It is the intent of the Village 7 GDP to allow agricultural uses existing at the time of annexation to continue on an interim basis or in perpetuity, concurrent with development of the Specific Plan land uses.

Due to an administrative oversight, the AO zone text language was not added into the Village 7 GDP. Therefore, the text language has been added to the Village 7 GDP as part of this application. As the AO Ordinance was previously adopted by City Council, this item is not being considered for review.

FINDINGS/ANALYSIS:
As mentioned above, the proposed project would increase the total unit count by 635 from what was previously approved. In addition, the density mix of the residential uses, as well as the acreage of commercial, open space and parks, and public uses would change. As seen in Attachment 3, the proposed amendment would create the VMHDR designation and allow for a greater range of residential densities in areas designated VMHDR. The creation of the VMHDR designation would allow greater flexibility for the future development of the project site.

Traffic Analysis
In compliance with the City of Lincoln General Plan, a Local Transportation Analysis (LTA) was prepared for the project (Attachment 6). The goal of the City of Lincoln is to maintain a Level of Service (LOS) C at all signalized intersections in the City during the PM peak hours, maintain a minimum LOS D for State Route (SR) 65 and SR 193, and identify and monitor critical intersections on a periodic basis and construct needed improvements in a timely manner. LOS is a scale that describes traffic flow with six ratings ranging from A to F, with “A” indicating relatively free flow of traffic and “F” indicating stop-and-go traffic characterized by traffic jams. The LTA examines the potential effects of the proposed project on the surrounding roadway network, including peak hour vehicle delay and LOS at nearby intersections. Findings were assessed with respect to roadway operations, intersection performance, and consistency with applicable City of Lincoln transportation policies, including Policies T-2.3, T-2.4, T-2.5.

As discussed within the LTA, the Ferrari Ranch Road and Caledon Circle intersection, Ferrari Ranch Road and Groveland Lane intersection, and Moore Boulevard/Ferrari Ranch Road/Shallus Boulevard intersection would operate at unacceptable LOS conditions under the proposed project. Such impacts were assessed at a cumulative level, including projections for buildout of the proposed project as well as the remaining portions of the Village 7 Specific Plan area and future buildout within the City. The LTA included recommended off-site improvements to enhance operations at the intersections that are anticipated to operate at an unacceptable LOS under the Cumulative Plus Proposed Project condition. Such improvements include upgrades to the Ferrari Ranch Road and Caledon Circle intersection and the Ferrari Ranch Road and Groveland Lane intersection.

Improvements to the Ferrari Ranch Road and Caledon Circle intersection would decrease delay at the intersection back to conditions that are expected under the approved Village 7 Specific Plan. Improvements at the Ferrari Ranch Road and Groveland Lane intersection would decrease delay at the intersection to an acceptable LOS. The aforementioned improvements are included as Conditions of Approval (COAs) and are to be implemented with submittal of future tentative maps associated with the proposed project.

For the Moore Road/Ferrari Ranch Road/Shallus Boulevard intersection, Fehr & Peers' evaluation of alternative intersection control strategies in the LTA demonstrated that a roundabout would provide preferable operational performance and safety benefits relative to signalized or all-way stop control and is therefore identified as the preferred long-term control. Notwithstanding, the ultimate form of traffic control at this intersection should be determined at a later date when the project applicant submits a tentative map to the City. The reason being is that there are areas of uncertainty at this time (as explained on page 24 of the LTA). A COA has been included to require additional traffic analysis for the Moore Road/Ferrari Ranch Road/Shallus Boulevard intersection, in conjunction with submittal of the first tentative map for the Village 7B project, to determine the appropriate form of traffic control based on then-current land use and traffic conditions.

Consistency Analysis

As shown below, the proposed Specific Plan Amendments and GDP Amendments would align with the City of Lincoln General Plan, the Village 7 Specific Plan Policies, and the Village 5 Specific Plan and Policies.

General Plan

The 2050 City of Lincoln General Plan serves as the guiding land use document for the City of Lincoln. In addition to providing land use designations, goals, and policies for the City as a whole, the General Plan provides direction for several large areas that were undeveloped when the General Plan was adopted, including Village 7 and Village 5.

The proposed Specific Plan Amendments and GDP Amendments are consistent with the applicable policies of the 2050 General Plan as outlined below.

Village General Plan Policies

Section 4.4 of the General Plan discusses specific policies related to future development of Villages within the City's Sphere of Influence. The proposed project is consistent with the applicable policies as follows:

A. The Village 5 Specific Plan, as amended, would result in minor land use changes as

compared to the approved Village 5 Specific Plan, and would continue to comply with all Village-specific policies from the City's General Plan related to land use.

B. A Specific Plan has been adopted for Village 7 and Village 5, consistent with Policy LU-15.1.
C. The Village 7 Specific Plan and Village 5 Specific Plan as amended would continue to provide the components identified in Policy LU-15.2, including a centrally located Mixed Use Village Center.
D. The Village 7 Specific Plan as amended would continue to allow for a range of residential densities, from 1 to 25 units per acre, similar to the adopted Specific Plan (Policies LU-15.3 and LU-15.4).
E. The Village 5 and Village 7 Specific Plans, as amended, would continue to provide a mix of land uses, preserve open spaces and include design measures to minimize conflicts with agricultural uses (Policies LU-15.4 Policy LU-2.6).
F. The circulation plans for the Village 5 and Village 7 Specific Plans would continue to provide connectivity to the developed portions of the City, including roads, transit corridors and pedestrian linkages (Policy LU-15.5).
G. Parks and open space comprise a significant portion of the overall Village 7 Specific Plan. Approximately 35 percent of the overall Village 7 area would be devoted to varied park and open space amenities including a community park, neighborhood parks, mini parks, open space areas (natural open space, linear parkways, and paseos), and other elements. As a component of the overall Village 7 Specific Plan, a 162.0-acre off-site preserve was established immediately west of the plan area and north of the City of Lincoln WWTRF. The establishment of the preserve was required to mitigate wetland and species impacts associated with the development of Village 7. The preserve area is not a part of an existing or planned specific plan area but contributes to the Village 7 total open space allocation of 50.7 percent, which exceeds the 40 percent of allocated open space (Policy LU-15.14). Within Village 5, the proposed project would increase VPR by 9.2 acres and VOSP/VOSN by 1.5 acres. The open space areas and the parks within each neighborhood would be interconnected by a network of pedestrian and bicycle routes. The park and open space amenities would continue to be provided for with both amended Specific Plans (Policies LU-15.12 through LU-15.18).

Other General Plan Policies

A. The Village 5 Specific Plan, as amended, would not result in significant land use changes in comparison to the approved Village 5 Specific Plan, and would continue to comply with all applicable policies from the City's General Plan.
B. The Village 7 Specific Plan, as amended, would provide for a wide range of residential units, densities and housing choices, as well as mixed uses, (Policies LU-1.1, LU-1.7, LU-1.8, LU-1.10, and LU-3.2).
C. The Village 7 Specific Plan, as amended, would continue to provide buffers between development and significant watercourses, riparian vegetation and wetlands, and preserve the natural edges along these areas (Policies LU-1.4 and LU-12.4).
D. The Village 7 Specific Plan, as amended, would increase the housing stock and diversity in the City by developing 1,205 new residential units, including low density, medium density, and medium-high density units (Housing Element Policy 2 and General Plan Policy LU-1.7).
E. The Village 7 Specific Plan, as amended, would decrease the amount of open space and developed parkland in the City, but would continue to require the payment of applicable park fees and increase connectivity within the project area through paseo linkages. Furthermore, replacement parkland consisting of a 162.0-acre off-site preserve

located immediately west of the plan area and north of the City of Lincoln WWTRF has been established to provide open space and recreation opportunities for the enjoyment and well-being of local residents. The establishment of the preserve was required to mitigate wetland and species impacts associated with the development of Village 7 (Policies LU-1.11, LU-9.4, LU-12.7, LU-15.17 and LU- 15.18).

F. The amended circulation system within Village 7 would provide similar levels of service (Policy T-2.3) to the adopted Specific Plan, along with facilities for pedestrians, bicycling, and connections between land uses, consistent with General Plan policy LU-1.6, Goal T-5 and related policies that address bicycle and trail circulation (Policies LU-9.4, T-5.6, T-5.7, T-5.9, and OSC-7.20).
G. The Village 7 Specific Plan, as amended, would continue to preserve and protect existing biological resources including both wildlife and vegetative habitat, including oak trees, wetlands, and open space in the vicinity of Auburn Ravine (Policies LU-1.11, OSC-1.3, OSC-5.1 OSC-5.2 and OSC-5.6.)
H. The Village 7 Specific Plan would continue to require that appropriate design measures and mitigation measures are implemented in order to minimize drainage concentrations and impervious coverage, and to provide flood protection (Policies OSC-1.4, OSC-4.4, and PFS-4.2). In addition, low impact development and best management practices would continue to be required to protect water quality (Policies OSC-1.6, OSC-4.3 and OSC-4.6).
I. The Village 7 Specific Plan, as amended, would continue to provide buffers between the plan area and adjacent agricultural operations, and to implement mitigation requiring that purchasers of residences in proximity to agricultural operations be notified of the County's right-to-farm ordinance (Policies OSC-2.1 and OSC-2.2).
J. As discussed in detail above, findings within the LTA prepared for the proposed project were assessed with respect to roadway operations, intersection performance, and consistency with applicable City of Lincoln transportation policies, including Policies T-2.3, T-2.4, T-2.5. The proposed project would comply with the applicable transportation policies through implementation of the roadway improvements discussed above.

The Village 7 and 5 Specific Plans state that amendments to the Specific Plans are processed in the same manner as the initial Specific Plan adoptions, requiring review by the Planning Commission and action by the City Council. In addition, the amendments to the land use maps will retain the types of land uses and the residential densities, and will be consistent with General Plan goals and policies pertaining to Village 7.

Village 7 Specific Plan Policies

The proposed project does not include any amendments to the goals or policies of the Village 7 Specific Plan. Therefore, if the proposed Specific Plan Amendment is approved, the Village 7 Specific Plan would continue to be consistent with adopted the goals and policies, as summarized below:

A. The Village 7 Specific Plan, as amended, would continue to allow a mix of residential and commercial uses, as well as parks and recreation facilities, school facilities, and open space, consistent with Section 4, Land Use Plan.
B. The Village 7 Specific Plan, as amended, would continue to provide a multi-modal circulation network, and require construction of roadway and frontage improvements as specified in Section 5, Mobility Plan, including vehicle travel lanes, bike/NEV lanes, sidewalks, multi-use trails.
C. The Village 7 Specific Plan, as amended, would continue to require adequate water, sewer and dry utilities systems and drainage facilities as indicated by Section 7, Utilities

Plan.

D. The Village 7 Specific Plan, as amended, would continue to provide for parks and recreation facilities, as well as open space, consistent with Section 6, Public Services Plan and Section 8, Resource Management Plan.
E. Consistent with Section 8, Resource Management Plan, the proposed Village 7 Specific Plan would continue to protect wetlands and other sensitive habits, as well as cultural resources, in open space areas.

Village 5 Specific Plan Policies

The proposed project does not include any amendments to the goals or policies of the Village 5 Specific Plan. Therefore, if the proposed Specific Plan Amendment is approved, the Village 5 Specific Plan would continue to be consistent with adopted the goals and policies, as summarized below:

A. The Village 5 Specific Plan, as amended, would continue to allow a mix of residential and commercial uses, as well as parks and recreation facilities, school facilities, and open space, consistent with Section 4, Land Use Plan.
B. The Village 5 Specific Plan, as amended, would continue to provide a multi-modal circulation network, and require construction of roadway and frontage improvements as specified in Section 5, Circulation and Mobility, including vehicle travel lanes, bike/neighborhood electric vehicle (NEV) lanes, sidewalks, multi-use trails.
C. The Village 5 Specific Plan, as amended, would continue to require adequate water, sewer and dry utilities systems and drainage facilities as indicated by Section 7, Public Utilities.
D. The Village 5 Specific Plan, as amended, would continue to provide for parks and recreation facilities, as well as open space, consistent with Section 6, Public Services and Section 8, Resources and Sustainability.
E. Consistent with Section 8, Resource and Sustainability, the proposed Village 5 Specific Plan would continue to protect wetlands and other sensitive habits, as well as cultural resources, in open space areas.

Placer County Transportation Planning Agency

The proposed project was reviewed by the Placer County Transportation Planning Agency (PCTPA) for compliance with the Lincoln Regional Airport Land Use Compatibility Plan (ALUCP). The proposed project is located within the Lincoln Regional Airport Influence Area. ALUCP Policy 2.4.1(a)(3) references Public Utilities Code Section 21676(b), which states the following:

- Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission.

On March 25, 2026, the PCTPA Airport Land Use Commission held a public hearing and determined that the proposed specific plan amendments are consistent with the ALUCP.

Public Notice

Pursuant to Lincoln Municipal Code Section 18.92.040 and CA Government Code Section 65854(b)(2), a notice of the time and place of the Planning Commission's hearing, including a general explanation of the proposed Village 7B Amendments Project, was published in a newspaper of general circulation at least twenty calendar days before the hearing. In Addition

to notice by publication pursuant to CA Government Code, the Planning Commission provided mailed notice to property owners within the Village 7 and Village 5 Specific Plan Areas, neighboring property owners, and local agencies responsible for essential facilities or services to the Plan Area in accordance with CA Government Code Section 65091. As of the writing of this report, staff has not received any opposition to the proposed project.

ENVIRONMENTAL REVIEW:

The proposed modifications to the approved Village 7 and Village 5 Specific Plans would not trigger the criteria set forth in CEQA Guidelines Section 15162; and thus, a subsequent EIR or supplement to the certified EIRs is not required. Therefore, an Addendum to the certified EIRs has been prepared (Attachment 7, Exhibit A). The Addendum includes four new mitigation measures as part of the Village 7 EIR, related to biological resources and tribal cultural resources, and four new mitigation measures as part of the Village 5 EIR, related to biological resources and tribal cultural resources. The mitigation measures related to tribal cultural resources were added following the United Auburn Indian Community's (UAIC) request to conduct tribal consultation during ground-disturbing activities within the project site, as described in further detail below. The new mitigation measures related to biological resources were added to address potential impacts to Crotch's bumble bee and special-status bat species. The new mitigation measures would ensure that new significant impacts would not occur as compared to what was identified in the Village 5 and Village 7 EIRs.

The proposed changes would not result in any new significant information of substantial importance, new environmental impacts, new or revised alternatives, or a substantial increase in the severity of previously identified significant impacts that would require major revisions to the original Village 7 or Village 5 EIRs. Considering the quality of the certified Village 7 and Village 5 EIRs, the nature of the underlying projects approved in 2010 and 2017, and the limited nature of the proposed changes to those approved projects, the City of Lincoln has determined that the Village 7 EIR and Village 5 EIR remain relevant to the proposal. The Addendum and related attachments constitute substantial evidence that none of the conditions identified in Section 15162 are present, and therefore the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed entitlements.

Tribal Consultation

Pursuant to SB 18, in September 2025, the City of Lincoln notified the following five tribes of the proposed amendments to the Village 7 Specific Plan and GDP and the Village 5 Specific Plan and GDP: The UAIC, Colfax-Todds Valley Consolidated Tribe, Nevada City Rancheria Nisenan Tribe, Tsi Akim Maidu, and Wilton Rancheria. Of the foregoing tribes, only the UAIC requested consultation. The UAIC responded with a request for a tribal monitor to be present during grading activities occurring within the Village 7B project site, which is located within portions of both Village 5 and Village 7. As such, a new project-specific mitigation measure has been added to ensure that the UAIC's request is incorporated. Implementation of the mitigation measure, in addition to the applicable measures from the Village 7 and Village 5 EIRs, would ensure that potential impacts to tribal cultural resources within the Village 7 and Village 5 areas of the project site would be less than significant.

ATTACHMENTS:

8B. Attach 1 Regional Project Site Location

8B. Attach 2 Existing Land Use Designations

8B. Attach 3 Proposed Land Use Designations

8B. Attach 4 Off-site Preserve Location (Conservation Easement)

8B. Attach 5 Ordinance 1041B Agricultural Overlay

8B. Attach 6 Local Transportation Analysis

8B. Attach 7 PC Res 2026-xx Village 7B Addendum

8B. Attach 7 PC Res 2026-xx Village 7B Addendum Exhibits

8B. Attach 8 PC Res 2026-xx Village 7B SPA

8B. Attach 8 PC Res 2026-xx Village 7B SPA Exhibits

8B. Attach 9 PC Res 2026-xx Village 5 SPA

8B. Attach 9 PC Res 2026-xx Village 5 SPA Exhibits

8B. Attach 10 PC Res 2026-xx Village 7 GDPA

8B. Attach 10 PC Res 2026-xx Village 7 GDPA Exhibits

8B. Attach 11 PC Res 2026-xx Village 5 GDPA

8B. Attach 11 PC Res 2026-xx Village 5 GDPA Exhibits

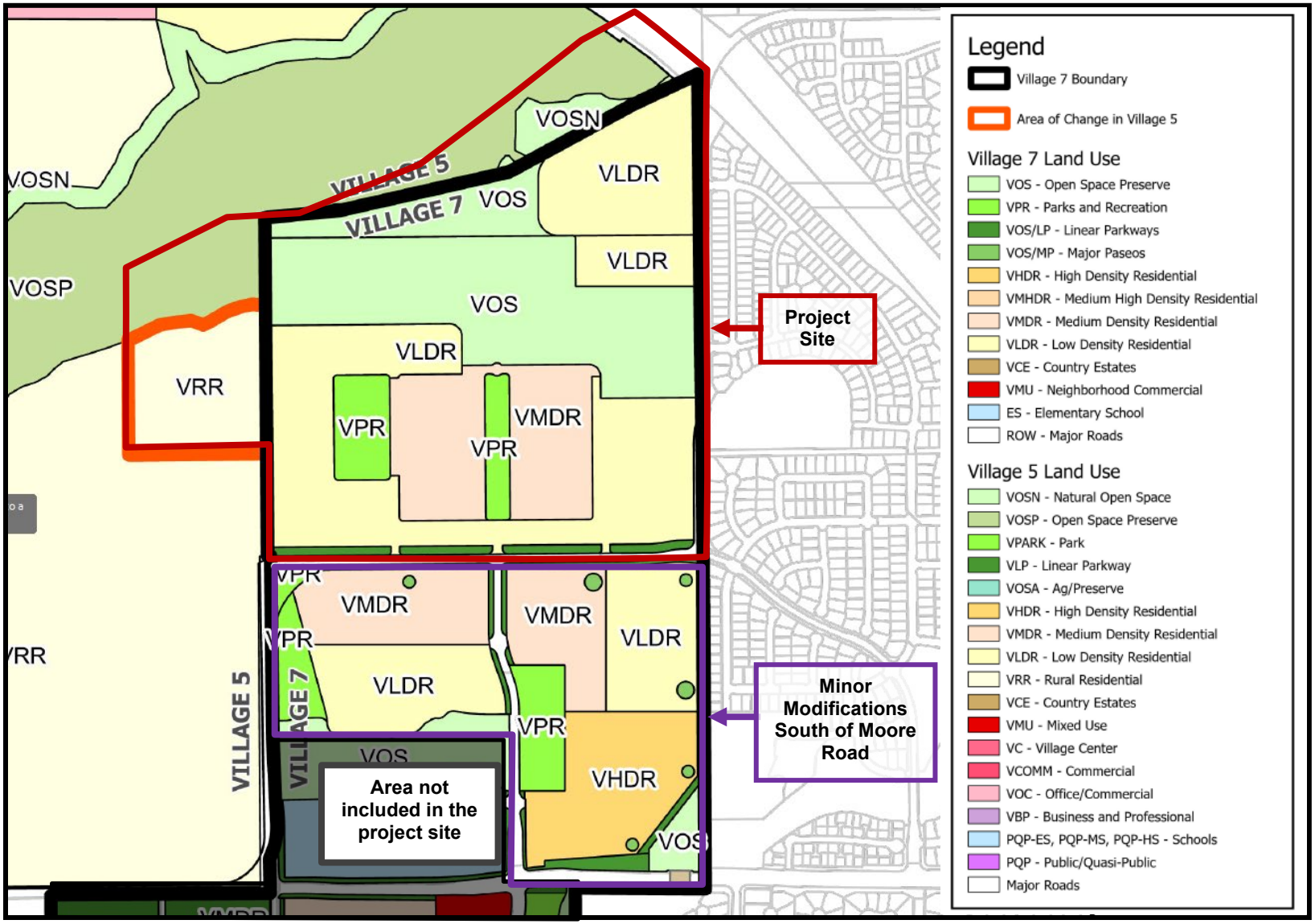
8B. Attach 12 PC Res 2026-xx Village 7B Annex Proceedings

8B. Attach 12 PC Res 2026-xx Village 7B Annex Proceedings Exhibit

Attachment 1 Regional Project Site Location

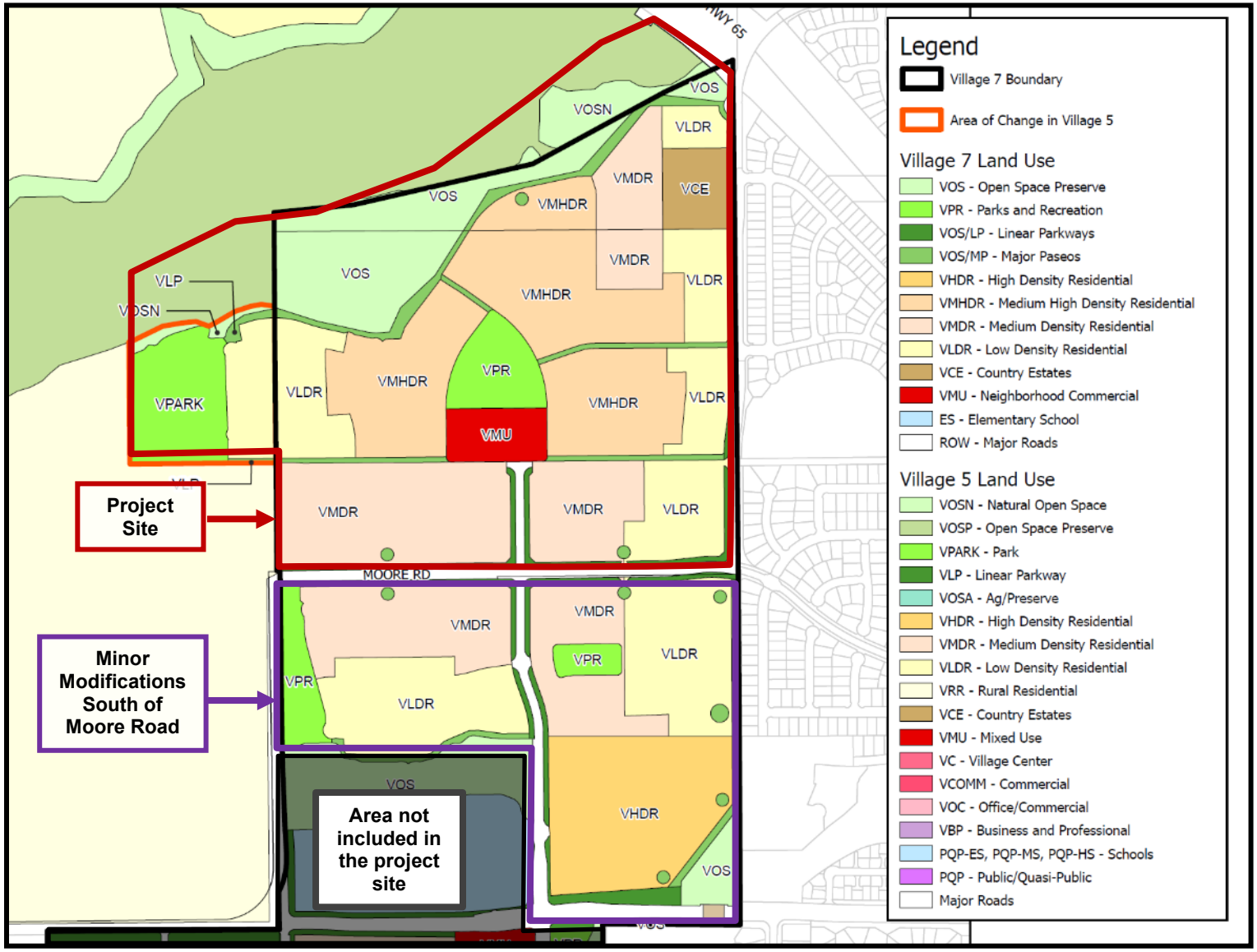


Attachment 2 Existing Land Use Designations



Note: Project site boundaries are approximate.

Attachment 3 Proposed Land Use Designations



Note: Project site boundaries are approximate.

City of Lincoln: Specific Plan Boundaries

Attachment 4
Off-site Preserve Location (Conservation Easement)

Lincoln 270
Lincoln Crossing
Sterling Pointe
SUD-B NEQ
Three D
Twelve Bridges
Village 1
Village 5
Village 5A
Village 7
City Limit
Date: June 2026

Lincoln Regional Airport
Clayton
Lincoln
SUD-B NEQ
Village 1
Village 5
Village 5A
Three D
Lincoln Crossing
Sterling Pointe
Village 7
Twelve Bridges
Lincoln 270

162-acre Conservation Easement

0 0.5 1 2 Miles

ORDINANCE 1041B

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING THE AMENDMENT OF THE VILLAGE 7 GENERAL DEVELOPMENT PLAN ESTABLISHING AN AGRICULTURAL OVERLAY ZONE

WHEREAS, Title 18, Chapter 18.32 of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all General Development Plans; and

WHEREAS, City staff is requesting to amend the *Village 7 General Development Plan*, to allow the establishment of an Agricultural Overlay Zone within the Village 7 project area; and

WHEREAS, the amended Village 7 General Development Plan, sets forth the basic land uses and zoning regulations for the property; and,

WHEREAS, on August 18, 2021, the City of Lincoln Planning Commission adopted Resolution No. 2021-28 forwarding a recommendation of approval to the City Council for the amended Village 7 General Development Plan; and

WHEREAS, a notice describing the proposed amendment to the Village 7 General Development Plan was published pursuant to Section 18.92.040 of the Lincoln Municipal Code and in accordance with Section 6061 of the Government Code in at least one newspaper of general circulation within the City of Lincoln at least ten calendar days before the Planning Commission's public hearing; and,

WHEREAS, the City Council has reviewed the Amendment to the Village 7 General Development Plan and conducted a public hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LINCOLN DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The City Council finds and determines that:

1. Prior to adoption of the proposed amendment to the Village 7 General Development Plan, the City Council considered the proposed Addendum to the Village 7 FEIR and the previously approved information contained in the Village 7 Final Environmental Impact Report approved by Resolution 2010-095. In light of the record, the project, as conditioned, does not present project specific environmental impacts that have not already been addressed in both the proposed Addendum to the previously certified Final Environmental Impact Report and the Village 7 FEIR. '

2. On the basis of substantial evidence in light of the whole record, the Planning Commission has determined that an Addendum to the Village 7 Environmental Impact Report is considered the appropriate level of documentation to satisfy the requirements of the California Environmental Quality Act, and no further environmental review and analysis is required in connection with proposed Amendment to the Village 7 General Development Plan adopting an Agricultural Overlay Zone.

3. The Amended General Development Plan is consistent with the City's General Plan and Zoning Ordinance because it has been prepared pursuant to and for implementation of the Village 7 Specific Plan Area to specify the uses for the plan area, the locations of such uses, and the governing development standards and design guidelines for the development of a master planned community.

4. The Amended General Development Plan is consistent with the requirements of the Planned District zone of the City's Zoning Ordinance which governs the Village 7 Specific Plan project area because it has been designed to provide for creative, more flexible, and orderly approach to the use of land.

Section 2. The City Council adopts by reference the language herein, the Village 7 General Development Plan Incorporating Section 4.5 et al, Agricultural Overlay Zone, in accordance with the following language:

SECTION 4.5 AGRICULTURAL OVERLAY

a. **4.5.1 Agricultural Overlay (AO)** The Agricultural Overlay Zone allows for the continuation of agricultural uses and agricultural support uses as defined herein. The AO Zone is superimposed over the urban zoning assigned by the Village 7 Specific Plan Land Use Diagram, shown on Figure 1.2. The AO Zone is applied to the entirety of the Village 7 Plan Area. Any use not listed as allowed in the AO Zone pursuant to 4.5.3 but that is existing and allowed at the time of annexation of the property, may continue as a-conforming use pursuant to Section 4.5.3(H) Conforming Uses.

It is the intent of the Village 7 General Development Plan to allow agricultural uses existing at the time of annexation to continue, on an interim basis or in perpetuity, concurrent with development of the Specific Plan land uses by requiring buffers on the adjacent developing Zoned Parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut agricultural activity, operation or facility are addressed in the Development Standards of each applicable zone. The buffers apply to all property boundaries of the Zoned Parcel where the parcel abuts an existing agricultural activity, operation or facility within the Plan Area. In addition, all Zoned Parcels abutting an existing agricultural activity, operation or facility shall provide notice, disclosure and acknowledgement to all non-agricultural uses of the subject land that they may be subject to inconveniences or discomforts from the pursuit of those adjacent agricultural operations.

The AO Zone establishes land development requirements for any "new" agricultural and rural residential uses within the AO Zone after annexation by the City. The permitted uses for "new" uses in the AO Zone are listed in Section 4.5.3 Section 4.5.4 and 4.5.5 establish separation standards for animal keeping and crops associated with new uses which are located adjacent to Zoned Parcels, however these standards shall not apply to new uses being located adjacent to an existing agricultural use. Table 4.23 provides the development standards for new uses in the AO Zone. Where a use is not specifically contemplated by these AO Zone standards, the underlying urban zoning regulations as defined by the Specific Plan shall apply. No development can occur on lands subject to the Williamson Act, except to the extent allowed by the applicable Williamson Act contract.

b. **4.5.2 Definitions** For the purpose of the AO Zone, the following definitions apply:

"Agricultural activity, operation, or facility, or appurtenances thereof" shall include, but not be limited to, the cultivation and tillage of soil, the production, cultivation, growing, and harvesting of any agricultural commodity including, viticulture, apiculture, nursery stock, or horticulture, the raising of livestock, fish or fowl. The term also includes any uses permitted under the Williamson Act or applicable Williamson Act contract, any practices performed by a farmer or on a farm as incident to or in conjunction with such farming operations, including but not limited to, preparation for market, delivery to storage, to market, or to carriers for transport to market. Pesticide application, discharge of a firearm and burning shall be in accordance with all applicable local, state and federal regulations.

"Animals" refers to Fowl and Livestock but does not include domestic pets.

"Buffer" means any method of achieving a physical separation with uses that may include building setbacks, roadways, open space, greenbelts, hedges, trees, linear parkway or any combination of the above.

"Conforming use" means any use existing on legal parcels at the time of annexation to the City of Lincoln and is consistent with the list of permitted uses in Section 4.5.3.

"Existing agricultural and rural residential uses" refers to the land use in existence on legal parcels at the time of annexation to the City of Lincoln. Deferred or fallow agricultural uses shall be granted "existing" status subject to the Ag Commissioner review for legitimate reasons, such as drought, water restrictions, crop rotation or other limitations.

"Fowl" means any common farm fowl including, but not limited to, turkeys, geese, ducks, chickens and pigeons.

"Livestock" means any common farm animal including, but not limited to cows, horses, sheep, goats, and pigs, but excluding Fowl.

"New uses" refers to a proposed land use not in existence on a legal parcel at the time of annexation to the City of Lincoln and is consistent with the list of permitted uses in Section 4.5.3.

"Zoned Parcel" means any property within the Plan Area which has obtained annexation, zoning, and has applied for approval of a tentative map and/or site plan to allow for the development of the site in conformance with the Specific Plan and General Development Plan (GDP).

c. **4.5.3 Permitted Uses** The following uses are permitted in the AO Zone:

A. One (1) single-family residence, and one (1) accessory dwelling unit up to a maximum of 1,200 square feet

B. Agricultural crops and open field grazing;

C. Livestock and Fowl;

D. Accessory buildings, including barns, sheds, outbuildings and greenhouses, when incidental to agricultural uses on premises;

E. Selling of agricultural products grown or raised on the premises;

F. Pasturing and grazing and;

G. Wildlife habitat.

H. All uses in existence at the time of annexation or new uses consistent with the above-listed permitted uses shall be deemed "conforming uses", which are permitted by right in the AO zone.

d. **4.5.4 Animal Keeping / Separation Standards for "New Uses"** The following site development standards shall apply to the keeping of animals, except domestic pets, for "new uses" which are located adjacent to Zoned Parcels. This section shall not apply to a "new uses" being located adjacent to an existing agricultural use. If one or more adjacent parcel boundaries are Zoned Parcels, then this section will apply.

A. Animals shall be kept at least 50 feet, measured in a straight line, from any adjoining property which is zoned for Public/Quasi-Public or the following residential uses; VCE, VLDR, VMDR, VHDR.

B. Animals shall be kept at least 15 feet from interior side and rear property lines, and 25 feet from street side property lines adjacent to VPR, VMU, VOS/LP, VOS, and VOC/MP.

C. Any building, pen, cage, aviary, animal run or area used to contain, house, confine or feed such animals shall not be located closer than 50 feet to any boundary property line of the premises, or any building containing a dwelling unit on the same premises.

D. Any corrals shall maintain a distance of not less than 45 feet from any building containing a dwelling unit on the same premises.

E. Animals shall be secured by a fence at least six feet in height, made of chain-link, five (5) strand barbed wire, woven wire mesh, steel panels or other appropriate confining material. Only low voltage (solar or battery) electric fence or strands may be used. Landowner is required to post warning signs about the use of an electrified fence must be posted at 300-foot intervals on the fence. Property line walls and fences may be used to secure animals, provided the appropriate restraint distances are maintained. Animals shall be kept a minimum of 100 feet from any domestic water well.

F. A reduction in animal separation requirements may also be considered for facilities with proven means of reducing odors, such as covering lagoons, substituting concrete-lined pits for lagoons, and employing recommended ventilation systems for animal confinement buildings. A conditional use permit shall be required to approve reduction in the standards. Applicants may propose alternative setbacks after consulting with qualified agricultural engineers to ensure that the measure will reliably accomplish the intended purpose.

G. Any open-air storage of hay, straw, shavings, brush or similar materials shall maintain a distance of not less than 35 feet from any boundary property line, and a distance of not less than 45 feet from any building containing a dwelling unit or accessory living quarters on the same premises.

H. Any open-air storage of animal manure, composted vegetative matter or similar materials shall maintain a distance of not less than 100 feet from any boundary property line, and a distance of not less than 50 feet from any building containing a dwelling unit or accessory living quarters on the same premises.

e. **4.5.5 Crop/Crop Storage Separation Standards for "New Uses"** The following site development standards shall apply to "new uses" which are located adjacent to Zoned Parcels. This section shall not apply to a "new uses" being located adjacent to an existing agricultural use. If one or more adjacent parcel boundaries are Zoned Parcels, then this section will apply.

A. Any open-air storage of hay, straw, shavings or similar materials shall maintain a distance of not less than 35 feet from any boundary property line, and a distance of not less than 45 feet from any building containing a dwelling unit or accessory living quarters on the same premises.

B. A reduction in crop separation requirements may also be considered for facilities with proven means of reducing dust and chemical drift, such as berms, landscaping or similar methods. A conditional use permit shall be required to approve reduction in the standards. Applicants shall consult with qualified agricultural engineers to ensure that the measure will reliably accomplish the intended purpose.

f. **4.5.6 Edge Maintenance**

A. The property owner is required to maintain the setback/separation areas described in 4.5.4 and 4.5.5. These setback areas shall be maintained in accordance with the City of Lincoln Weed Abatement and Public Nuisance requirements.

g. **4.5.7 AO Infrastructure Standards** The construction or installation of a new public sewer or water system will not cause property owners to abandon their private systems. Property owners using private sewer and water systems that are in compliance with applicable codes and regulations may continue to use the private system(s) when new public sewer or water systems are constructed within 200 feet or more from the building or drainage facility.

However, installation of a new private sewer and water system by a private owner shall only be permissible provided that (1) such system complies with all current and applicable local, state and federal environmental health laws and (2) the new private system is not within 200 feet of a public sewer or water facilities at the time of necessary improvements. Restoration or repair of an existing private sewer or water system is permissible provided any restoration or repair of such systems complies with all current and applicable local, state and federal environmental health laws.

All costs and expenses related or incident to the installation and connection of sewer and water infrastructure to a new building shall be borne by the property owner, which includes connection fees and meter costs. The owner shall indemnify and hold harmless the city from and against any loss or damage that may directly or indirectly result from the installation or connection of the new infrastructure by city employees.

When a property owner connects to public sewer, any septic tanks, cesspools and similar private sewage disposal facilities shall be abandoned and filled with suitable material to the satisfaction of the agency of jurisdiction.

Table 4.23: AO Zone Development Standards for "New" Uses	
Lot Standards	
Minimum Lot Area	*5 acres*
Minimum Lot Width	*300 feet*
Maximum Lot Coverage for Primary and Accessory Structures	*20%*
Maximum Structure Height	*40 ft.*
Minimum Primary Building Setbacks from Property Line	
Front	*30 feet*
Side (interior)	*20 feet*
Rear	*30 feet*
Side or Rear abutting a public street	*20 feet*
Minimum Accessory Building(Non- Animal)Setbacks from Property Line	
Front	*50 feet*
Side (interior)	*20 feet*
Rear	*30 feet*
Side or Rear abutting a public street	*50 feet*
Minimum Accessory Animal Keeping Building Setbacks from Property Line	
Front	*50 feet*
Side (interior)	*30 feet*
Rear	*50 feet*
Side or Rear abutting a public street	*50 feet*

Section 3. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance for any reason shall be held to be invalid or unconstitutional, the decision shall not affect the remaining portions of this ordinance. The City Council of the City hereby declares that it would have passed this ordinance and each article, section, subsection, paragraph, sentence, clause or phrase which is a part thereof, irrespective of the fact that any one or more articles, sections, subsections, paragraphs, sentences, clauses or phrases are declared to be invalid or unconstitutional.

Section 4. Effective Date and Publication. This ordinance shall take effect thirty (30) days after the adoption, and shall be published once within fifteen (15) days of its passage in the Lincoln News Messenger, a newspaper of general circulation, published and circulated in the City of Lincoln, County of Placer and thenceforth and thereafter shall be in full force and effect.

PASSED AND ADOPTED this 28TH day of September 2021, by the following roll call vote:

AYES:	COUNCILMEMBERS:	Lauritsen, Karleskint, Silhi
NOES:	COUNCILMEMBERS:	Andreatta
ABSENT:	COUNCILMEMBERS:	Joiner

Alyssa Silhi, Mayor

ATTEST:

Gwen Scanlon, City Clerk

Fehr & Peers

Final Village 7 Specific Plan Amendment

Local Transportation Analysis

Prepared for:
Raney Planning & Management, Inc.
City of Lincoln

Submitted on:
April 2026

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Fehr & Peers

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Fehr & Peers

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Fehr & Peers

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I. Introduction

This Local Transportation Analysis (LTA) has been prepared to evaluate the potential traffic effects associated with the proposed Village 7 Specific Plan Amendment (the "Amendment"). The analysis examines the potential effects of the proposed Amendment on the surrounding roadway network, including peak hour vehicle delay and level of service (LOS) at nearby intersections. Findings are assessed with respect to roadway operations, intersection performance, and consistency with applicable City of Lincoln transportation policies.

Project Description

The Village 7 Specific Plan area is located in the southwestern portion of the City of Lincoln, generally along both sides of Ferrari Ranch Road. The proposed Amendment applies to the northernmost portion of the Village 7 Specific Plan area, located north of Moore Road. This area consists of the Scheiber and Aitken Ranch II properties and is hereinafter referred to as the "Village 7B Area." The Village 7B Area is currently undeveloped and would be connected to the remainder of the Village 7 Specific Plan area via Liberty Parkway and Moore Road. The Village 7 Specific Plan was originally adopted in 2009 and was subsequently updated in 2024 to reflect minor revisions to land use assumptions (hereinafter referred to as the "Current Village 7 Specific Plan"). Under the Current Village 7 Specific Plan, shown in Figure 1, development within the plan area includes the following land uses:

1. 1,181 low-density residential units
2. 1,529 medium-density residential units
3. 575 high-density residential units
4. One elementary school assumed in the Village 7 Draft Environmental Impact Report (DEIR) to have a capacity of approximately 900 students
5. Approximately 4.9 acres of mixed-use commercial development, assumed in the DEIR to include a 15,000-square-foot community center
6. Approximately 58 acres of parks and recreation uses

Proposed Amendment

The proposed Village 7 Specific Plan Amendment would modify land use designations within the Village 7B Area. The Amendment would reduce the acreage designated for parks and recreation by approximately 2.7 acres and adjust the residential density of several parcels currently designated for residential development. The resulting net changes in land use, relative to the Current Village 7 Specific Plan, would include the following:

1. A reduction of 181 low-density residential units
2. An increase of 740 medium-high-density residential units
3. An increase of 69 medium-density residential units
4. An increase of 7 country estates residential units
5. An increase in community-serving uses through the addition of a 20,000-square-foot community center

The proposed Amendment would ultimately result in a net increase of 635 residential units compared to the Current Village 7 Specific Plan. All proposed land use changes would occur within the Scheiber

and Aitken Ranch II properties, located north of Moore Road. The changes in land use can be seen in Figure 2.

In addition to the modifications to the Scheiber and Aitken Ranch II properties, this Amendment also includes a small portion of Village 5 abutting the Aitken Ranch II and Schieber properties to the west that would change the planned seven units of Rural Residential to 30 units of Low Density Residential.

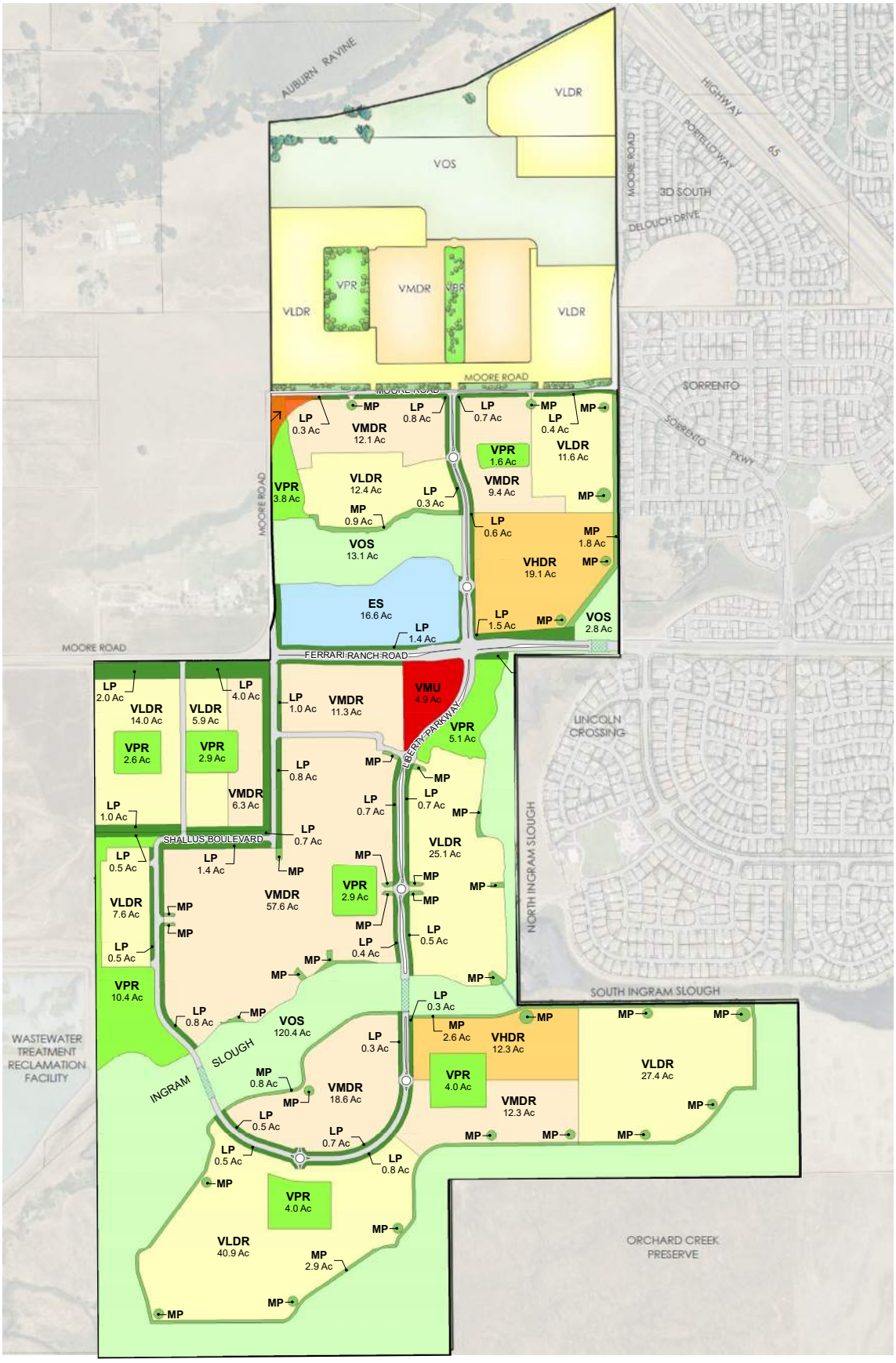


FIGURE 1

Current Village 7 Specific Plan Site Plan

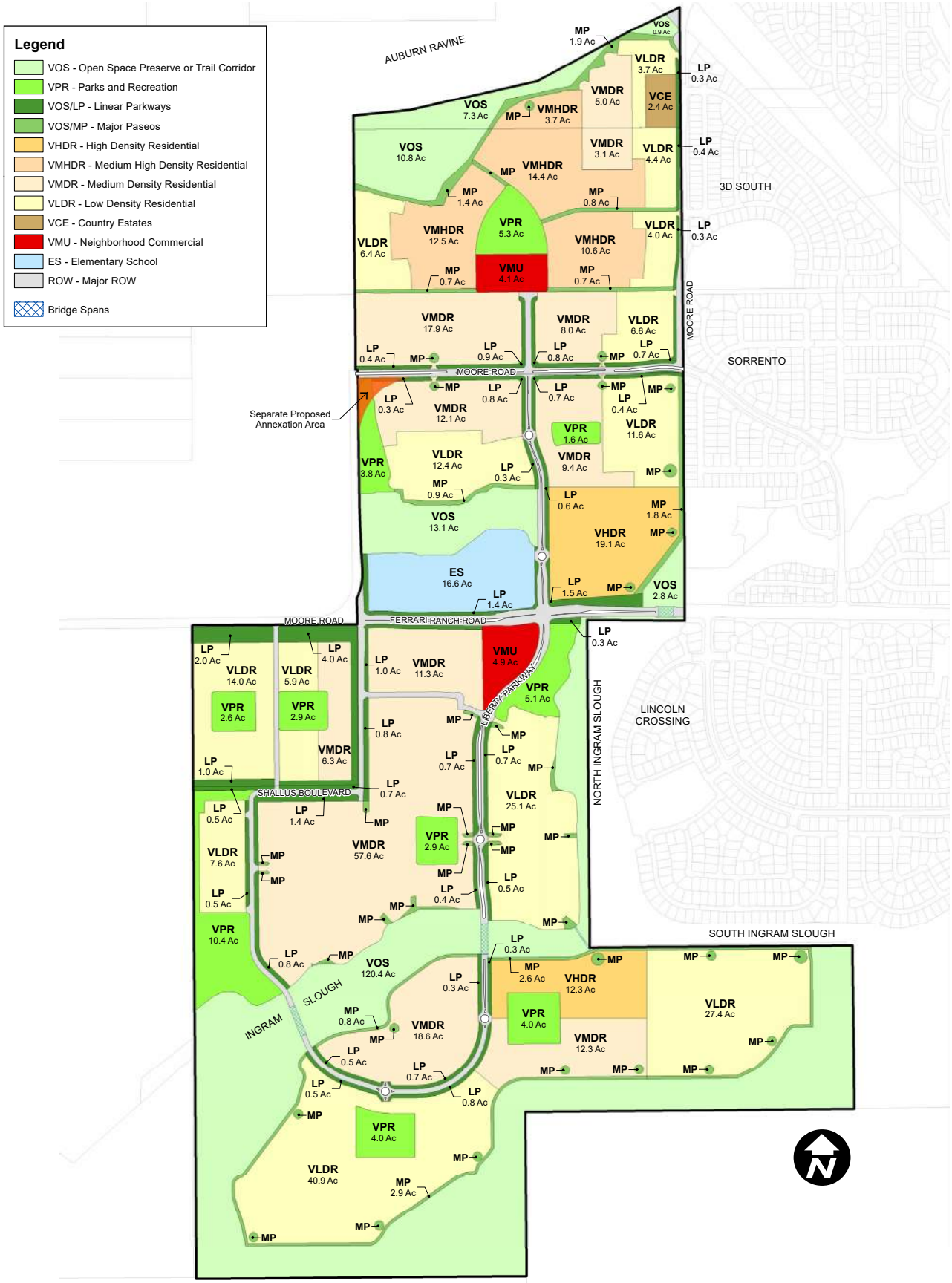


FIGURE 2

Proposed Village 7 Specific Plan Amendment Site Plan

II. Analysis Methodology

This section describes the analysis scenarios and locations, analysis methods, and performance standards utilized in this study.

Analysis Scenarios and Locations

To evaluate the potential roadway effects of the proposed Amendment, this study analyzes two scenarios, each representing a distinct stage of development or planning horizon.

- **Existing Conditions** reflects current (2025) traffic volumes, roadway geometrics, and intersection operations within the study area.
- **Cumulative Plus Project (CPP) Conditions** incorporates Amendment-generated trips alongside background traffic growth and trips from other approved developments in the area, representing a long-term buildout condition and assessing cumulative conditions consistent with City of Lincoln transportation policies.[1]

Existing Conditions documents how the transportation system operates today and to establish a baseline for further scenarios to compare to. Cumulative Plus Project Conditions represent the long-term vision for growth in the study area and are used to identify transportation facilities anticipated to operate at unacceptable levels assuming full buildout. To the extent to which there were any deficient locations, the Amendment's contribution toward the deficient location via the Amendment's incremental change in delay shown in "Village 7 Specific Plan Amendment – Consistency Review" dated February 13, 2026 and included in **Appendix A**.

Figure 3 displays the locations of the study intersections, which were selected in consultation with City of Lincoln staff and based on the Amendment's expected travel characteristics (i.e., project location and amount of project trips) as well as facilities susceptible to being affected by the Amendment. The analysis includes the following 21 intersections, 14 of which exist today.

1. Moore Road / Fiddyment Road (Moore Road / Fiddyment Road / Nelson Lane under cumulative only)
2. Moore Road / Nelson Lane (existing only)
3. Ferrari Ranch Road / Caledon Cir (West)
4. Sorrento Parkway /Moore Road
5. Sorrento Parkway / Marina Grande Way/Torino Way
6. Sorrento Parkway / Portello Way/Lucca Ln
7. Sorrento Parkway / Benvenito Ln
8. Ferrari Ranch Road / Sorrento Parkway
9. Ferrari Ranch Road / Caledon Cir (East)/Courtyard Loop
10. Ferrari Ranch Road / SR 65 SB Ramps
11. Ferrari Ranch Road / SR 65 NB Ramps
12. Ferrari Ranch Road / Groveland Ln
13. Ferrari Ranch Road / Joiner Parkway
14. Nelson Lane / SR 65 (existing only)

[1] Cumulative Plus Project Conditions were included to understand the future roadway conditions with the implementation of the Village 7 Specific Plan Amendment and the Village 5 and Village 7 Specific Plan buildouts.

15. Nelson Lane / SR 65 NB Ramps (cumulative only)
16. Nelson Lane / SR 65 SB Ramps (cumulative only)
17. Moore Road / Ferrari Ranch Road / Shallus Boulevard (cumulative only)
18. Moore Road/ Liberty Parkway (cumulative only)
19. Liberty Parkway / North Roundabout (cumulative only)
20. Liberty Parkway / South Roundabout (cumulative only)
21. Ferrari Ranch Road / Liberty Parkway (cumulative only)

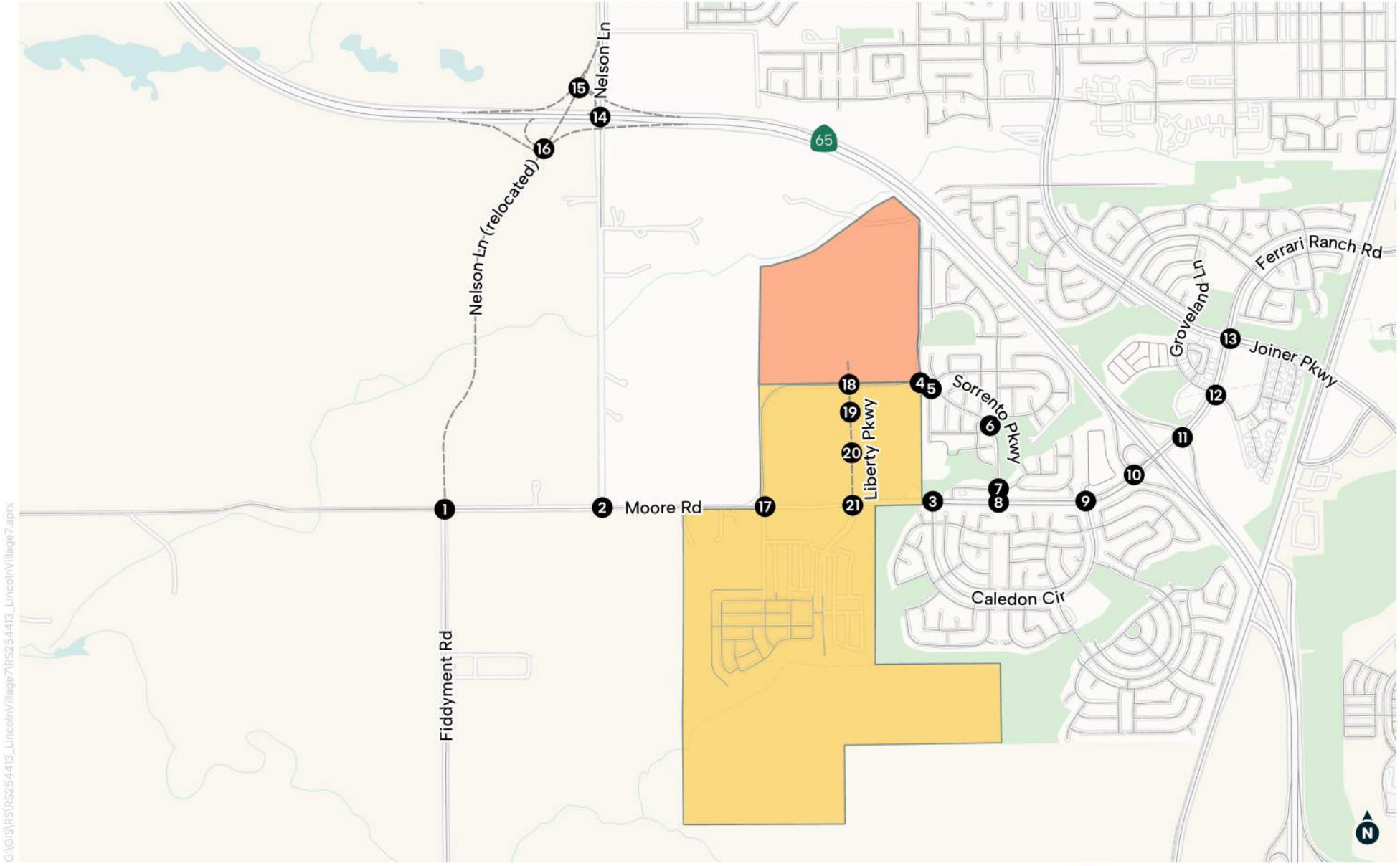


FIGURE 3

Study Area and Analysis Intersections

Intersection Operations Analysis

Traffic operations were evaluated using Highway Capacity Manual (HCM) methodologies implemented within Synchro traffic analysis software. The analysis estimates average vehicle delay and level of service (LOS) at the study intersections. Level of Service was used as the primary measure of operational performance and reflects the quality of traffic flow from the perspective of motorists, including the comfort and convenience associated with driving. *The Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022), defines LOS criteria and calculation procedures. LOS is categorized into six levels, ranging from LOS A, which represents free-flow traffic conditions with minimal delay, to LOS F, which represents oversaturated conditions where traffic demand exceeds available capacity, resulting in excessive delays and long vehicle queues. **Table 1** presents the relationship between delay and LOS for signalized and unsignalized intersections.

Table 1. Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay[1]	
		Signalized	Unsignalized and Roundabouts
A	Volume-to-capacity ratio is low and either progression is exceptionally favorable, or cycle length is very short. Most vehicles arrive during the green phase and travel through the intersection without stopping	≤10.0	≤10.0
B	Volume-to-capacity ratio is low, progression is highly favorable, and/or cycle lengths are short. More vehicles stop than LOS A.	>10.0 to 20.0	>10.0 to 15.0
C	Progression is favorable or cycle length is moderate. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	>20.0 to 35.0	>15.0 to 25.0
D	Volume-to-capacity ratio is higher and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35.0 to 55.0	>25.0 to 35.0
E	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent	>55.0 to 80.0	>35.0 to 50.0
F	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue	>80.0	>50.0

Notes:
Average control delay presented in seconds per vehicle.
Source: *Highway Capacity Manual, 7th Edition*. Transportation Research Board, 2022.

Intersection peak hour factor (PHF) was calculated for each individual intersection based on the peak hour for each intersection.

Travel Demand Forecasting

For purposes of forecasting traffic volumes for the study intersections, the South Placer Regional Transportation Authority (SPRTA) 2023 Model was selected as the basis for project trip distribution and cumulative plus project volumes. The SPRTA model was determined to be the most appropriate tool for this study, as it incorporates the most up-to-date base year and a reasonable horizon year, and more closely reflects anticipated land use growth and roadway network improvements within the City of Lincoln than either of the alternative models reviewed. More information regarding the models reviewed, their land use and transportation assumptions is provided in "Lincoln Village 7B Specific Plan Amendment – Project Travel Characteristics Memorandum" dated November 25, 2025 and included in **Appendix B**.

The SPRTA 2023 travel demand model was applied to generate study intersection traffic volume forecast inputs for the cumulative plus project analysis scenario described above. Separate model runs were performed for Existing and Cumulative Plus Project Conditions and the model-produced volume forecasts were extracted for final adjustments to account for differences between the model's base year volume estimates and observed traffic counts. The adjustment involves isolating the incremental change in volume between the base year model and the future year analysis scenario and adding that difference to the baseline traffic counts. This adjustment process helps to minimize potential errors in the model's base year estimates and is based on the methodology contained in *Analytical Travel Forecasting Approaches for Project-Level Planning and Design, National Cooperative Highway Research Program (NCHRP) Report 765* (Transportation Research Board, 2014).

Performance Criteria

The traffic analysis and the proposed improvements presented in this study are developed in the context of policies T-2.3 and T-2.4 of the City of Lincoln General Plan, last updated in March 2008.

Policy T-2.3 establishes the City of Lincoln's level of service C policy for signalized intersections during the PM peak hour. In the absence of a City policy addressing LOS for unsignalized intersections or other time periods (such as the AM peak hour), this study applies the LOS C standard to all City of Lincoln intersections for both the AM and PM peak hours, consistent with prior City of Lincoln traffic studies.

The City of Lincoln General Plan Policy T-2.4 also states that the City shall coordinate with Caltrans to strive to maintain a minimum of LOS D conditions for SR 65. This policy is applied to Caltrans' ramp intersections where they intersect City of Lincoln roadways.

III. Existing Conditions

The Village 7 Specific Plan project site is located in the southwest area of the City of Lincoln, and is served by a network of arterial roadways providing both local and regional connectivity. Key roadways in the area include:

- State Route 65 (SR 65), a freeway south of Ferrari Ranch Road and an expressway north of Ferrari Ranch Road, functions as the primary regional travel corridor for traffic accessing the site,
- Ferrari Ranch Road is the principal east-west arterial connection between the project site and the regional freeway system. West of its interchange with SR 65, it is median-divided with two lanes in each direction with a posted speed limit of 40 miles per hour (mph). Ferrari Ranch Road currently terminates at Caledon Circle West.
- Site access is provided via a westward extension of Ferrari Ranch Road through Village 7 Specific Plan, connecting to Moore Road on the west.
- Extending westerly from the edge of Village 7, Moore Road is currently a two-lane rural roadway that connects to Nelson Lane (which features a signalized intersection to the north at SR 65) and Fiddyment Road to the south.

Data Collection

The traffic counts were collected on a weekday (while schools are in session) during the AM peak period (7-9 AM) and afternoon peak period (3-6 PM) on Thursday, May 29, 2025 at the following 14 study intersections. The counts included vehicles, bicyclists, pedestrians, and trucks. Peak hour vehicle volumes derived from the intersection turning movement counts are illustrated in **Figure 5**.

1. Nelson Lane / SR 65
2. Moore Road / Fiddyment Road
3. Moore Road / Nelson Lane
4. Moore Road / Sorrento Parkway
5. Sorrento Parkway / Marina Grande Way/Torino Way
6. Sorrento Parkway / Portello Way/Lucca Ln
7. Sorrento Parkway / Benvenito Ln
8. Ferrari Ranch Road / Caledon Cir (West)
9. Ferrari Ranch Road / Sorrento Parkway
10. Ferrari Ranch Road / Caledon Cir (East)/Courtyard Loop
11. Ferrari Ranch Road / SR 65 SB Ramps
12. Ferrari Ranch Road / SR 65 NB Ramps
13. Ferrari Ranch Road / Groveland Ln
14. Ferrari Ranch Road / Joiner Parkway

A 48-hour hose count was collected on Wednesday, May 28, 2025 through Thursday, May 29, 2026 at the following locations to understand daily traffic flows and are presented in **Table 2**:

1. Nelson Lane: north of Moore Road
2. Moore Road: east of Nelson Lane
3. Sorrento Parkway: east/south of Moore Road
4. Sorrento Parkway: north of Ferrari Ranch Road

Table 2: Existing Average Daily Volumes

Roadway Segment	NB/EB Average Daily Volume	SB/WB Average Daily Volume	Total Daily Volume
Nelson Lane: north of Moore Road	1,320	1,380	2,700
Moore Road: east of Nelson Lane	790	660	1,450
Sorrento Parkway: east/south of Moore Road	930	740	1,670
Sorrento Parkway: north of Ferrari Ranch Road	2,890	3,060	5,950

Note: Volumes shown represent the average of traffic counts on Wednesday, May 28 and Thursday, May 29, 2025.
Source: Fehr & Peers, 2026.

Counts collected for this project are shown in **Appendix C**.

Signal timing sheets were provided by City of Lincoln and Caltrans staff in August 2025. These signal timing sheets were used in the Existing Conditions analysis and optimized under Cumulative Plus Project Conditions.

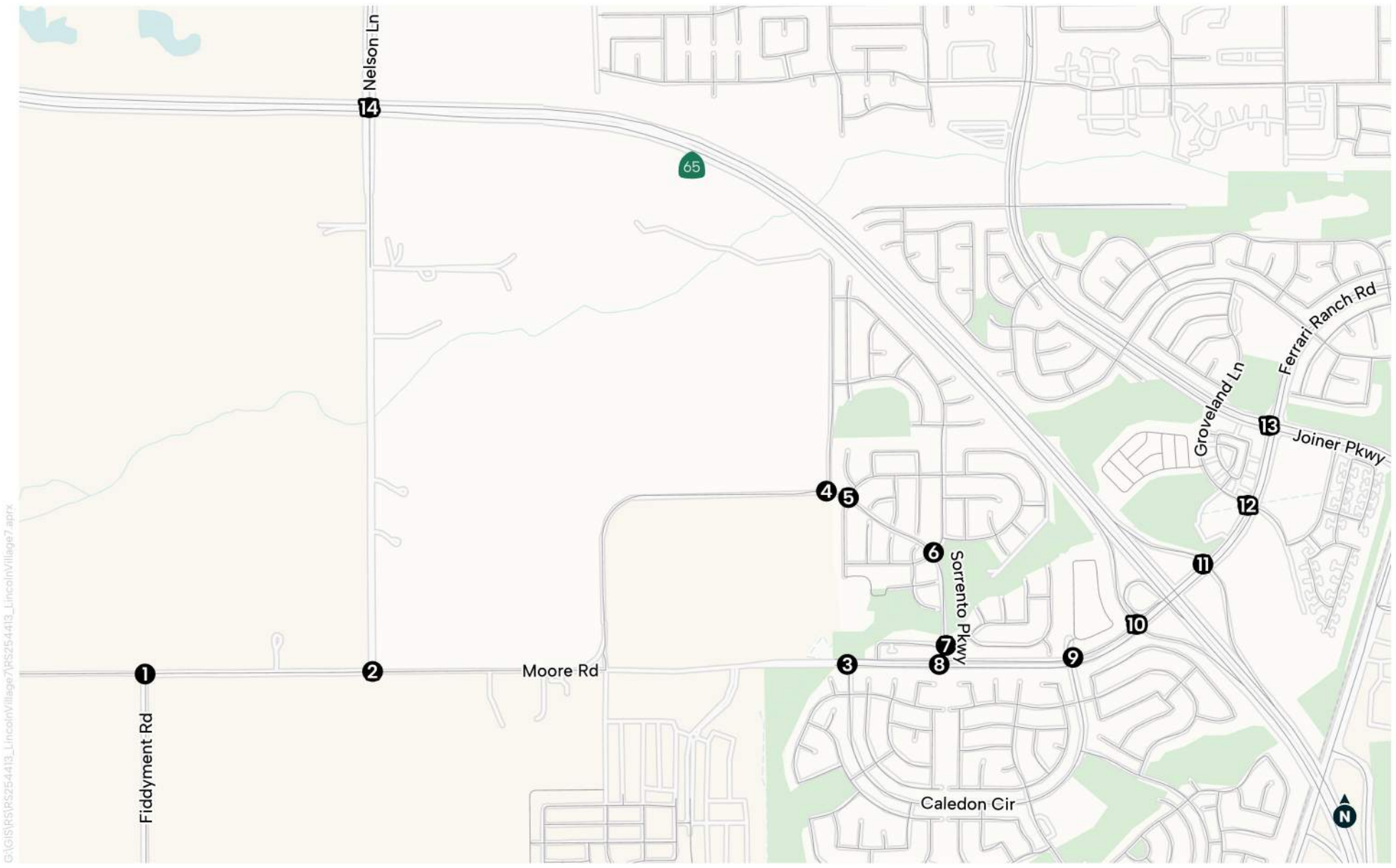
Field Observations

Peak period field observations were conducted by Fehr & Peers staff at the time of the traffic counts. Conditions at the study intersections were typical during both AM and PM peak periods, with no significant operational issues observed with one exception:

- At the intersection of Ferrari Ranch Road / Caledon Circle (East) / Courtyard Loop, student drop-off/pick-up traffic to Scott Leaman Elementary School was observed during the AM peak hour Queues were recorded in the westbound left-turn and northbound right-turn movements, with the northbound approach experiencing the longer queue. See **Figure 5.**
    - There were approximately 20 pedestrians crossing the south leg (northbound approach) and approximately 10 crossing the west leg (eastbound approach) during the AM peak hour.



Figure 4 School-related traffic queuing observed on Caledon Circle (East) at Ferrari Ranch Road during the AM peak period



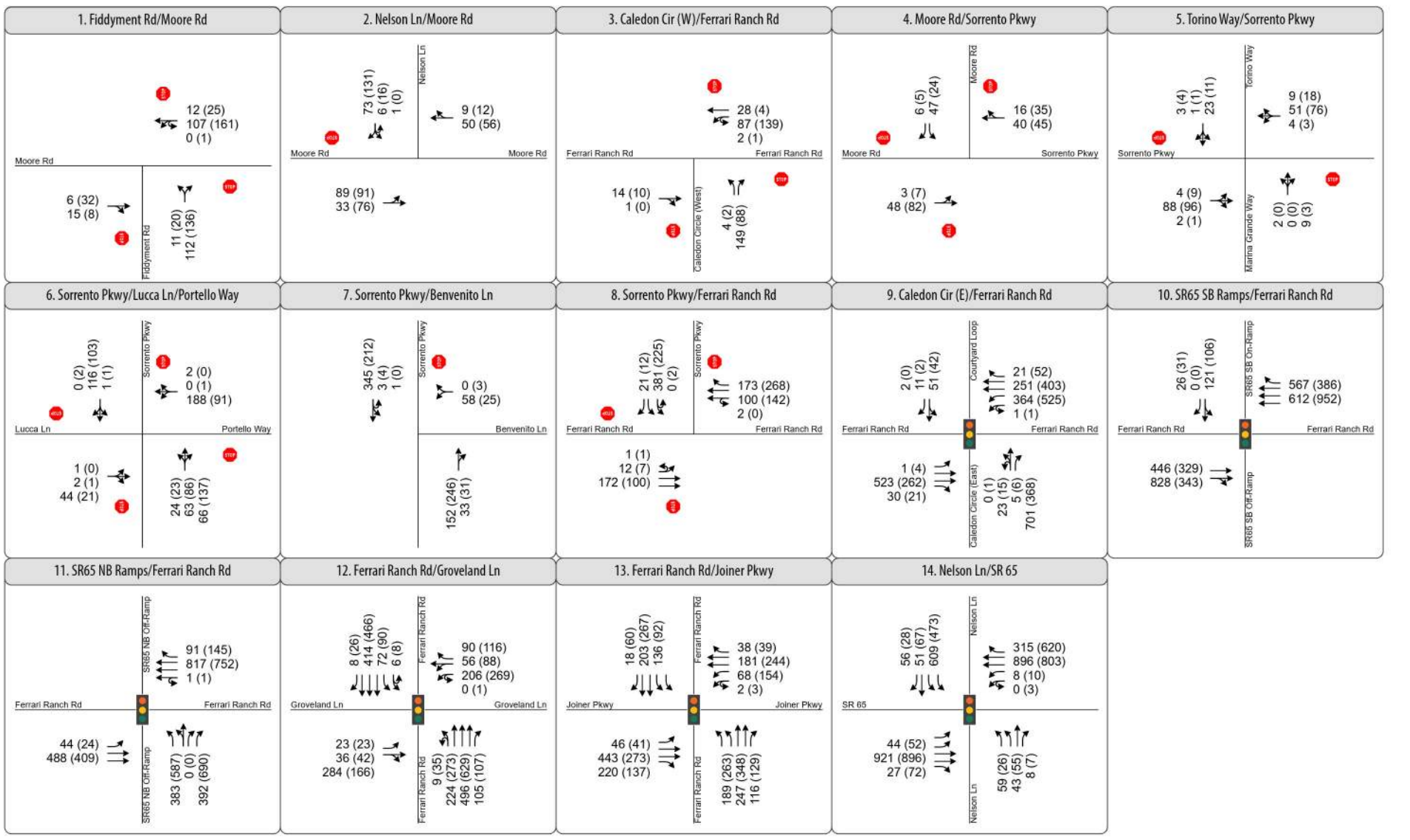


FIGURE 5

Peak Hour Traffic Volume & Lane Configurations - Existing Conditions

Existing Analysis Results

Table 3 presents the existing AM and PM peak hour LOS for each study intersection. Refer to **Appendix D** for technical calculations.

During the AM and PM peak hours, all intersections operate at an acceptable level of service. Intersections along Sorrento Parkway operate at LOS A or B with minimal delay.

Table 3. Peak Hour Intersection Operations–Existing Conditions

No.	Intersection	LOS Threshold	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
				Delay[2]	LOS[3]	Delay[2]	LOS[3]
1	Fiddyment Rd & Moore Rd	C	AWSC	7.7	A	8.5	A
2	Moore Rd & Nelson Ln	C	SSSC	5.3 (9.1)	A (A)	5.5 (9.6)	A (A)
3	Caledon Circle (East)/ Courtyard Loop & Ferrari Ranch Rd	C	Signal	8.7	A	8.8	A
4	Moore Rd & Sorrento Pkwy	C	AWSC	7.7	A	7.6	A
5	Marina Grande Way/Torino Way & Sorrento Pkwy	C	SSSC	2.2 (9.9)	A (A)	1.2 (9.8)	A (A)
6	Sorrento Pkwy & Lucca Ln/Portello Way	C	AWSC	9.5	A	8.5	A
7	Sorrento Pkwy & Benvenito Ln	C	SSSC	1.5 (14.8)	A (B)	0.7 (12.1)	A (B)
8	Ferrari Ranch Rd & Sorrento Pkwy	C	AWSC	11.0	B	8.6	A
9	Caledon Circle (East)/Courtyard Loop & Ferrari Ranch Rd	C	Signal	28.0	C	19.4	B
10	SR65 SB Ramps & Ferrari Ranch Rd	D	Signal	5.9	A	5.6	A
11	SR65 NB Ramps & Ferrari Ranch Rd	D	Signal	10.5	A	11.7	B
12	Ferrari Ranch Rd & Groveland Ln	C	Signal	22.9	C	25.0	C
13	Ferrari Ranch Rd & Joiner Pkwy	C	Signal	24.6	C	24.6	C
14	Nelson Ln & SR 65	D	Signal	27.2	C	25.8	C

Bold text indicates unacceptable level of service conditions.

1. AWSC: All Way Stop Controlled intersection. SSSC: Side-Street Stop Controlled intersection
2. Average control delay (in seconds) for signalized and all-way stop controlled intersections is the weighted average for all movements. For side-street stop-controlled intersections, the reported delay is the average control delay for all movements followed by the average control delay for the worst approach in parentheses.
3. LOS = level of service calculated per the thresholds presented in Table 1. For side-street stop-controlled intersection, the LOS for the intersection is provided followed by the LOS for the worst approach in parentheses.

Source: Fehr & Peers, 2026.

IV. Project Travel Characteristics

Travel characteristics for the proposed Amendment were documented in the "Lincoln Village 7B Specific Plan Amendment – Project Travel Characteristics Memorandum" dated November 25, 2025. This memorandum is shown in **Appendix B**. Below is a brief summary of the project travel characteristics.

Trip Generation

The Village 7 Specific Plan Amendment would generate 4,041 more daily, 261 more AM peak hour, and 338 more PM peak hour trips compared to land uses assumed for the site under the Current Village 7 Specific Plan.

Table 4. Village 7 Specific Plan Amendment – Changes in External Vehicle Trips

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Village 7 Specific Plan Amendment	32,384	893	1,788	2,680	1,916	1,235	3,151
Current Village 7 Specific Plan	28,343	815	1,604	2,419	1,714	1,099	2,813
Difference	*4,041*	*78*	*184*	*261*	*202*	*136*	*338*

Source: Fehr & Peers, 2026.

Trip Distribution

Project trip distribution was developed using the SPRTA 2023 Model in accordance with the travel demand model evaluation described under the Analysis Methodology section. The external Cumulative Plus Project trip distribution is shown in **Appendix B**.

V. Cumulative Plus Project Conditions

The Cumulative Plus Project analysis scenario evaluates AM and PM peak hour study intersection operations based on anticipated future traffic volumes, utilizing the model outlined in the Travel Demand Forecasting section. The Cumulative Plus Project analysis scenario includes the proposed Amendment, as well as the various other reasonably foreseeable projects, such as development of the remainder of the Village 7 Specific Plan and the Village 5 Specific Plan.

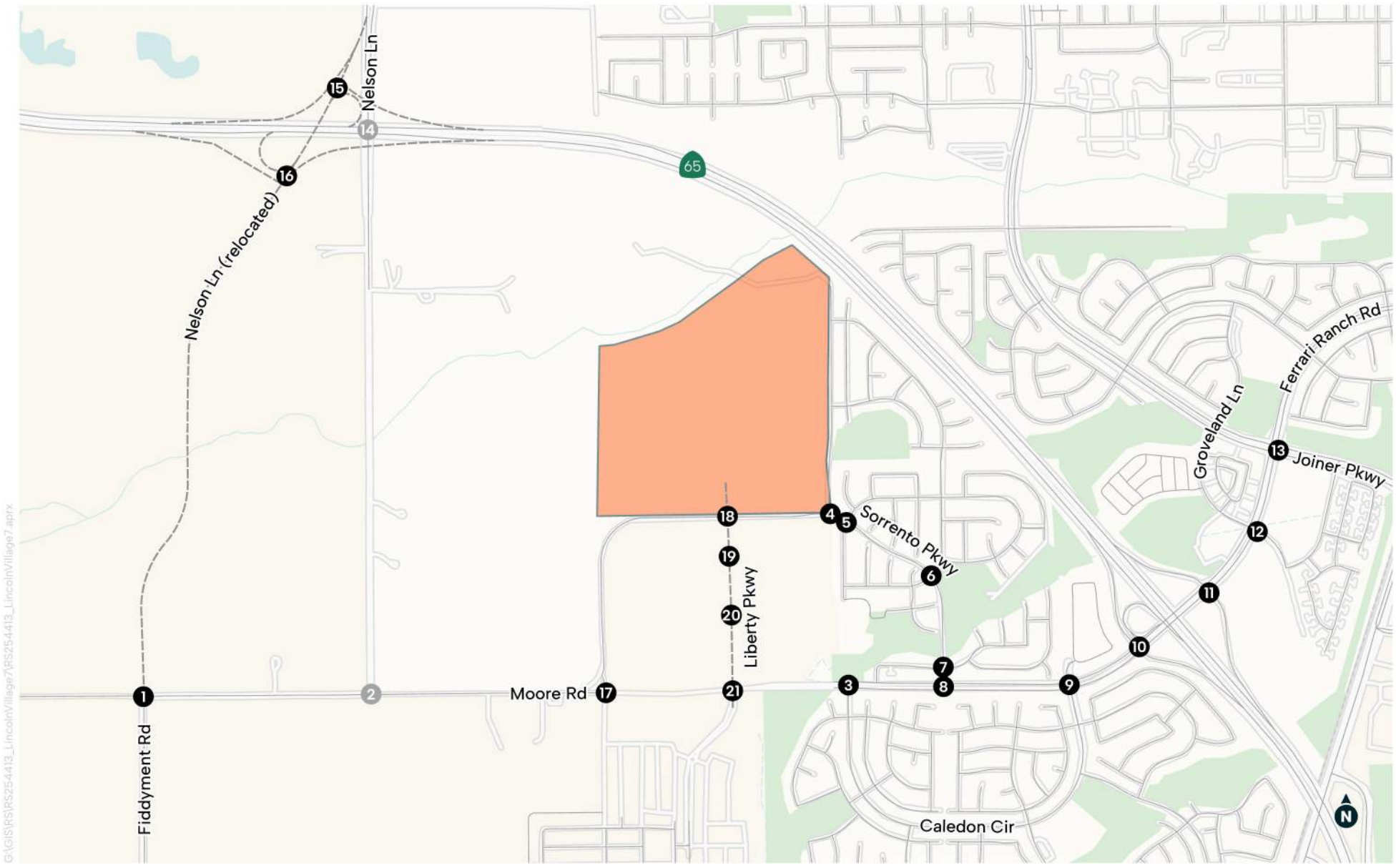
Cumulative Plus Project Roadway Geometry

The Cumulative Plus Project analysis assumes the same roadway system and intersection controls as are currently present with updates to 12 of the 21 intersections. Below lists the assumed roadway geometry modifications based on approved projects, such as Village 5 Specific Plan.

- Intersection 1: Moore Road / Fiddyment Road
  - The Nelson Lane intersection at Moore Road (Int #2) is realigned to Fiddyment Road (Int #1).
  - The northbound and southbound approaches have a left-turn lane, three through lanes, and a right-turn lane.
  - The eastbound and westbound approaches have a left-turn lane, two through lanes, and a right-turn lane
- Intersection 2: Moore Road / Nelson Lane
  - With the realignment of Nelson Lane to Fiddyment Road (Int #1), this is no longer a study intersection.
- Intersection 3: Ferrari Ranch Road / Caledon Circle West
  - Modified to operate as a signalized intersection
- Intersection 8: Ferrari Ranch Road / Sorrento Parkway
  - Modified to operate as a signalized intersection
- Intersection 14: Nelson Lane / SR 65
  - This intersection is assumed to become a partial cloverleaf grade-separated interchange broken up into two intersections:
    - Int #15 Nelson Lane / SR 65 NB Ramps
    - Int #16 Nelson Lane / SR 65 SB Ramps
- Intersection 15: Nelson Lane / SR 65 NB Ramps
  - A new signalized intersection
  - The northbound and southbound approaches have three through lanes and one right-turn lane
  - The westbound approach has a left-turn lane, a shared lane, and a right-turn lane
- Intersection 16: Nelson Lane / SR 65 SB Ramps
  - A new signalized intersection
  - The northbound and southbound approaches have three through lanes and one right-turn lane
  - The eastbound approach has a left-turn lane and a shared through/right-turn lane
- Intersection 17: Moore Road / Ferrari Ranch Road / Shallus Boulevard
  - For purposes of the Cumulative Plus Project evaluation, this intersection was assumed to be an all-way stop-controlled intersection. More details regarding the

preferred intersection control may be found in the "Moore Road / Ferrari Ranch Road / Shallus Boulevard Evaluation" section
    - The eastbound and westbound approaches have one left-turn lane, two through lanes, and one right-turn lane
    - The northbound and southbound approaches have one left-turn lane, and one shared through/right-turn lane
- Intersection 18: Moore Road / Liberty Parkway
    - A new all-way stop-controlled intersection
    - All approaches have a single, shared lane
- Intersection 19: Liberty Parkway / North Roundabout
    - A new single-lane roundabout intersection
- Intersection 20: Liberty Parkway / South Roundabout
    - A new single-lane roundabout intersection
- Intersection 21: Ferrari Ranch Road / Liberty Parkway
    - A new signalized intersection
    - The eastbound and westbound approaches have one left-turn lane, two through lanes, and one right-turn lane
    - The northbound approach has one left-turn lane, one through lane, and one right-turn lane
    - The southbound approach has one left-turn lane, and one shared through/right-turn lane

Figure 6 illustrates peak hour intersection turning movement volumes under Cumulative Plus Project Conditions.



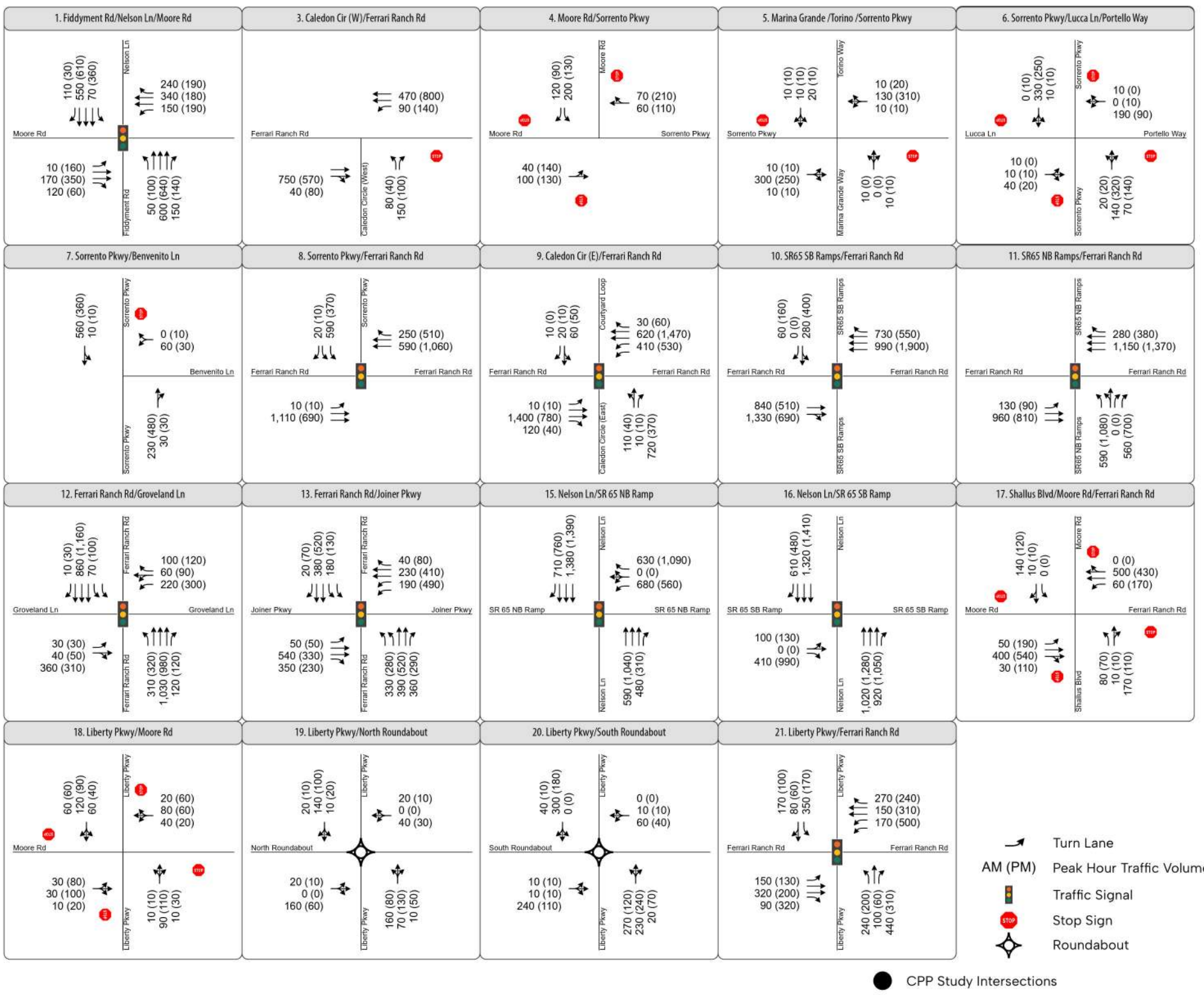


FIGURE 6

Peak Hour Traffic Volume & Lane Configurations - Cumulative Plus Project Conditions

Cumulative Plus Project Analysis Results

Table 5 presents the AM and PM peak hour delay and LOS for each study intersection under Cumulative Plus Project Conditions. Refer to **Appendix E** for technical calculations.

During the AM peak hour, all intersections are anticipated to operate at acceptable levels of service except at the following intersections:

- Intersection 3: Ferrari Ranch Road / Caledon Circle (West) serves school traffic in the morning where the side-street experiences around 30 seconds of delay resulting in LOS D.
- Intersection 9: Ferrari Ranch Road / Caledon Circle (East) – Courtyard Loop serves school traffic in the morning, including a substantial number of multimodal users. Through traffic on Ferrari Ranch Road is expected to increase substantially (i.e., eastbound through movement increases from 520 to 1,400 vehicles between Existing and Cumulative Plus Project Conditions).

During the PM peak hour, all intersections are anticipated to operate at acceptable levels of service except the following:

- Intersection 3: Ferrari Ranch Road / Caledon Circle (West) has a side-street stop delay of approximately 36 seconds resulting in LOS E.
- Intersection 12: Ferrari Ranch Road / Groveland Lane is situated immediately east of the SR 65 / Ferrari Ranch Road interchange and functions as a key access point for traffic traveling to and from areas east of the interchange. The intersection is further affected by concentrated PM peak period traffic associated with adjacent retail uses on the minor street approaches, which results in unacceptable LOS conditions.
- Intersection 17: Moore Road / Ferrari Ranch Road / Shallus Boulevard is assumed to be an all-way stop-controlled intersection per the approved Village 7 Specific Plan, but was identified to operate unacceptably. Additional analysis is provided in the next section regarding the preferred control at this intersection.

Table 5. Peak Hour Intersection Operations–Cumulative Plus Project Conditions

No.	Intersection	LOS Threshold	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
				Delay[2]	LOS[3]	Delay[2]	LOS[3]
1	Moore Rd / Fiddyment Rd / Nelson Ln	C	Signal	15.0	B	28.1	C
3	Ferrari Ranch Rd / Caledon Cir (West)	C	Signal	9.3	A	8.4	A
4	Sorrento Pkwy / Moore Rd	C	AWSC	9.5	A	11.2	B
5	Sorrento Pkwy / Marina Grande Wy–Torino Wy	C	SSSC	1.7 (12.6)	A (B)	1.0 (14.0)	A (B)
6	Sorrento Pkwy / Portello Wy – Lucca Ln	C	AWSC	12.9	B	12.5	B
7	Sorrento Pkwy / Benvenito Ln	C	SSSC	1.6 (21.8)	A (C)	0.8 (17.2)	A (C)
8	Ferrari Ranch Rd / Sorrento Pkwy	C	Signal	10.1	B	8.8	A
9	Ferrari Ranch Rd / Caledon Cir (East) – Courtyard Loop	C	Signal	**49.3**	**D**	28.1	C
10	Ferrari Ranch Rd / SR 65 SB Ramps	D	Signal	26.6	C	12.8	B
11	Ferrari Ranch Rd / SR 65 NB Ramps	D	Signal	15.3	B	26.3	C
12	Ferrari Ranch Rd / Groveland Ln	C	Signal	30.4	C	**46.9**	**D**
13	Ferrari Ranch Rd / Joiner Pkwy	C	Signal	28.1	C	29.4	C
15	Nelson Ln / SR 65 NB Ramps	D	Signal	11.3	B	18.5	B
16	Nelson Ln / SR 65 SB Ramps	D	Signal	11.0	B	53.1	D
17	Moore Rd / Ferrari Ranch Rd / Shallus Blvd	C	AWSC	18.9	C	**26.9**	**D**
18	Moore Rd / Liberty Pkwy	C	AWSC	9.3	A	9.9	A
19	Liberty Pkwy / North Roundabout	C	Rdbt	4.6	A	4.2	A
20	Liberty Pkwy / South Roundabout	C	Rdbt	7.4	A	5.4	A
21	Ferrari Ranch Rd / Liberty Pkwy	C	Signal	25.8	C	29.9	C

Notes:
Bold text indicates unacceptable level of service conditions.

1. AWSC: All Way Stop Controlled intersection. SSSC: Side-Street Stop Controlled intersection. Rdbt: Roundabout intersection
2. Average control delay (in seconds) for signalized, all-way stop controlled, and roundabout intersections is the weighted average for all movements. For side-street stop-controlled intersections, the reported delay is the average control delay for all movements followed by the average control delay for the worst approach in parentheses.
3. LOS = level of service calculated per the thresholds presented in Table 1. For side-street stop-controlled intersection, the LOS for the intersection is provided followed by the LOS for the worst approach in parentheses.

Source: Fehr & Peers, 2026.

Average Daily Traffic

Table 6 presents the estimated Cumulative and Cumulative with Project Conditions ADT for the four roadway segments that were counted in May 2025.

Table 6: Cumulative Plus Project Average Daily Traffic Volumes

Roadway Segment	Daily Volume		
	Existing	Cumulative with Current Village 7 Specific Plan	Cumulative with Proposed Village 7 Specific Plan Amendment
Nelson Lane: north of Moore Road	2,700	18,990	19,640
Moore Road: east of Nelson Lane	1,450	12,550	13,920
Sorrento Parkway: east/south of Moore Road	1,670	4,130	5,560
Sorrento Parkway: north of Ferrari Ranch Road	5,950	8,310	9,740

Source: Fehr & Peers, 2026.

Sorrento Parkway Operations

Additional attention was given to operations along Sorrento Parkway due to its proximity to the Village 7B area and adjacent existing neighborhoods. The Synchro operational models were converted to SimTraffic for the purpose of visualizing vehicle queues along Sorrento Parkway with and without the proposed Amendment. A simulation run was conducted to capture queue visualizations. SimTraffic accounts for the effects of turn-pocket overflows/blockages, vehicle queuing interactions between adjacent intersections, and coordinated signal operations. The software captures driver behavior characteristics and models interactions between vehicles within the study network. Compared to conventional deterministic analysis methods, such as those outlined in the Highway Capacity Manual (HCM) and applied in Synchro 12, SimTraffic more effectively represents the impacts of turn-pocket queue overflows, imbalanced lane usage, queue blocking, queue interactions between adjacent intersections, and pedestrian crossing activity.

The figures below present screenshots of the SimTraffic model displaying vehicle queues along Sorrento Parkway during the AM peak hour. This analysis focuses on the AM peak hour because Sorrento Parkway carries school traffic during the AM peak hour. Additionally, during the PM peak hour, traffic along Sorrento Parkway disperses into surrounding neighborhoods rather than converging at the Ferrari Ranch Road intersection.

Figure 7 below shows the observed queuing under Cumulative and Cumulative Plus Project Conditions at Sorrento Parkway / Ferrari Ranch Road during the AM peak hour. The southbound left-turn 95th percentile queues increased by approximately seven vehicles with the Amendment, but Sorrento Parkway was able to be cleared with each cycle of the signal under both conditions.

The side-street stop-controlled Sorrento Parkway/Benvenito Lane intersection is situated just 150 feet north of Ferrari Ranch Road. It permits all turning movements and has a "gullwing" type design to enable the westbound left-turning traffic to wait in the median to merge onto southbound Ferrari Ranch Road. There are two southbound left-turn lanes, though each has only about 150 feet of storage. Currently, 381 vehicles turn left from Sorrento Parkway onto eastbound Ferrari Ranch Road during the AM peak hour. This volume is projected to increase to 520 vehicles under Cumulative Conditions and 590 vehicles under Cumulative Plus Project Conditions.

Benvenito Lane is the sole vehicular access to 58 single-family dwelling units. Delays exiting that community onto Sorrento Parkway are likely to increase with the addition of Amendment trips as the southbound inside left-turn pocket is more frequently full. Options to restrict the outbound left-turn lane were considered but dismissed due to operational concerns. If that movement was restricted, motorists would be forced to turn right. Many would likely perform a u-turn on Sorrento Parkway just beyond the end of the raised median situated 300 feet to the north. Due to the roadway width, u-turns would require encroachment into the on-street bike lanes.



Figure 7: AM Peak Hour Queuing on Sorrento Parkway at Ferrari Ranch Road without and with Amendment

Figure 8 below shows the observed queuing under Cumulative and Cumulative Plus Project Conditions at Sorrento Parkway / Lucca Lane-Portello Way during the AM peak hour. 95th percentile queuing at Sorrento Parkway/Portello Way-Lucca Lane was not more than three vehicles at each approach under both conditions. Overall, queuing didn't differ much at other locations along Sorrento Parkway.



Figure 8: AM Peak Hour Queuing on Sorrento Parkway at Portello Way-Lucca Road without and with Amendment

Intersection Improvements

This section discusses recommended improvements to enhance operations at intersections that are anticipated to operate at an unacceptable level of service under Cumulative Plus Project Conditions. However, first an in-depth review of the Moore Road / Ferrari Ranch Road / Shallus Boulevard intersection is presented to support the identification of a preferred intersection traffic control.

Moore Road / Ferrari Ranch Road / Shallus Boulevard Evaluation

The intersection of Moore Road / Ferrari Ranch Road / Shallus Boulevard is located on the western edge of the Village 7 Specific Plan area. The southern leg of the intersection provides residential access to homes on the south side of Ferrari Ranch Road, and the northern leg of the intersection (Moore Road) is a collector street with no vehicular access into the Village 7 Specific Plan area until Moore Road turns to an east-west roadway approximately 2,000 feet to the north.

The planned configuration is an all-way stop-control as identified in the approved Village 7 Specific Plan. However, further evaluation was conducted under the Cumulative Plus Project scenario to ensure that an all-way stop provides adequate operations and access to the surrounding future land uses.

Three intersection configurations were evaluated for safety and operations: all-way stop, signal, and roundabout.

Safety

Safety considerations were evaluated based on the number of predicted crashes, considering both frequency and severity. Because the intersection was constructed within the past few years, no historical crash data are currently available, and the intersection has not yet been constructed to its future number of lanes.

The Safety Performance for Intersection Control Evaluation (SPICE) tool developed by the Federal Highway Administration (FHWA) was used to assess estimated annual crashes under Cumulative Plus Project Conditions. The SPICE tool performs predictive safety analysis of at-grade intersection control configurations using estimated Cumulative Plus Project Average Annual Daily Traffic (AADT) forecasts, facility type, and number of legs/lanes.

The detailed inputs and results from SPICE are presented in **Appendix F**. SPICE tool was used to evaluate the following three traffic control strategies:

- All-Way Stop-Controlled Intersection
- Signalized Intersection
- Roundabout Intersection (1 north-south approach lane, 2 east-west approach lanes)

Table 7 lists the anticipated number of crashes and total number of predicted crashes for the proposed traffic control strategies. Based on the crash prediction summary calculated for the Cumulative Plus Project year only, the Signalized Intersection and Roundabout Intersection perform similarly in terms of total expected number of crashes with 1.57 and 1.43 per year, respectively. However, the Roundabout Intersection is predicted to have approximately 57% fewer fatal and injury crashes compared to the Signalized Intersection.

Table 7. Traffic Control Strategy Predicted Crashes for Moore Road / Ferrari Ranch Road / Shallus Boulevard

Traffic Control Strategy	Crash Type	Predicted Crashes Annually During Cumulative Plus Project
All-Way Stop-Controlled Intersection	Total	No SPF[1]
	Fatal & Injury	No SPF[1]
Signalized Intersection	Total	1.57
	Fatal & Injury	0.53
Roundabout Intersection[2]	Total	1.43
	Fatal & Injury	0.23

Notes:
1. The Cumulative Plus Project AADT was not within range of the data used to develop the safety performance functions (SPFs) for each control strategy; therefore, no predicted crash information is available. A SPF is a statistical equation used to predict the average crash frequency per year for a specific type of roadway, intersection, or traffic facility.
2. The roundabout intersection as assumed to have two east-west approach lanes and one north-south approach lane.

Source: FHWA SPICE Tool (2023); Fehr & Peers, 2026.

Traffic Operations

The operational assessment was conducted using Synchro for the all-way stop and signalized intersection controls as outlined under the Analysis Methodology section, and SIDRA for the roundabout intersection control. **Table 8** shows the intersection operations under the three intersection controls. The detailed analysis sheets are included in **Appendix F**.

During the AM peak hour, all intersection control options are anticipated to operate at LOS C or better. During the PM peak hour, the roundabout and signal are expected to operate at LOS B and A, respectively and the all-way stop-controlled intersection does not meet the City of Lincoln LOS C criterion.

Table 8: Moore Road / Ferrari Ranch Road / Shallus Boulevard Cumulative Plus Project Intersection Control Results

Intersection Control	AM Peak Hour		PM Peak Hour	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]
All-Way Stop-Control	18.9	C	26.9	D
Signal with Protected Left-turns	13.7	B	15.6	B
Roundabout[3]	5.7	A	7.5	A

Notes:
1. Average control delay (in seconds) for signalized, all-way stop controlled, and roundabout intersections is the weighted average for all movements.
2. LOS = level of service calculated per the thresholds presented in Table 1.
3. The roundabout intersection as assumed to have two east-west approach lanes and one north-south approach lane.

Source: Fehr & Peers, 2026.

TRAFFIC SIGNAL WARRANT ANALYSIS

As part of the signalized intersection evaluation, a preliminary signal warrant was completed. The *California Manual on Uniform Traffic Control Devices* (MUTCD) (Caltrans, 2026) Signal Warrant Analysis was conducted to determine whether the installation of a traffic signal at the intersection is justified based on the projected traffic volumes and operational conditions. The MUTCD provides criteria to evaluate the recommendation for traffic signals, including volume thresholds, crash history, and other contextual considerations as discussed below.

- Warrants 1, 2, and 3 (Eight-Hour, Four-Hour, and Peak Hour Vehicular Volume) require certain peak traffic volume demands to be met on both the major and minor street approaches. The analysis conducted as a part of this study only included the Peak Hour Vehicular Volume warrant given the traffic data collected and available for this study. Both AM and PM peak hour signal warrants (for urban areas) were met as shown in **Appendix F**.
- Warrants 4 and 5 (Pedestrian Volume and School Crossing) are not met at this time. Pedestrian activity is generally assumed to be minimal along and across Ferrari Ranch Road. The only potential exception is pedestrian traffic related to the planned elementary school on the northeast corner of the intersection. Access to and from this elementary school has not yet been identified. However, based on other elementary schools in the City of Lincoln, it is not common for vehicle or pedestrian access to be provided along the major roadway. Therefore, pedestrian demand is assumed to be minimal at this time and should be further evaluated once the design of the elementary school has been identified.
- Warrant 6 (Coordinated Signal System) does not apply, as the nearby traffic signals are more than 1,000 feet away.
- Warrant 7 (Crash Experience) requires documented crash patterns correctable by a traffic signal. Because the intersection was constructed within the past few years, no historical crash data are currently available.
- Warrant 8 (Roadway Network) is not met because Moore Road / Ferrari Ranch Road / Shallus Boulevard do not serve as intersecting principal arterials.
- Warrant 9 (Intersection Near a Grade Crossing) is not applicable, as there are no rail crossings near the intersection.

Based on the Cumulative Plus Project volumes, Warrant 1 described above would be met. However, it is worth noting that the warrant is not overwhelmingly met and is dependent on substantial amounts of development to occur in Village 5 and Placer One Specific Plans. This implies that the traffic volumes at this intersection won't meet the signal warrant volumes criteria for many years.

This report does not presently recommend one form of traffic control over another at this intersection due to following three areas of uncertainty:

1. **Lack of knowledge of nearby elementary school site planning**. An elementary school would be situated directly north of Ferrari Ranch Road between Moore Road and Liberty Parkway. The types of vehicular and pedestrian accesses, which are not known at this time, could directly influence the preferred type of traffic control at this intersection.
2. **Lack of certainty of planned nearby bicycle and pedestrian facilities**. It is unknown where and what types of facilities will be provided near the intersection. This can dictate not only crosswalk placement but also the preferred type of traffic control.
3. **Unknown street right-of-way.** Roundabouts typically require more space than signals. A multi-lane roundabout can have an inscribed diameter of 140 feet or more. The site plan indicates linear parkways on some legs of the intersection. It is not known whether the recently reconfigured property in the northwest corner of the intersection can be encroached upon or if it belongs to a private, non-participating specific plan property.

Cumulative Plus Project Intersection Deficiencies

The following improvements are recommended to address adverse level of service conditions shown in **Table 5**, aside from Intersection 17: Moore Road / Ferrari Ranch Road / Shallus Boulevard which is explained in detail in the section above.

Intersection 9: Ferrari Ranch Rd / Caledon Cir (East) – Courtyard Loop

- Northbound:
  - One left-turn lane, one shared through/right-turn lane, and one right-turn lane
  - No right-turn on red when pedestrians are in the north leg crosswalk
  - Protected left-turn phasing
  - Pedestrian crosswalk across the northbound leg
  - Bike lanes on departing and receiving lanes
- Southbound:
  - One left-turn lane, and one shared through/right-turn lane
  - Protected left-turn phasing
  - Pedestrian crosswalk across the southbound leg
  - Bike lanes on departing and receiving lanes

Intersection 12: Ferrari Ranch Rd / Groveland Ln

- Eastbound:
  - One shared left-turn/through lane, and one right-turn lane
  - Permissive and overlap for eastbound right
  - Pedestrian crosswalk across the eastbound leg
  - Bike lanes on departing and receiving lanes

Table 9 shows how the above improvements would benefit AM and PM peak hour delays and LOS and the two intersections. See **Appendix G** for technical calculations.

Table 9. Peak Hour Intersection Operations–Cumulative Plus Project Conditions with Improvements

Intersection		Traffic Control[1]	Cumulative Plus Project Conditions				Cumulative Plus Project Conditions with Improvements			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]
9	Ferrari Ranch Rd / Caledon Cir (East) – Courtyard Loop	Signal	**49.3**	**D**	28.1	C	**41.3**	**D**	26.4	C
12	Ferrari Ranch Rd / Groveland Ln	Signal	30.4	C	**46.9**	**D**	27.1	C	31.8	C

Notes:
1. AWSC: All Way Stop Controlled intersection. SSSC: Side-Street Stop Controlled intersection. Rdbt: Roundabout intersection
2. Average control delay (in seconds) for signalized and all-way stop controlled intersections is the weighted average for all movements. For roundabout and side-street stop-controlled intersections, the reported delay is the average control delay for movements that yield the right-of-way.
3. LOS = level of service calculated per the thresholds presented in Table 1.

Source: Fehr & Peers, 2026.

The proposed improvements at Intersection 9 identified above were able to decrease delay at the intersection back to conditions that are expected under the current Village 7 Specific Plan. Aside from adding a third eastbound through lane to Intersection 9, improvements at the intersection were not able to return to an acceptable level. The incremental delay attributable to the Village 7 Specific Plan Amendment was estimated by comparing the Existing Plus Original Village 7 Specific Plan scenario with the Existing Plus Proposed Village 7 Specific Plan Amendment scenario, as documented in the "Village 7 Specific Plan Amendment – Consistency Review" dated February 13, 2026. This memorandum is included in **Appendix A**.

Improvements at Intersection 12 can return the level of service back to acceptable levels.

VI. Conclusion

This LTA evaluated the roadway effects of the proposed Village 7 Specific Plan Amendment on the surrounding roadway network, with a focus on peak hour intersection vehicle delay and LOS. The analysis was conducted using Highway Capacity Manual (HCM) methodologies and assessed against the City of Lincoln General Plan LOS policies.

Under Existing Conditions, all study intersections operate at acceptable levels of service during both the AM and PM peak hours. Field observations generally confirmed acceptable operations, with localized queuing observed at the Ferrari Ranch Road / Caledon Circle (East) / Courtyard Loop intersection attributable to school-related activity.

Under Cumulative Plus Project Conditions, which reflect long-term buildout including the proposed Amendment and other approved developments, the majority of study intersections are anticipated to operate at acceptable LOS during both peak hours. However, operational deficiencies were identified at the following locations.

- During the AM peak hour, the Ferrari Ranch Road / Caledon Circle (East) – Courtyard Loop intersection is projected to operate at unacceptable LOS due to a combination of school-related traffic, multimodal activity, and growth in through traffic.
- During the PM peak hour, unacceptable LOS conditions are projected at the Ferrari Ranch Road / Groveland Lane intersection and the Moore Road / Ferrari Ranch Road / Shallus Boulevard intersection.

Targeted intersection improvements were developed to address these deficiencies. For the Ferrari Ranch Road / Caledon Circle (East) intersection, the recommended improvements include modifying the northbound approach to include one left-turn lane, one shared through/right-turn lane, and one right-turn lane with no right-turn on red implemented when there is a pedestrian crossing the north leg. This intersection could also include modifying the southbound approach to include a left-turn lane and shared through/right-turn lane and protected north-south left-turn phasing. For the Ferrari Ranch Road / Groveland Lane intersection, the recommended improvements include modifying the eastbound approach to one shared left-turn/through lane and one right-turn lane with permissive and overlap for the eastbound right.

With the implementation of the recommended improvements, acceptable LOS conditions are achieved at the Ferrari Ranch Road / Groveland Lane intersection and the Moore Road / Ferrari Ranch Road / Shallus Boulevard intersection during both peak hours. For the Moore Road / Ferrari Ranch

Road / Shallus Boulevard intersection, additional evaluation of alternative intersection control strategies demonstrated that a roundabout would provide preferable operational performance and safety benefits relative to signalized or all-way stop control and is therefore identified as the preferred long-term control.

At the Ferrari Ranch Road / Caledon Circle (East) – Courtyard Loop intersection, the proposed operational and geometric improvements reduce delay and improve operations; however, acceptable LOS cannot be achieved without the addition of a third eastbound through lane and associated receiving lane (or other similarly effective improvements). Despite this remaining deficiency, the proposed improvements reduce intersection delay to levels that are generally consistent with or improved compared to those anticipated under the currently approved Village 7 Specific Plan.

Based on the results of this analysis, the added traffic resulting from the proposed Village 7 Specific Plan Amendment can be adequately accommodated within the planned roadway network, provided the recommended improvements are implemented. The proposed Amendment is therefore consistent with the City of Lincoln General Plan transportation policies and does not introduce the need for substantially different roadway improvements relative to the approved Village 7 Specific Plan.

Appendix A. Village 7 Specific Plan Amendment – Consistency Review Memorandum

Fehr & Peers

Technical Memorandum

Date: February 13, 2026

To: Nick Pappani, Raney Planning and Management

From: John Gard and Ashley Weiss, Fehr & Peers

Subject: Lincoln Village 7 Specific Plan Amendment – Consistency Review

Overview

An amendment to the Village 7 Specific Plan (henceforth referred to as "Village 7B Amendment") has been proposed by the project applicant. This memorandum presents a detailed qualitative analysis to understand whether the proposed land use changes associated with the amendment would cause new or more severe transportation impacts (relative to those identified in the *Village 7 Specific Plan Project EIR, PBS&J, 2009*). In light of the fact that conditions have changed dramatically since that EIR was prepared, this consistency review also focuses on whether proposed land use changes would cause new or more severe impacts under current (2025) conditions.

The Village 7 Specific Plan was originally approved in 2010 by the City of Lincoln and last updated in 2024. The Village 7 Specific Plan is located in the southwest area of the City of Lincoln, along both sides of Ferrari Ranch Road. The Village 7B Amendment includes modified land uses for the most northern portion of the Village 7 Specific Plan area north of Moore Road. This area is known as the Scheiber and Aitken Ranch II properties and also referred to as the "Village 7B area". The Village 7B area is currently vacant and will connect to the remaining portions of the Village 7 Specific Plan area via Liberty Parkway and Moore Road.

The Village 7B Amendment is subject to requirements enacted by the California Environmental Quality Act (CEQA). This memorandum consists of the following sections that enable evaluation of the project's transportation impacts under CEQA:

- Project Description
- Trip Generation Comparison
- Changed Conditions
- Standards of Significance
- Impacts Assessment

Project Description

The original Village 7 Specific Plan included the following land uses[1]:

[1] Source: *Village 7 Specific Plan Project DEIR*, June 2009.

- 7 units of Country Estates
- 1,113 units of Low Density Residential
- 1,393 units of Medium Density Residential
- 772 units of High Density Residential
- Elementary School (assumed in Village 7 DEIR to have 900-student capacity)
- 4.9 acre Mixed Use Commercial (Assumed in DEIR as 15,000 sq. ft. Community Center)
- 58 acres of Parks and Recreation

The original Village 7 Specific Plan was last updated in 2024 to reflect minor adjustments to the proposed land uses (hereinto referred to as the "current Village 7 Specific Plan"). The current Village 7 Specific Plan includes the following land uses:[2]

- 1,181 units of Low Density Residential
- 1,529 units of Medium Density Residential
- 575 units of High Density Residential
- Elementary School (assumed in Village 7 DEIR to have 900-student capacity)
- 4.9 acre Mixed Use Commercial (Assumed in DEIR as 15,000 sq. ft. Community Center)
- 58 acres of Parks and Recreation

The Village 7B Amendment would reduce the amount of Parks and Recreation space by 2.7 acres, while also modifying the density of several parcels zoned for residential uses. It would result in the following net changes in land uses compared to the current Village 7 Specific Plan:

- Reduce amount of Low Density Residential by 181 units.
- Increase amount of Medium-High Density Residential by 740 units.
- Increase amount of Medium Density Residential by 69 units.
- Increase amount of Country Estates Residential by 7 units.
- Add a 20,000 square feet Community Center.

The net effect of the above is an increase of 635 units compared to the original Village 7 Specific Plan. All of these proposed changes occur on the Scheiber and Aitken Ranch II properties north of Moore Road.

In addition, the proposed project includes minor land use modifications to a 49.5-acre portion of the Village 7 Specific Plan area south of Moore Road. These proposed minor modifications would modify VMDR from 9.6 acres to 9.4 acres, VLDR from 11.1 acres to 11.6 acres, VHDR from 3.0 acres to 2.8 acres, and VPR from 8.6 acres to 6.6 acres. These proposed land use modifications would result in a reduction in the total number of units within this area; and, therefore, would not affect this environmental analysis. As a result, the proposed land use modification south of Moore Road are not discussed further in this analysis.

Trip Generation Comparison

Table 1 displays the gross trip generation of the approved Village 7 Specific Plan from Table 4.3-5 of the *Village 7 Specific Plan Project DEIR* (2009). The 2009 DEIR used trip generation rates from the

[2] Source: *Village 7 General Development Plan* (Amendment 1), May 14, 2024.

Institute of Transportation Engineers 2003 Trip Generation Manual (7th Edition), which were the most up-to-date at the time.

Table 1. Original Village 7 Specific Plan Trip Generation (7th Edition Trip Generation)

		Trip Rates			Trips		
Land Use	**Quantity[1]**	**Daily**	**AM Peak Hour**	**PM Peak Hour**	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Single-Family Residential	2,513 du	9.57	0.75	1.01	24,049	1,885	2,538
Multi-family Residential	772 du	6.72	0.51	0.62	5,188	394	479
Elementary School	900 students	1.29	0.42	0.15	1,161	378	135
Community Center	15 ksf	22.88	1.62	1.64	343	24	25
Gross Trips					30,741	2,681	3,177
Internal Trips[2]					-3,240	-478	-341
External Trips					**27,501**	**2,203**	**2,836**

Notes:
1. du = dwelling units; ksf = thousand square feet.
2. 50 percent of recreation center trips, 60 percent of school trips assumed to remain internal to the site for daily, AM, and PM peak hours. Additionally, in the daily and PM peak hours, an additional 5 percent total residential-to-residential trips were assumed to remain internal to the site.

Source: Table 4.3-5 of the *Village 7 Specific Plan Project DEIR* (2009).

The Village 7 Specific Plan was updated in 2016 and again in 2024 to include some modifications to the approved land use. No transportation study was conducted for the 2024 update (referred to here as "current Village 7 Specific Plan") as the changes to the transportation network and land uses were considered to be minor. **Table 2** below includes the trip generation for the current Village 7 Specific Plan using the rates from the original Village 7 DEIR. The current Village 7 Specific Plan is expected to produce an additional 562 daily trips, 47 AM peak hour trips, and 77 PM peak hour trips compared to the original Village 7 Specific Plan.

Table 2. Current Village 7 Specific Plan Trip Generation (7th Edition Trip Generation)

		Trip Rates			Trips		
Land Use	**Quantity[1]**	**Daily**	**AM Peak Hour**	**PM Peak Hour**	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Single-Family Residential	2,710 du	9.57	0.75	1.01	25,935	2,033	2,737
Multi-family Residential	575 du	6.72	0.51	0.62	3,864	293	357
Elementary School	900 students	1.29	0.42	0.15	1,161	378	135
Community Center	15 ksf	22.88	1.62	1.64	343	24	25
Gross Trips					31,303	2,728	3,254
Internal Trips[2]					-3,240	-478	-341

Land Use	Quantity[1]	Trip Rates			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
External Trips					**28,063**	**2,250**	**2,913**

Notes:
1. du = dwelling units; ksf = thousand square feet.
2. 50 percent of recreation center trips, 60 percent of school trips assumed to remain internal to the site for daily, AM, and PM peak hours. Additionally, in the daily and PM peak hours, an additional 5 percent total residential–to–residential trips were assumed to remain internal to the site.

Source: *Amended Village 7 Specific Plan Project (2024)*; Fehr & Peers, 2026.

Table 3 displays the trip generation estimate for the Village 7B Amendment based on its proposed land uses and the same version of ITE's *Trip Generation Manual*. Use of trip rates from the 2003 version of the *Trip Generation Manual* enables direct comparisons of trips generated between the various specific plan land use concepts. The following key conclusions are drawn from Table 3:

- **The Village 7B Amendment would generate an additional 3,783 daily trips, 299 AM peak hour trips, and 334 PM peak hour trips more than the current Village 7 Specific Plan.**
- **When compared to the more critical PM peak hour, the Village 7B Amendment generates 411 more external vehicle trips than the original Village 7 Specific Plan.**

Table 3. Proposed Village 7 Specific Plan Trip Generation (7th Edition Trip Generation)

Land Use	Quantity[1]	Trip Rates			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Single–Family Residential[2]	2,605 du	9.57	0.75	1.01	24,930	1,954	2,631
Multi–family Residential[3]	1,315 du	6.72	0.51	0.62	8,837	671	815
Elementary School	900 students	1.29	0.42	0.15	1,161	378	135
Community Center	35 ksf	22.88	1.62	1.64	801	57	57
Gross Trips					35,729	3,060	3,638
Internal Trips[4]					–3,883	–511	–391
External Trips					**31,846**	**2,549**	**3,247**

Notes:
1. du = dwelling units; ksf = thousand square feet.
2. The following project land use categories were included in the Single Family Residential dwelling unit count: Rural Residential, Country Estates, Low Density Residential, and Medium Density Residential.
3. The following project land use categories were included in the Multi–Family Residential dwelling unit count: Medium–High Density Residential and High Density Residential.
4. 50 percent of recreation center trips, 60 percent of school trips assumed to remain internal to the site for daily, AM, and PM peak hours. Additionally, in the daily and PM peak hours, an additional 5 percent total residential–to–residential trips were assumed to remain internal to the site.

Source: Table 4.3–5 of the *Village 7 Specific Plan Project DEIR* (2009), Fehr & Peers, 2026.

Changed Conditions

Since the Village 7 DEIR was certified in 2010, there have been numerous changes to the transportation network in the project area along with various regulatory changes. Additionally, analytical methods used in transportation analyses have also evolved. These changed conditions are documented below.

Changes to the Environmental Setting

As noted in Chapter 4.3 of the DEIR, the environmental setting for transportation represents approximate 2005–2006 conditions, despite the DEIR's 2009 release date. The issuance of the Notice of Preparation (NOP) for the DEIR establishes the date of the environmental setting.

The environmental setting covered a large geographic area including most of the City of Lincoln, parts of unincorporated Placer County, Roseville, and Caltrans facilities. The following describes major changes to the roadway network within the Lincoln area between 2005–2006 (see DEIR Figure 4.3–2) and current (2025) conditions:

- The SR 65 Bypass was constructed from existing SR 65 (at Lincoln Boulevard) to north of Sheridan where it reconnects with the original highway. The facility is a four–lane freeway from Lincoln Boulevard to north of Ferrari Ranch Road, transitioning to a two– to four–lane expressway with at–grade intersections as it continues north.
- A new interchange was constructed on the SR 65 Bypass at Ferrari Ranch Road.
- Moore Road was changed to a cul–de–sac on either side of the SR 65 Bypass.
- Construction of Sorrento Parkway between Moore Road and Ferrari Ranch Road has occurred.

Notwithstanding the above, the arterial street system in Lincoln has generally not changed much in the past two decades (though new development north of SR 193 is adding streets). Many intersections studied in the DEIR still have the same lane configurations and traffic controls.

The roadway network has changed more dramatically to the south of Lincoln, as evidenced by the following:

- New interchanges are constructed on SR 65 at Whitney Ranch Parkway and Sunset Boulevard. The Sunset Boulevard interchange replaced its at–grade intersection.
- The first phase of the four–phase I–80/SR 65 interchange improvements are completed. This eliminated the northbound SR 65 bottleneck immediately north of I–80.

Bicycle and pedestrian facilities have been added in Lincoln as new development has occurred. In 2024, the City updated its Neighborhood Electric Vehicle (NEV) plan. NEV's are allowed on any roadway within Lincoln that has a speed limit of 35 MPH or less and on approved NEV lanes.

At the time the DEIR was prepared, the City of Lincoln operated Lincoln Transit, which provided fixed–route transit service to the city. This service was discontinued about a decade ago, with service now provided by Placer County Transit.

Although not directly related to the transportation system per se, substantial land development has occurred throughout south Placer County over the past two decades. To illustrate, Table 4.3–13 of the

DEIR indicates that SR 65 north of Sunset Boulevard carried 47,500 Average Daily Trips (ADT) in 2005. That segment carried 77,000 ADT in 2022, corresponding to an annual 3% growth rate.

Changes to the Regulatory Setting

There have also been numerous changes to the regulatory setting in the past two decades. By far, the most notable and far-reaching change is the following:

- Senate Bill (SB) 743 mandates that CEQA documents no longer use delay-based metrics such as intersection level of service (LOS) for purposes of identifying a proposed project's significant impacts to the transportation network. Instead, a new metric known as vehicle miles traveled (VMT) is typically used.

Caltrans has modified how they approach management of state highway facilities. The following two documents illustrate this:

- *2020 VMT-Focused Transportation Impact Study Guide (TISG)* – provides guidance on how Caltrans will review land use projects, with focus on VMT analysis and supporting state land use goals, state planning priorities, and GHG emission reduction goals, as well as identifying land use projects' possible transportation impacts to the State Highway System and potential non-capacity increasing mitigation measures. The TISG indicates that Caltrans intends to "transition away from requesting LOS or other vehicle operations analyses of land use projects," instead placing the focus on VMT and safety.
- *2024 Local Development Review (LDR) Safety Review Practitioners Guidance* – advises practitioners how to evaluate project-related safety impacts on the state highway system. The analytical approach described in the guidance focuses on vulnerable road users (i.e., bicyclists and pedestrians) and underserved communities. It prescribes specific methods and thresholds for analyzing and mitigating for the safety effects associated with vehicle queues spilling from freeway off-ramps back to the freeway. It also reiterates Caltrans' support for shifting away from using delay-based metrics for analysis in CEQA.

The above guidance documents are in direct contrast to the LOS-focused guidance contained in the *Guide for Preparation of Traffic Impact Studies* (Caltrans, 2002). That document is cited in the References section of the DEIR transportation chapter.

Changes in Analytical Methods

There have also been numerous changes in how the roadway network is analyzed since the DEIR was published. The following lists several of the more important changes:

- Intersection analysis in the DEIR was performed using the 2000 Edition of the *Highway Capacity Manual (HCM)*. This was the 4th edition, which has since been updated three times with the most recent document being the 7th edition released in 2022.
- Intersection analysis within Lincoln and Roseville relied on the "Circular 212" methodology. This methodology is no longer utilized by either jurisdiction.

The City of Roseville, City of Lincoln, and Placer County have all prepared and released updated traffic impact study guidelines since the DEIR was released.

Additionally, it is noted that new methods for estimating the internalization of project trips from mixed-use land development were still in development at the time the DEIR was prepared. In the year 2010's, researchers from EPA, several academic institutions, and Fehr & Peers released the Mixed-Use Trip Generation Model (MXD), which is now utilized in countless traffic studies and EIRs to estimate internal trips and external trips made by walking, biking, and taking transit. This tool was not available when the DEIR was being prepared.

Standards of Significance

As the purpose of this memo is to determine if the proposed Village 7B Amendment would cause new or more severe transportation impacts (relative to those identified in the *Village 7 DEIR 2009)*, this memorandum utilizes the same significance thresholds as were utilized in the DEIR. Those thresholds are listed on the following page.

Roadway System

1. Change the level of service from acceptable (LOS C or better) to unacceptable (LOS D or worse) at study intersections within and controlled by the City of Lincoln.
2. Increase the average delay by five or more seconds at an intersection in Lincoln that currently (or is projected to) operate unacceptably.
3. Change the level of service on study roadways or intersections within the City of Roseville or Placer County from acceptable to unacceptable (as defined by those jurisdictions).
4. Increase the v/c ratio by 0.01 or more at an intersection or roadway in Placer County that currently (or is projected to) operate unacceptably.
5. Worsen operations from LOS E or better to LOS F on a freeway, or from LOS D or better to LOS E or F on a state highway.
6. Increase by five percent or greater the freeway density or highway percent time spent following at a facility that currently (or is projected to) operate unacceptably.
7. Interfere with or preclude planned transportation improvements such as roadway widenings/extensions or trail facilities.
8. Add traffic to a facility not constructed to current design standards, thereby resulting in substantially worsened conditions relating to traffic flow, safety, or driver convenience.
9. Create vehicular travel demand above that which is planned, thereby resulting in cumulative level of service impacts.
10. Create a temporary, but prolonged impact due to lane closures, need for temporary signals, emergency vehicle access, traffic hazards to bikes/pedestrians, damage to roadbed, or truck traffic on roadways not designated as truck routes.

Transit System

1. Create a demand for public transit services above the capacity which is provided, or planned.
2. Interfere with existing or planned transit services or facilities.

Bicycle and Pedestrian System

1. Disrupt or interfere with existing or planned bicycle and pedestrian facilities.
2. Create inconsistencies with adopted pedestrian or bicycle system plans, guidelines, policies, or standards.

Project Access and Internal Circulation

1. Provide inadequate access and internal circulation for vehicles, pedestrians, or bicyclists.

Impacts Assessment

The California Fourth Appellate District Court of Appeals published findings of a case known as *Olen Properties Corp. v. City of Newport Beach (2023).* The findings of this case provide important insights into how to approach this impacts assessment. At issue in that case was whether a new EIR was required for a change to a 2006 program EIR. The court affirmed the use of an addendum to the 2006 Program EIR to analyze the effects of the project change. Key passages from the court ruling pertaining to this study are:

1. "In 2018, California adopted CEQA Guidelines section 15064.3,2 which changed the measure of traffic impact from level of service (LOS) to vehicle miles traveled (VMT). The 2006 EIR used the LOS measure, as it predated the change to VMT by more than a decade. The traffic study for the Project was conducted in 2020, but also used the LOS measure because the purpose of the study was to compare the effects of the Project to the 2006 EIR."
2. "And it is settled law in California that subsequent changes to the (CEQA) guidelines are not "new information" triggering section 21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial EIR. (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.) Indeed, the rule could hardly be any different—if each change to guidelines constituted "new information," section 21166 would require a new EIR nearly every time any change is made to a project, no matter how inconsequential.
3. "Accordingly, we conclude the City of Newport Beach was not required to undertake a VMT study of the traffic impact of the Project."

Hence, the remainder of this section focuses on how the Village 7B Amendment would change the significance and severity of the 2009 DEIR transportation impacts. **Table 4** summarizes these results for each of the 15 impact statements. Note that the evaluation is necessarily primarily qualitative given the nature of this work, lack of availability of prior tools used in the analysis, and other considerations. Where additional impacts were qualitatively identified, roadway segment daily volumes or freeway segment peak hour densities were scaled using the proportional increase in daily or peak hour traffic volumes, respectively. This methodology was applied to evaluate whether the incremental trips associated with the proposed Village 7B Amendment would generate a new significant impact or materially alter any previously identified impact.

Impact 4.3-1, which pertains to intersection operations in the City of Lincoln, has been expanded to include an impact analysis under both the original EIR setting (i.e., 2006) and current (fall 2025) conditions. By including both time periods, reviewers can understand the degree to which changes to the environmental setting cause differences in project impacts at city intersections.

Table 4. Existing Impacts Summary Table

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-1 The Proposed Project would not worsen (to a significant level) unacceptable operations at City of Lincoln intersections (excluding those in downtown on SR 65 which are described separately) under existing plus project conditions.	No	None	Less than Significant	**Less than Significant (2009 DEIR existing setting as baseline condition)**. The existing plus project intersection operations results from the Village 7 Specific Plan showed all study intersections in Lincoln would operate at LOS A or B. It is unlikely that the additional PM peak hour trips associated with the proposed land use added to the City's then 2006 roadway network would result in an LOS D or worse.
				Less than Significant (Fall 2025 as existing setting). An updated level of service evaluation based on fall 2025 conditions was completed at ten critical City of Lincoln intersections. The analysis, found in **Attachment A**, shows that the net increase in vehicle trips between the proposed Village 7B project and the approved Village 7B Amendment would not worsen an intersection in Lincoln to an unacceptable level and would not exacerbate already unacceptable conditions to a significant degree.
4.3-2 The Proposed Project could temporarily worsen unacceptable operations on State Route 65 in downtown Lincoln under existing plus project conditions if occupancy of the Proposed Project occurs prior to the completion of the SR 65 Bypass.	Yes	None	Short-term Significant and Unavoidable	**Less than Significant** Construction of the SR 65 Bypass is complete.
4.3-3 The Proposed Project would not cause operations at any intersections in Roseville to worsen to an unacceptable level under existing plus project conditions.	No	None	Less than Significant	**Less than Significant** Added project trips would be dispersed throughout the South Placer County roadway network. Added project traffic to an individual City of Roseville intersection would be modest. Additionally, facilities most likely to be adversely affected (along Fiddyment Road) have now been upgraded with roadway widenings and new signals.
4.3-4 The Proposed Project would not result in unacceptable levels of service at any intersections in Placer County under existing plus project conditions.	No	None	Less than Significant	**Less than Significant** The project would add a net increase of about 60 PM peak hour trips to Fiddyment Road south of Moore Road (in Placer County). This added volume is not sufficient to degrade to an unacceptable level the Fiddyment Road/Athens Avenue study intersection.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-5 The Proposed Project would worsen to an unacceptable level or further worsen already unacceptable operations at three locations on SR 65 south of Lincoln under existing plus project conditions.	Yes	Pay applicable SPRTA Fee	Significant and Unavoidable	**Significant and Unavoidable** The Village 7B Amendment would add trips to SR 65 south of the Twelve Bridges Drive interchange. The following summarizes the Amendment's effects on SR 65 south of Lincoln: 1. The 2009 DEIR determined that project trips would result in impacts to three SR 65 facilities. The SR 65/Sunset Boulevard intersection and SR 65 NB On-Ramp from I-80 Westbound segment were both identified as impacts because they degraded from an acceptable to unacceptable LOS. This finding would remain with the proposed Village 7B Amendment. The 2009 DEIR determined that already unacceptable operations at the SR 65 NB Diagonal Off-Ramp to Galleria Boulevard would be exacerbated to a significant degree under the Village 7 Specific Plan. The proposed Amendment would not result in a substantial increase in that impact because the change in density (used to analyze freeway segments) would be less than 5% threshold (i.e., the significance threshold used in the 2009 DEIR for freeway segments). 2. There are three study freeway segments that would operate acceptably at LOS E with the project in the 2009 DEIR (see Table 4.3-7). These segments are SR 65 NB On-Ramp from Galleria Boulevard, SR 65 NB Off-Ramp to Pleasant Grove Blvd, and SR 65 SB Off-Ramp to Galleria Blvd. The Amendment is anticipated to worsen conditions to an unacceptable LOS F at SB 65 NB Off-Ramp to Pleasant Grove Boulevard segment because the volumes on the freeway would result in a V/C ratio >1 and LOS F. The Amendment would not degrade the two other segments to LOS F. Thus, the DEIR overall conclusions with respect to this impact would remain significant and unavoidable with one additional impacted segment. The mitigation would remain the same.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-6 The Proposed Project would add significant levels of traffic to Moore Road between the project site and Fiddyment Road, and to Fiddyment Road from Moore Road to the south City limits, which are not constructed to current design standards.	Yes	Pay fair cost to upgrade Moore Road between Fiddyment Road and the western Proposed Project boundary, and Fiddyment Road from Moore Road to the south City limits	Significant and Unavoidable	**Significant and Unavoidable** No change from 2009 DEIR conclusion. For this particular impact, the significance of the impact is determined by whether the project adds trips to a roadway not constructed to current design standards. The amount of traffic being added plays no role in the determination of the severity of the impact. Therefore, the proposed Village 7B Amendment, which is anticipated to add 380 additional daily trips to Moore Road east of Fiddyment Road and 320 additional daily trips on Fiddyment Road south of Moore Road, would have the same conclusion regarding the significance of the impact, the same mitigation measure (pay fair share), and the same residual significance after mitigation.
4.3-7 The Proposed Project would add significant levels of traffic to portions of Nelson Lane, which is not constructed to current design standards.	Yes	None	Significant and Unavoidable	**Significant and Unavoidable** No change from 2009 DEIR conclusion. For this particular impact, the significance of the impact is determined by whether the project adds trips to a roadway not constructed to current design standards. The amount of traffic being added plays no role in the determination of the severity of the impact. Therefore, the proposed Village 7B Amendment, which is anticipated to add 450 additional daily trips to Nelson Lane north of Moore Road, would have the same conclusion regarding the significance of the impact, the same mitigation measure (pay fair share) , and the same residual significance after mitigation.
4.3-8 The Proposed Project would provide adequate facilities to accommodate its planned transit demand.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion (based on how transit impacts were judged at the time).
4.3-9 The Proposed Project would provide adequate on-site facilities to support walking and bicycling.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion.
4.3-10 The Proposed Project would not conflict with planned transportation improvements.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-11 The Proposed Project would cause temporary impacts along Moore Road during construction-related activities.	Yes	None feasible	Short-term Significant and Unavoidable	**Less than Significant** Ferrari Ranch Road has been extended to Moore Road creating a secondary access point for construction. This was explicitly mentioned as a conditional impact consideration in the impact statement.
4.3-12 The Proposed Project would not cause any cumulative impacts on the City of Lincoln roadway system.	No	None	Less than Significant	**Less than Significant** The DEIR concluded that all Lincoln study intersections would operate acceptably under cumulative conditions because the General Plan considered the Village 7 project. The City's 2050 General Plan indicates that the study intersections on old SR 65 (now known as Lincoln Boulevard) are not subject to the LOS C operating standard. Table 4.3-9 indicates that no City of Lincoln study intersections are on the cusp of degrading from acceptable to unacceptable. Therefore, the added trips from the Amendment is not anticipated to cause another study intersection to operate unacceptably.
4.3-13 The Proposed Project would worsen to an unacceptable level or further worsen cumulatively unacceptable operations (to a significant degree) on roadway segments within Placer County.	Yes	Pay fair share cost to improve the five Placer County roadway segments significantly impacted by the Proposed Project	Significant and Unavoidable	**Significant and Unavoidable** Table 4.3-10 shows that the DEIR project caused significant impacts at five of the seven study segments in Placer County. The two non-impacted segments were: 1. Athens Avenue west of Industrial Avenue. The proposed Amendment would cause this segment to carry an additional (rounded) 60 vehicles per day, but the LOS would remain at an acceptable LOS C. 2. Industrial Avenue south of Twelve Bridges Drive. The project would cause this segment to carry an additional (rounded) 140 vehicles per day, but the LOS would remain at an acceptable LOS D (given this segment is within ½ mile of a freeway). The severity of impacts at the five impacted Placer County roadway segments would not increase as the net effect of proposed Village 7B Amendment trips would be less than a 0.01 V/C ratio increase (i.e., the significance threshold used in the 2009 DEIR for Placer County roadways). Thus, the added trips would not exacerbate to a substantial degree cumulatively unacceptable conditions.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-14 The Proposed Project would worsen cumulatively unacceptable operations (to a significant degree) on State Route 193 and State Route 65 through Placer County, Rocklin, and Roseville.	Yes	Pay SPRTA Fees to help widen SR 65 to six lanes, and pay fair share cost to make improvements to the SR 193/Sierra College Boulevard intersection	Significant and Unavoidable	**Significant and Unavoidable** The 2009 DEIR concluded that then proposed project would impact 1 intersection and 18 different freeway/highway segments under cumulative conditions (per Table 4.13-12 of 2009 DEIR). The Amendment would not substantially increase the impact at the 18 impacted segments. However, the Amendment would cause an impact on two additional segments: SR 65 Diagonal On-Ramp from Sunset Boulevard and SR 65 SB Loop On-Ramp from Pleasant Grove Boulevard. The addition of Village 7B Amendment trips would result in a 5% increase in density for these two segments already operating at LOS F (i.e., the significance threshold used in the 2009 DEIR for freeways). However, the type of mitigation and residual significance after mitigation would not change.
4.3-15 The Proposed Project would cause a significant cumulative impact at one intersection located in the City of Roseville.	Yes	None feasible.	Significant and Unavoidable	**Significant and Unavoidable** This impact was deemed significant and unavoidable because the affected intersection (SR 65 NB Ramps/Pleasant Grove Boulevard) is outside the City of Lincoln and therefore the city does not have the ability to ensure improvements to it are made. Of the 179 signalized intersections in the City of Roseville studied under Cumulative No Project and Cumulative Plus Project Conditions in the 2009 DEIR, the Blue Oaks Blvd/West Side Dr (now Westbrook Blvd) intersection experienced a 0.12 v/c ratio increase (from 0.18 to 0.30), four intersections experienced a 0.02 or 0.03 v/c ratio increase, and 30 intersections experienced a 0.01 v/c ratio increase. All other intersections had either no change or a beneficial v/c ratio change. Following evaluates the 35 total intersections that had v/c ratio increases: - Blue Oaks Blvd/West Side Drive – Village 7B Amendment would not worsen operations to an unacceptable level given its LOS A operations. - Of the 34 intersections experiencing a 0.03, 0.02, or 0.01 v/c ratio increase in the 2009 DEIR, none were on the verge of worsening from acceptable (LOS C or better) to unacceptable (LOS D or worse).

Source: 2009 Village 7 Specific Plan Draft EIR (2009); Fehr & Peers, 2026.

Potential for New Significant Impact Statements

As part of this analysis, the potential for significant new transportation impacts not previously identified in the 2009 DEIR were reviewed. Through this comprehensive screening, two topics were identified that warranted additional evaluation. The 2009 DEIR analyzed each of the topics below and concluded project impacts to them would be less than significant.

Impact #1: The significance criterion pertaining to two-lane state highways utilizes an acceptable operating standard of LOS D. Hence, a project-related degradation from LOS D or better to LOS E or worse would be considered a significant impact. The following evaluates the susceptibility of study roadway segments along SR 65 and SR 193 being impacted by the proposed Village 7B Amendment:

- *Table 4.3-6 (Existing Plus Project Intersection Operations):* The 2009 DEIR project only caused an impact at one such intersection (SR 65/Sunset Boulevard) and it was discussed in Impact 4.3.5. Based on the amount of added traffic the proposed Amendment would generate, the directionality of those trips and the results in Table 4.3-6, **the Village 7B Amendment would not cause any new impacts at other state highway intersections.**
- *Table 4.3-7 (Existing Plus Project Highway Operations*): All four highway segments operated at an unacceptable LOS E without and with the 2009 DEIR project. The significance threshold for exacerbating an unacceptable condition on a state highway is a 5% or greater increase in the percent time spent following (PTSF). Table 4.3-7 indicates that the 2009 DEIR project increased the PTSF for each segment by 1 to 3%. Hence, impacts were not deemed significant. Given that the proposed Amendment represents about a 15% increase in external peak hour trips, the PTSF would not increase to 5%. Hence, **impacts would also be less than significant for the proposed Village 7B Amendment.**

Note that the 2009 DEIR did not analyze SR 65 and SR 193 two-lane highway segments under cumulative conditions.

Impact #2: The Fiddyment Road/Athens Avenue intersection (located in unincorporated Placer County) was shown in Table 4.3-9 (Cumulative Intersection Operations) as worsening from LOS C to D during the PM peak hour due to the 2009 DEIR project. However, it was not identified as a cumulative impact. A footnote in the table indicates that "This intersection is shown as LOS D in Table 5-28 in the 2050 Lincoln General Plan DEIR under cumulative mitigated conditions." While the purpose of this comment is not entirely clear, it may suggest the General Plan EIR had acknowledged that projects included in the City's General Plan (including Village 7) were expected to cause this intersection to worsen to an unacceptable LOS D condition. The Village 7B Amendment would add 14 southbound through trips during the PM peak hour to this intersection. Review of the detailed LOS calculation indicates that movement was "critical" from the Circular 212 methodology employed at the time. Mathematically, adding 14 trips to this critical movement increases the overall v/c ratio by 0.003. Hence, added trips from the Village 7B Amendment would increase the v/c ratio at this intersection from 0.850 to 0.853. The significance criteria for exacerbating an unacceptable condition at Placer County was a 0.01 increase in the v/c ratio. The Village 7B Amendment v/c ratio increase was far less than that. Therefore, **the Village 7B Amendment would not further degrade unacceptable operations at this intersection to a significant degree**.

Attachments
Attachment A: Year 2025 Existing Conditions and Existing Plus Project Level of Service Results

Attachment A: Year 2025 Existing Conditions and Existing Plus Project Level of Service Results

An updated level of service evaluation was completed using traffic count data from 2025 to determine if the proposed Village 7B amendment would result in any new significant impacts specific to Impact Statement 4.3-1 in the *Village 7 Specific Plan Draft Environmental Impact Report*. This particular impact statement, which pertains to intersection operations at City of Lincoln intersections, is especially critical to fully analyze given how different current study area conditions are versus what was present when the EIR analysis was conducted in 2006.

This analysis was completed for the following three scenarios:

- Existing Conditions (using 2025 traffic count data)
- Existing Plus Current Village 7B Conditions
- Existing Plus Proposed Village 7B Conditions

This analysis evaluates the effects of the land use changes in the subarea of the Village 7 Specific Plan north of Moore Road, also known as Village 7B, on the roadway network. This evaluates whether the proposed Village 7B amendment would result in any significant impacts to nearby intersections in the City of Lincoln. Ten intersections were selected for analysis based on their expected usage by project trips and susceptibility of being impacted. The list was agreed upon by City of Lincoln staff.

This evaluation was completed using Synchro 12.0 software and relied on the methodology outlined in the *Highway Capacity Manual, 7th Edition*. Trip generation for the two Plus Project scenarios was based on ITE's *Trip Generation Manual, 12th Edition* as presented in the "Lincoln Village 7B Specific Plan Amendment – Project Travel Characteristics Memorandum" dated November 25, 2025. Trip distribution generally followed the Cumulative Year Project Trip Distribution figure from the Project Travel Characteristics Memorandum, but modifications were made to reflect the existing roadway network and lack of development in areas to the south (i.e., Placer Ranch/Sunset Industrial) and west (i.e., Village 5) which could attract project trips.

Overall, all intersections operate at LOS C or better during the PM peak hour (noting that the City's LOS policy only pertains to this time period) and no significant impacts were identified per the City of Lincoln's significance criteria.

Accordingly, the Draft EIR conclusions with regard to Impact 4.3-1 are the same regardless of whether project effects are judged relative to then 2006 conditions or current 2025 conditions.

Table 1: Village 7B Existing and Existing Plus Project Intersection Level of Service Results

Intersection		Intersection Control	Peak Hour	Existing Conditions		Existing Plus Current Village 7B Conditions[1]		Existing Plus Proposed Village 7B Conditions[2]	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Fiddyment Rd / Moore Rd	AWSC	AM PM	7.7 8.5	A A	8.0 8.9	A A	8.2 9.2	A A
2	Nelson Ln / Moore Road	TWSC	AM PM	5.3 (9.1) 5.5 (9.6)	A (A) A (A)	4.5 (9.9) 5.5 (11.0)	A (A) A (B)	4.3 (10.5) 5.7 (12.2)	A (B) A (B)
3	Caledon Cir (W) / Ferrari Ranch Rd	Signal	AM PM	28.0 19.4	C B	30.9 20.7	C C	33.1 21.7	C C
4	SR 65 SB Ramps / Ferrari Ranch Rd	Signal	AM PM	5.9 5.6	A A	6.0 5.6	A A	7.1 5.7	A A
5	SR 65 NB Ramps / Ferrari Ranch Rd	Signal	AM PM	10.5 11.7	B B	10.9 13.3	B B	11.3 14.6	B B
6	Ferrari Ranch Rd / Groveland Ln	Signal	AM PM	23.0 26.4	C C	23.3 27.6	C C	23.4 28.4	C C
7	Joiner Pkwy / Ferrari Ranch Rd	Signal	AM PM	24.6 24.6	C C	24.9 24.9	C C	25.0 25.0	C C
8	Joiner Pkwy / Moore Rd	AWSC	AM PM	**33.6** 15.5	**D** C	**34.8** 15.8	**D** C	**35.5** 16.0	**E** C
9	Lincoln Blvd / Ferrari Ranch Rd	Signal	AM PM	25.0 24.9	C C	25.0 25.0	C C	25.0 25.0	C C
10	Joiner Pkwy / Nicolaus Rd	Signal	AM PM	22.0 21.1	C C	22.5 21.6	C C	22.9 22.0	C C

Bold indicates unacceptable operations.

1. "Current Village 7B" includes the land use from the current Village 7 Specific Plan dated May 14, 2024 for the area north of Moore Road.
2. "Proposed Village 7B" includes the proposed land use for the area north of Moore Road.

Source: Fehr & Peers, 2026.

Appendix B. Lincoln Village 7B Specific Plan Amendment – Project Travel Characteristics Memorandum

Fehr & Peers

Technical Memorandum

Date: November 25, 2025

To: Nick Pappani, Raney Planning and Management

From: Ashley Weiss, John Gard, and Zoey Li, Fehr & Peers

Subject: Lincoln Village 7B Specific Plan Amendment – Project Travel Characteristics Memorandum

RS25-4413

Introduction

This memorandum documents the project travel characteristics for the Village 7 Specific Plan Amendment project ("Amendment"). The Village 7 Specific Plan is located in the southwest area of the City of Lincoln, along both sides of Ferrari Ranch Road. The Amendment includes modified land uses for the most northern portion of the Village 7 Specific Plan area north of Moore Road. This area is known as the Scheiber and Aitken Ranch II properties, and also known as the "Village 7B area". The Village 7B area is currently vacant and will connect to the remaining portions of the Village 7 Specific Plan area via Liberty Parkway and Moore Road.

This memorandum also documents the exploration of available travel demand models (TDMs) to be considered for use in analyzing the Amendment including a comparison of the suitability of the various models. The Amendment's expected trip distribution is also included based on output from the recommended travel demand model.

The purpose of this memorandum is to seek approval of these trip characteristics by City of Lincoln staff to move forward with the local transportation analysis. A separate transportation impact assessment is underway to support the California Environmental Quality Act (CEQA) environmental review for the Village 7 Specific Plan Amendment.

Project Description

The Original Village 7 Specific Plan, adopted in 2009, was updated in 2024 to reflect minor adjustments to the proposed land uses (hereinto referred to as the "Current Village 7 Specific Plan"). The Current Village 7 Specific Plan includes the following land uses:[1]

- 1,181 units of Low Density Residential
- 1,529 units of Medium Density Residential
- 575 units of High Density Residential
- Elementary School (assumed in Village 7 DEIR to have 900-student capacity)
- 4.9 acre Mixed Use Commercial (Assumed in DEIR as 15,000 sq. ft. Community Center)
- 58 acres of Parks and Recreation

[1] Source: V7SP – 00.1 Cover Page-Feb2024.indd

The Amendment would reduce the amount of Parks and Recreation space by 2.7 acres, while also modifying the density of several parcels zoned for residential uses. It would result in the following net changes in land uses:

- Reduce amount of Low Density Residential by 181 units.
- Increase amount of Medium-High Density Residential by 740 units.
- Increase amount of Medium Density Residential by 69 units.
- Increase amount of Country Estates Residential by 7 units.
- Add a 20,000 square feet Community Center.

The net effect of the above is an increase of 635 units. All of these proposed changes occur on the Scheiber and Aitken Ranch II properties north of Moore Road. The Current Village 7 Specific Plan site plan and the Amendment land use are provided in **Figure 1**.

In addition to the modifications to the Scheiber and Aitken Ranch II properties, this Amendment also includes a small portion of Village 5 abutting the Aitken Ranch II and Schieber properties to the west that would change the planned seven units of Rural Residential to 30 units of Low Density Residential. **Figure 2** shows the Village 5 Amendment area.

Project Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway network. The Village 7 Specific Plan Amendment project's (i.e., buildout of Village 7 with land use changes described above) trip generation was estimated using trip rates published in the *Trip Generation Manual, 12th Edition* (Institute of Transportation Engineers [ITE], September 2025). **Table 1** presents the estimated number of daily, AM peak hour, and PM peak hour vehicle trips for the proposed Amendment broken up into the different areas of the Specific Plan, including the Village 5 area. As shown, the Village 7 Specific Plan Amendment is estimated to generate 35,509 daily, 3,135 AM peak hour and 3,418 PM peak hour trips prior to any adjustments for internal trip-making.

It should be noted that the medium density units, which have an average density of 8.7 units per acre, were conservatively assumed as single-family detached units for analysis purposes. Additionally, it is noted that details regarding the number of floors of high density residential (i.e., an input to trip generation calculations) was not available. So, to ensure a reasonably conservative approach, low rise (versus mid rise) multi-family was assumed for the medium high and high density residential uses.

Fehr & Peers used the mixed-use trip generation (MXD) tool to estimate the internalization of project trips (i.e., travel between residential and school). The MXD model was originally developed by academics and researchers for the EPA and has since been updated several times by Fehr & Peers to improve its validation. According to the MXD output, approximately 9% of daily, 15% of AM, and 8% of PM peak hour trips are expected to be remain internal to the site. After adjusting for these trips that do not leave the project area, the Amendment is estimated to generate 32,384 daily, 2,680 AM peak, and 3,151 PM peak external vehicle trips.

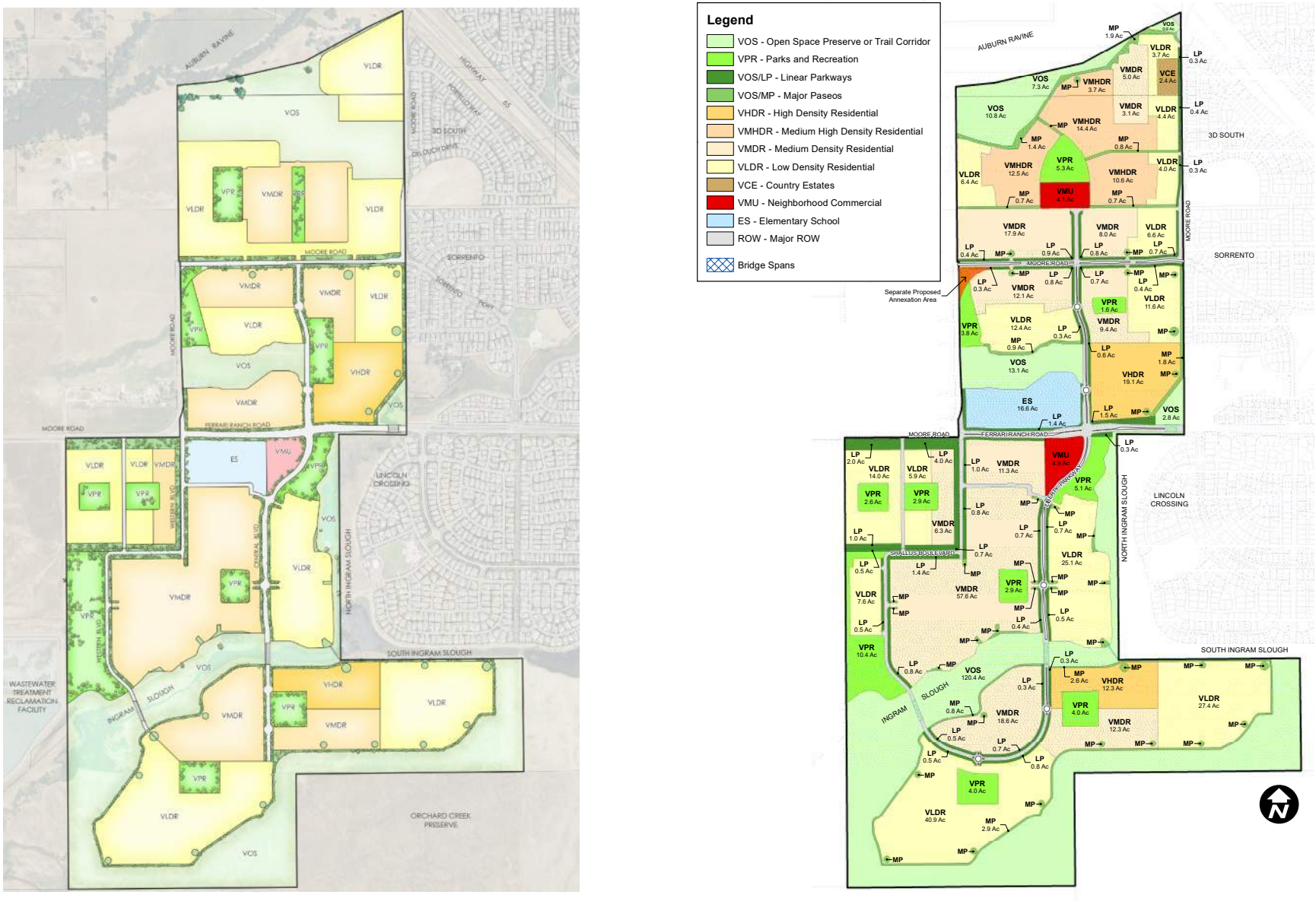


FIGURE 1

Current Village 7 Specific Plan Land Use and Proposed Amendment

Source: City of Lincoln, November 2025



SUMMARY					
		Current		Proposed	
	Land Use	Acres	Units	Acres	Units
	Open Space	18.2	0	19.7	0
	Park	0.0	0	9.2	0
	Rural Residential	15.8	7	0.0	0
	Low Density Residential	0.0	0	5.1	30
	Total	**34.0**	**7**	**34.0**	**30**

FIGURE 2

Village 5 Specific Plan Land Use Amendment

Source: City of Lincoln, November 2025

Table 1: Village 7 Specific Plan Amendment Trip Generation (ITE 12th Edition)

Land Use[1]	Quantity	Unit	Trip Rates [1]			Daily	AM Peak Hour			PM Peak Hour		
			Daily	AM Peak Hour	PM Peak Hour		In	Out	Total	In	Out	Total
Village 7B Area												
Single-Family Detached Housing[2]	465	du	9.1	0.7	0.9	4,227	88	238	326	268	164	432
Multi-family Housing (Low-Rise)[3]	740	du	6.2	0.4	0.5	4,595	73	230	303	239	146	385
Recreational Community Center	20	ksf	28.80	2.00	2.90	576	26	14	40	28	30	58
Public Park	5.3	acres	0.8	0.0	0.2	4	0	0	0	1	0	1
Subtotal Village 7B Area						9,402	187	482	669	535	341	876
Remainder of Village 7												
Single-Family Detached Housing[2]	2,140	du	9.1	0.7	0.9	19,453	404	1,094	1,498	1,234	756	1,990
Multi-family Housing (Low-Rise) [3]	575	du	6.2	0.4	0.5	3,571	57	179	236	185	114	299
Recreational Community Center	25	ksf	28.84	2.04	2.88	721	34	17	51	35	37	72
Elementary School	900	students	2.27	0.73	0.16	2,043	355	302	657	66	78	144
Public Park	50.0	acres	0.8	0.1	0.2	39	2	1	3	5	3	8
Subtotal Remainder of Village 7						25,827	851	1,594	2,445	1,525	988	2,513
Village 5 Area												
Single-Family Detached Housing[2]	30	du	9.1	0.7	0.9	273	6	15	21	17	11	28
Public Park	9.2	acres	0.8	0.0	0.1	7	0	0	0	1	0	1
Subtotal Village 5 Area						280	6	15	21	18	11	29
Gross Trips						*35,509*	*1,044*	*2,091*	*3,135*	*2,078*	*1,340*	*3,418*
Internal Trips[4]						*-3,125*	*-151*	*-303*	*-455*	*-162*	*-105*	*-267*
External Trips						**32,384**	**893**	**1,788**	**2,680**	**1,916**	**1,235**	**3,151**

Notes:

1. Trip rates based on weighted average trip rates from the following land use codes in the *ITE Trip Generation Manual 12th Edition*: 210 – Single Family Detached Housing, 220 – Multi-Family Housing (Low Rise), 495 – Recreational Community Center, 520 – Elementary School, and 411 – Public Park.

2. The following land use categories were included in the Single Family Detached Housing dwelling unit count: Rural Residential, Country Estates, Low Density Residential, and Medium Density Residential.
3. The following land use categories were included in the Multi-Family Housing (Low Rise) dwelling unit count: Medium-High Density Residential and High Density Residential.
4. Internalization reduction based on Fehr & Peers' MXD tool used for estimating trip generation for mixed-use developments.

Source: Trip Generation Manual, 12th Edition; Fehr & Peers, 2025.

Comparison of Specific Plan Trip Generation

To enable a direct trip generation comparison of the Village 7 Specific Plan Amendment to the current Village 7 Specific Plan, the same analysis methods and techniques described in the previous section were applied for this comparison. As shown in **Table 2**, the current Village 7 Specific Plan, the project could generate up to 28,343 daily trips, 2,419 AM peak hour and 2,813 PM peak hour external vehicular trips.

The trip generation comparison is shown in **Table 3**. As shown, the Village 7 Specific Plan Amendment would generate 4,041 more daily, 261 more AM peak hour, and 338 more PM peak hour trips compared to land uses assumed under the Current Village 7 Specific Plan.

Table 3: Village 7 Specific Plan Amendment – Changes in External Vehicle Trips

Scenario	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Village 7 Specific Plan Amendment	32,384	893	1,788	2,680	1,916	1,235	3,151
Current Village 7 Specific Plan	28,343	815	1,604	2,419	1,714	1,099	2,813
Difference	*4,041*	*78*	*184*	*261*	*202*	*136*	*338*

Source: Fehr & Peers, 2025.

Table 2: Village 7 Specific Plan Original Trip Generation (ITE 12th Edition)

Land Use[1]	Quantity	Unit	Trip Rates [1]			Daily	AM Peak Hour			PM Peak Hour		
			Daily	AM Peak Hour	PM Peak Hour		In	Out	Total	In	Out	Total
Village 7B Area												
Single-Family Detached Housing[2]	570	du	9.1	0.7	0.9	5,181	108	291	399	329	201	530
Public Park	8.0	acres	0.8	0.0	0.1	6	0	0	0	1	0	1
Subtotal Village 7B Area						5,187	108	291	399	329	202	531
Remainder of Village 7												
Single-Family Detached Housing[2]	2,140	du	9.1	0.7	0.9	19,453	404	1,094	1,498	1,234	756	1,990
Multi-family Housing (Low-Rise)[3]	575	du	6.2	0.4	0.5	3,571	57	179	236	185	114	299
Recreational Community Center	25	ksf	28.8	2.0	2.9	721	34	17	51	35	37	72
Elementary School	900	students	2.3	0.7	0.2	2,043	355	302	657	66	78	144
Public Park	50.0	acres	0.8	0.1	0.2	39	2	1	3	5	3	8
Subtotal Remainder of Village 7						25,827	851	1,594	2,445	1,525	988	2,513
Village 5 Area												
Single-Family Detached Housing[2]	7	du	9.1	0.7	1.0	64	1	4	5	4	3	7
Subtotal Village 5 Area						64	1	4	5	4	3	7
Gross Trips						*31,078*	*960*	*1,889*	*2,849*	*1,859*	*1,192*	*3,051*
Internal Trips[4]						*-2,735*	*-145*	*-285*	*-430*	*-145*	*-93*	*-238*
External Trips						**28,343**	**815**	**1,604**	**2,419**	**1,714**	**1,099**	**2,813**

Notes:

1. Trip rates based on weighted average rates from the following land use codes in the *ITE Trip Generation Manual 12th Edition*: 210 – Single Family Detached Housing, 220 – Multi-Family Housing (Low Rise), 495 – Recreational Community Center, 520 – Elementary School, and 411 – Public Park.
2. The following land use categories were included in the Single Family Detached Housing dwelling unit count: Rural Residential, Country Estates, Low Density Residential, and Medium Density Residential.
3. The following land use categories were included in the Multi-Family Housing (Low Rise) dwelling unit count: Medium-High Density Residential and High Density Residential.

4. Internalization reduction based on Fehr & Peers' MXD tool used for estimating trip generation for mixed-use developments.

Source: Trip Generation Manual, 12th Edition; Fehr & Peers, 2025.

Travel Demand Model Options

Travel demand models (TDMs) are often applied to estimate the direction and distribution of new trips generated by a proposed land use development. Selecting an appropriate model requires evaluating whether it can reasonably represent travel patterns in the project area and capture the potential travel pattern impacts of the proposed project.

Fehr & Peers explored the available TDMs for the South Placer region and compared the suitability of use for the project analysis. Below provides the detailed comparison between the model options.

City of Lincoln TDM

City of Lincoln has a travel demand model with base year of 2008 and horizon year of 2025. Although subsequent versions have incorporated some updates for past project needs, the available scenario years of this model are not appropriate for representing existing travel conditions or for developing future forecasts to support the analysis for this project.

Placer County TDM

The Placer County travel model has the base year of 2011 and the horizon year of 2035. The model also covers the entire SACOG region with a detailed focus on Placer County. The Placer One Phase 2A East Project (i.e., Placer Ranch Specific Plan in Placer County just south of Village 7) used this model for travel forecast analysis by updating the model with needed edits to reflect planned land development and transportation network improvements in the model area expected to occur over an approximate 20-year horizon. This model version was developed based on the review of the land use inputs for the Sunset Area Plan, particularly along the Industrial Avenue corridor as well as the land use inputs in northwest Rocklin.

Based on the review of the model land use and roadway network of the study area for this project, this model version requires additional effort and edits to the model inputs in the study area to ensure the reasonableness of development in the area.

SPRTA 2023 Model

The South Placer Regional Transportation Agency (SPRTA) model[2] was originally developed in the early 2000's under direction from the Placer County Transportation Planning Agency (PCTPA) for use of initial nexus study for SPRTA impact fee program. The model was then updated in 2007, 2009, 2014, 2021, and 2023 for use in updates of the SPRTA fees. The model land use and network cover the entire SACOG region with a detailed focus on the southwest portion of the county.

The current SPRTA 2023 model's base year is 2019, and its horizon year is 2040. According to the SPRTA Model Development Report (November 2023),[3] the 2040 model incorporates the developments of Village 1, 5, and 7 in the City of Lincoln. The review of the model indicates that this model also requires some refinement for Lincoln Village 7 and relevant adjacent village projects, but the land use growth assumptions are closer to the proposed development in the area compared to the Placer County model above. Additionally, the review also shows that SPRTA 2023 model has

[2] SPRTA Model files can be acquired from https://www.pctpa.net/sprta-model
[3] https://www.pctpa.net/files/e6a3844ef/SPRTA+Model+Development+Report_Nov2023.pdf

more reasonably forseeable land use growth assumptions for City of Lincoln, Sunset area, and other adjacent subareas that may impact the background traffic of the study area for this project.[4]

Comparison Summary and Recommendation

Table 1 summarizes the comparison findings.

Table 1: Travel Demand Model Comparison Summary

	City of Lincoln TDM	Placer County TDM	SPRTA TDM
Model Version	Unknown [1]	Model most recently refined for Placer One Phase 2A East Project	Off-the-shelf SPRTA 2021 Model
Model Version Update Year	NA	2025	2023
Base Year	2008[2]	2011	2019
Horizon Year	2025	2035	2040
Model Refinement for Village 7B is Needed[3]	Yes	Yes	Yes
Model Refinement for Relevant Village Projects is Needed[4]	Yes	Yes	Yes
Model Refinement for Lincoln City Growth[5] is Needed	Yes	Yes	No

Notes:
1. No detailed information about the model version is currently available.
2. Subsequent model versions may exist to incorporate some updates for past project needs to represent more recent scenarios than the Year 2008.
3. Model refinement for Village 7B project includes land use input and network edits to reflect project land use and roadway structure.
4. Model refinement for relevant village projects include adjustments to model land use and network to reflect reasonable development situation for Lincoln Village 1-7 Specific Plan projects.
5. Model refinement for Lincoln City land use growth includes adjustments to model land use to reflect the reasonable land use in the horizon year model scenario.
Source: Fehr & Peers.

Based on our investigation of the available TDMs, we recommend using the SPRTA model for use on the Village 7 Specific Plan Amendment. The SPRTA model has the most up-to-date base year and a reasonable horizon year. While it does need some refinement, it more closely reflects anticipated land use growth and roadway network improvements in the City of Lincoln than the other two models reviewed.

[4] Notwithstanding the above, Fehr & Peers has heard concerns expressed by some agency staff that the model land use growth in certain geographic areas may not be precise at the TAZ level. Additionally, concerns were raised regarding the amount of accessory dwelling units (ADUs) assumed.

Project Trip Distribution

The expected project trip distribution is developed based on travel demand modeling using the SPRTA 2023 model, according to the travel demand model evaluation above. The SPRTA model land use and roadway network were edited for the project and relevant areas for both existing (2025) and cumulative year scenarios. The land use edits for the project include translating the project land use inputs into model land use categories and summarizing the land use information at the Traffic Analysis Zone (TAZ) level. The land use edits for relevant areas include reviews and refinements of the Village 5 area, Sunset Boulevard area for Placer One Phase 2A East Project, and relevant traffic loading areas to the project area. The roadway network edits include adjusting the roadways in the project area to reflect the project proposal and refining the roadways in the areas relevant to traffic loading in the project area.

The trips from and to the project area are estimated from the Cumulative Plus Project scenario of the edited SPRTA model. The trip distribution percentages are indicated in **Figure 3**. The trip distribution percentages do not include internal trips within the project area.

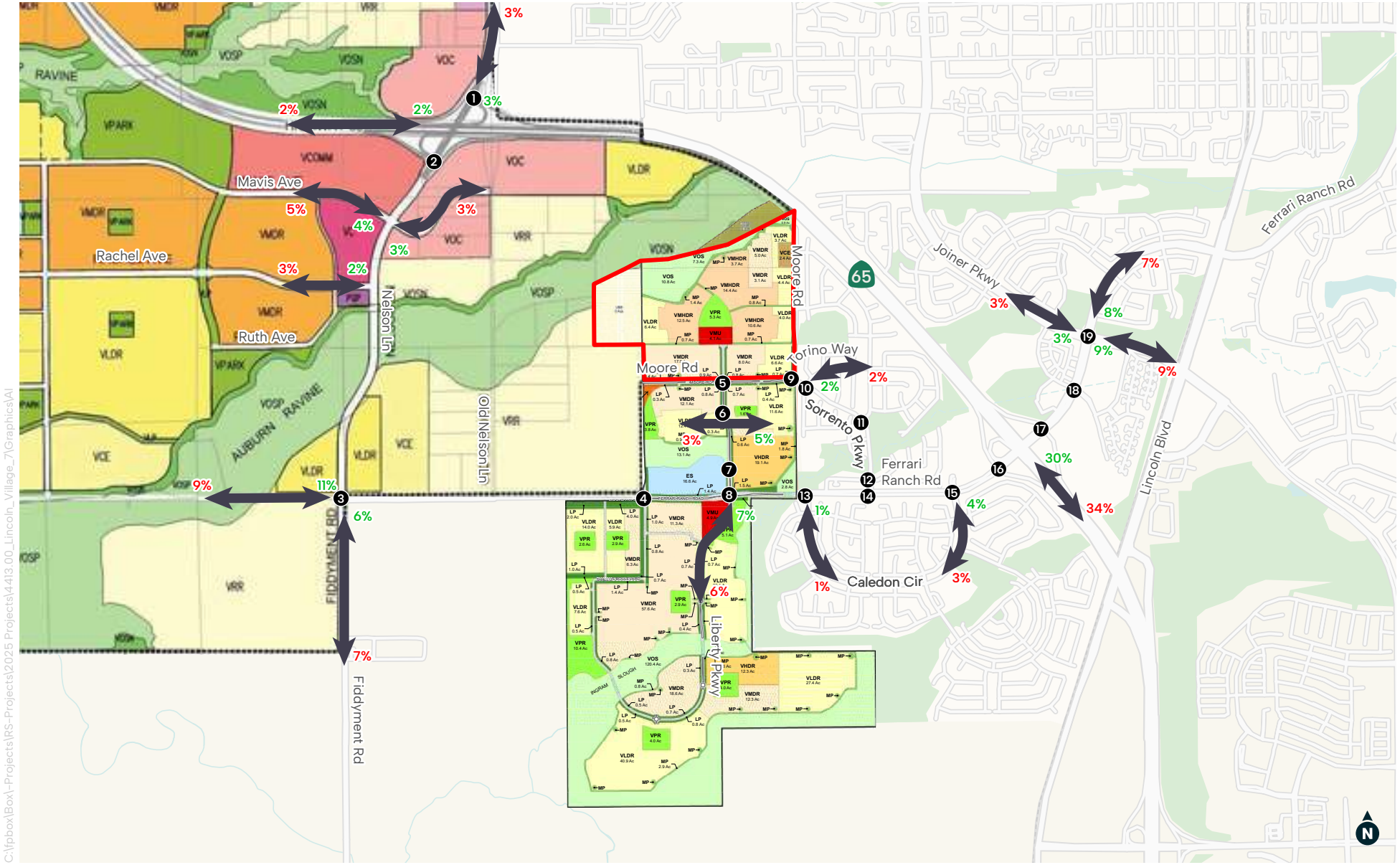


FIGURE 3

Cumulative Year Project Trip Distributions

Appendix C. Count Data

Volumes for: Wednesday, May 28, 2025 **CITY:** Lincoln **PROJECT:** SC5421 A31524

ADT1 Nelson Ln north of Moore Rd. **Prepared by AimTD LLC tel. 714 253 7888**

DAY 1

AM Period	NB		SB			PM Period	NB		SB		
0:00	2		2			12:00	9		7		
0:15	0		5			12:15	12		21		
0:30	2		1			12:30	16		25		
0:45	1	5	1	9	14	12:45	21	58	12	65	123
1:00	2		1			13:00	25		20		
1:15	1		3			13:15	20		18		
1:30	1		0			13:30	19		19		
1:45	1	5	1	5	10	13:45	17	81	9	66	147
2:00	2		0			14:00	20		25		
2:15	1		1			14:15	15		20		
2:30	3		2			14:30	19		20		
2:45	3	9	1	4	13	14:45	36	90	26	91	181
3:00	2		0			15:00	30		24		
3:15	0		1			15:15	34		20		
3:30	2		0			15:30	28		41		
3:45	4	8	0	1	9	15:45	27	119	33	118	237
4:00	0		0			16:00	23		33		
4:15	0		3			16:15	27		35		
4:30	4		2			16:30	26		33		
4:45	5	9	11	16	25	16:45	22	98	33	134	232
5:00	5		12			17:00	35		35		
5:15	13		11			17:15	30		29		
5:30	16		22			17:30	25		25		
5:45	16	50	17	62	112	17:45	17	107	24	113	220
6:00	12		24			18:00	22		20		
6:15	21		22			18:15	17		23		
6:30	29		26			18:30	13		21		
6:45	33	95	29	101	196	18:45	12	64	12	76	140
7:00	28		28			19:00	19		18		
7:15	32		28			19:15	23		13		
7:30	28		19			19:30	9		10		
7:45	27	115	23	98	213	19:45	13	64	4	45	109
8:00	34		22			20:00	10		13		
8:15	25		22			20:15	4		17		
8:30	18		15			20:30	8		19		
8:45	18	95	10	69	164	20:45	7	29	12	61	90
9:00	16		10			21:00	7		8		
9:15	16		11			21:15	5		9		
9:30	12		7			21:30	5		9		
9:45	23	67	21	49	116	21:45	8	25	4	30	55
10:00	16		11			22:00	7		7		
10:15	9		12			22:15	4		6		
10:30	14		19			22:30	4		11		
10:45	11	50	17	59	109	22:45	1	16	12	36	52
11:00	15		18			23:00	1		7		
11:15	18		14			23:15	6		5		
11:30	16		11			23:30	14		4		
11:45	14	63	23	66	129	23:45	5	26	1	17	43
Total Vol.		571		539	**1110**			777		852	**1629**

	Daily Totals		
	NB	SB	**Combined**
	1348	1391	**2739**

	AM			PM		
Split %	51.4%	48.6%	**40.5%**	47.7%	52.3%	**59.5%**
Peak Hour	6:30	6:30	**6:30**	14:45	15:30	**15:30**
Volume	122	111	**233**	128	142	**247**
P.H.F.	0.92	0.96	**0.94**	0.89	0.87	**0.89**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Thursday, May 29, 2025 **CITY:** Lincoln **PROJECT:** SC5421

ADT1 Nelson Ln north of Moore Rd.

Prepared by AimTD LLC tel. 714 253 7888

DAY 2

AM Period	NB		SB			PM Period	NB		SB		
0:00	2		2			12:00	22		12		
0:15	3		0			12:15	19		21		
0:30	1		1			12:30	11		20		
0:45	1	7	0	3	10	12:45	23	75	19	72	147
1:00	2		0			13:00	17		18		
1:15	2		2			13:15	17		14		
1:30	1		3			13:30	28		14		
1:45	1	6	0	5	11	13:45	20	82	21	67	149
2:00	1		2			14:00	25		20		
2:15	3		1			14:15	18		19		
2:30	2		3			14:30	22		30		
2:45	3	9	2	8	17	14:45	19	84	22	91	175
3:00	3		1			15:00	24		21		
3:15	1		0			15:15	26		29		
3:30	2		1			15:30	32		34		
3:45	1	7	0	2	9	15:45	27	109	27	111	220
4:00	1		0			16:00	23		37		
4:15	1		1			16:15	27		43		
4:30	2		2			16:30	26		40		
4:45	6	10	6	9	19	16:45	11	87	32	152	239
5:00	11		13			17:00	21		31		
5:15	16		10			17:15	18		36		
5:30	11		16			17:30	11		30		
5:45	18	56	20	59	115	17:45	24	74	21	118	192
6:00	20		23			18:00	11		27		
6:15	20		20			18:15	20		17		
6:30	27		40			18:30	17		12		
6:45	27	94	36	119	213	18:45	16	64	11	67	131
7:00	26		16			19:00	10		13		
7:15	23		19			19:15	13		11		
7:30	24		20			19:30	13		20		
7:45	25	98	24	79	177	19:45	13	49	8	52	101
8:00	20		24			20:00	6		7		
8:15	19		25			20:15	9		3		
8:30	14		16			20:30	14		19		
8:45	16	69	12	77	146	20:45	12	41	19	48	89
9:00	15		15			21:00	10		12		
9:15	17		15			21:15	7		10		
9:30	15		11			21:30	11		10		
9:45	16	63	7	48	111	21:45	11	39	5	37	76
10:00	9		11			22:00	11		8		
10:15	17		16			22:15	6		5		
10:30	17		11			22:30	5		7		
10:45	18	61	12	50	111	22:45	8	30	7	27	57
11:00	11		16			23:00	8		2		
11:15	16		7			23:15	6		1		
11:30	17		23			23:30	10		3		
11:45	15	59	19	65	124	23:45	3	27	1	7	34
Total Vol.	539		524		**1063**		761		849		**1610**

	Daily Totals		
	NB	SB	**Combined**
	1300	1373	**2673**

	AM				**PM**		
Split %	50.7%	49.3%	**39.8%**		47.3%	52.7%	**60.2%**
Peak Hour	6:30	6:00	**6:30**		15:00	16:00	**15:30**
Volume	103	119	**214**		109	152	**250**
P.H.F.	0.95	0.74	**0.80**		0.85	0.88	**0.89**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Wednesday, May 28, 2025 **CITY:** Lincoln **PROJECT:** SC5421 A31524

ADT2 Moore Rd east of Nelson Ln.

Prepared by AimTD LLC tel. 714 253 7888

DAY 1

AM Period	EB		WB			PM Period	EB		WB		
0:00	3		2			12:00	10		11		
0:15	3		0			12:15	13		3		
0:30	0		0			12:30	21		7		
0:45	1	7	1	3	10	12:45	14	58	12	33	91
1:00	0		1			13:00	21		11		
1:15	1		0			13:15	12		14		
1:30	0		0			13:30	14		13		
1:45	1	2	0	1	3	13:45	9	56	10	48	104
2:00	0		1			14:00	5		10		
2:15	0		0			14:15	12		13		
2:30	0		0			14:30	10		5		
2:45	0	0	2	3	3	14:45	17	44	14	42	86
3:00	0		0			15:00	10		5		
3:15	0		1			15:15	16		16		
3:30	1		0			15:30	10		8		
3:45	0	1	1	2	3	15:45	16	52	16	45	97
4:00	1		0			16:00	17		13		
4:15	0		0			16:15	21		18		
4:30	0		2			16:30	29		6		
4:45	5	6	2	4	10	16:45	21	88	7	44	132
5:00	5		1			17:00	26		21		
5:15	2		3			17:15	23		15		
5:30	4		6			17:30	22		11		
5:45	7	18	5	15	33	17:45	16	87	12	59	146
6:00	4		6			18:00	13		10		
6:15	3		6			18:15	11		8		
6:30	2		8			18:30	12		7		
6:45	15	24	9	29	53	18:45	5	41	3	28	69
7:00	7		18			19:00	8		6		
7:15	10		18			19:15	4		4		
7:30	13		19			19:30	6		0		
7:45	15	45	11	66	111	19:45	5	23	9	19	42
8:00	15		16			20:00	7		6		
8:15	8		27			20:15	5		8		
8:30	7		10			20:30	2		6		
8:45	15	45	12	65	110	20:45	8	22	2	22	44
9:00	9		9			21:00	10		3		
9:15	13		11			21:15	10		4		
9:30	9		8			21:30	5		4		
9:45	12	43	8	36	79	21:45	3	28	1	12	40
10:00	7		6			22:00	3		2		
10:15	15		8			22:15	3		2		
10:30	8		6			22:30	2		1		
10:45	8	38	8	28	66	22:45	0	8	4	9	17
11:00	12		16			23:00	4		1		
11:15	15		9			23:15	2		1		
11:30	9		11			23:30	2		1		
11:45	15	51	11	47	98	23:45	0	8	0	3	11
Total Vol.		280		299	**579**			515		364	**879**

Daily Totals	EB	WB	**Combined**
	795	663	**1458**

	AM			**PM**		
Split %	48.4%	51.6%	**39.7%**	58.6%	41.4%	**60.3%**
Peak Hour	11:45	7:30	**7:30**	16:30	17:00	**16:15**
Volume	59	73	**124**	99	59	**149**
P.H.F.	0.70	0.68	**0.89**	0.85	0.70	**0.79**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Thursday, May 29, 2025 **CITY:** Lincoln **PROJECT:** SC5421

ADT2 Moore Rd east of Nelson Ln.

Prepared by AimTD LLC tel. 714 253 7888

DAY 2

AM Period	EB		WB			PM Period	EB		WB		
0:00	2		1			12:00	9		18		
0:15	0		0			12:15	11		8		
0:30	1		0			12:30	8		13		
0:45	2	5	0	1	6	12:45	12	40	14	53	93
1:00	0		1			13:00	10		11		
1:15	1		1			13:15	11		11		
1:30	1		0			13:30	13		16		
1:45	1	3	0	2	5	13:45	16	50	13	51	101
2:00	0		1			14:00	12		13		
2:15	1		2			14:15	15		13		
2:30	0		0			14:30	14		13		
2:45	0	1	0	3	4	14:45	16	57	15	54	111
3:00	0		0			15:00	14		12		
3:15	1		0			15:15	19		7		
3:30	0		0			15:30	12		13		
3:45	1	2	0	0	2	15:45	23	68	12	44	112
4:00	0		1			16:00	29		14		
4:15	2		1			16:15	17		21		
4:30	0		2			16:30	23		21		
4:45	0	2	1	5	7	16:45	14	83	6	62	145
5:00	2		3			17:00	29		12		
5:15	3		1			17:15	19		6		
5:30	2		4			17:30	17		7		
5:45	6	13	4	12	25	17:45	17	82	12	37	119
6:00	4		5			18:00	23		9		
6:15	6		7			18:15	8		7		
6:30	10		5			18:30	10		10		
6:45	4	24	17	34	58	18:45	13	54	3	29	83
7:00	6		14			19:00	9		8		
7:15	8		18			19:15	8		5		
7:30	12		12			19:30	7		5		
7:45	13	39	15	59	98	19:45	5	29	4	22	51
8:00	10		8			20:00	8		1		
8:15	10		12			20:15	8		7		
8:30	8		7			20:30	11		8		
8:45	13	41	7	34	75	20:45	13	40	3	19	59
9:00	6		4			21:00	6		7		
9:15	7		9			21:15	2		4		
9:30	4		6			21:30	4		5		
9:45	6	23	5	24	47	21:45	6	18	2	18	36
10:00	12		7			22:00	5		1		
10:15	10		13			22:15	2		2		
10:30	16		7			22:30	5		1		
10:45	7	45	15	42	87	22:45	2	14	3	7	21
11:00	12		6			23:00	3		2		
11:15	12		6			23:15	3		2		
11:30	9		11			23:30	0		1		
11:45	11	44	13	36	80	23:45	2	8	0	5	13
Total Vol.		242		252	**494**			543		401	**944**

Daily Totals	EB	WB	**Combined**
	785	653	**1438**

	AM			PM		
Split %	49.0%	51.0%	**34.4%**	57.5%	42.5%	**65.6%**
Peak Hour	10:30	6:45	**7:00**	15:45	15:45	**15:45**
Volume	47	61	**98**	92	68	**160**
P.H.F.	0.73	0.85	**0.88**	0.79	0.81	**0.91**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Wednesday, May 28, 2025 **CITY:** Lincoln **PROJECT:** SC5421 A31524

ADT3 Sorrento Pkwy east of Moore Rd.

Prepared by AimTD LLC tel. 714 253 7888

DAY 1

AM Period	EB		WB			PM Period	EB		WB		
0:00	7		1			12:00	10		7		
0:15	3		1			12:15	17		5		
0:30	1		2			12:30	16		10		
0:45	0	11	1	5	16	12:45	13	56	10	32	88
1:00	0		0			13:00	20		11		
1:15	1		0			13:15	14		10		
1:30	0		0			13:30	16		12		
1:45	1	2	0	0	2	13:45	8	58	9	42	100
2:00	0		0			14:00	11		10		
2:15	0		0			14:15	18		15		
2:30	0		0			14:30	18		11		
2:45	0	0	1	1	1	14:45	14	61	17	53	114
3:00	0		0			15:00	16		16		
3:15	0		1			15:15	22		14		
3:30	2		0			15:30	21		17		
3:45	0	2	0	1	3	15:45	25	84	14	61	145
4:00	2		1			16:00	26		22		
4:15	0		1			16:15	25		24		
4:30	0		2			16:30	22		21		
4:45	5	7	0	4	11	16:45	24	97	12	79	176
5:00	1		1			17:00	27		18		
5:15	5		1			17:15	22		14		
5:30	8		5			17:30	17		11		
5:45	6	20	3	10	30	17:45	19	85	14	57	142
6:00	5		8			18:00	17		11		
6:15	2		7			18:15	11		6		
6:30	7		7			18:30	20		8		
6:45	4	18	6	28	46	18:45	13	61	12	37	98
7:00	9		9			19:00	9		11		
7:15	8		11			19:15	7		7		
7:30	21		14			19:30	4		9		
7:45	16	54	12	46	100	19:45	3	23	9	36	59
8:00	22		11			20:00	5		13		
8:15	15		18			20:15	8		6		
8:30	10		9			20:30	6		7		
8:45	14	61	6	44	105	20:45	9	28	5	31	59
9:00	7		6			21:00	11		9		
9:15	9		10			21:15	11		11		
9:30	9		5			21:30	4		7		
9:45	13	38	7	28	66	21:45	1	27	3	30	57
10:00	10		8			22:00	1		1		
10:15	13		7			22:15	3		1		
10:30	9		6			22:30	2		4		
10:45	9	41	9	30	71	22:45	0	6	3	9	15
11:00	8		7			23:00	5		5		
11:15	12		8			23:15	1		1		
11:30	14		9			23:30	2		1		
11:45	10	44	8	32	76	23:45	1	9	2	9	18
Total Vol.		298		229	**527**			595		476	**1071**

Daily Totals	EB	WB	**Combined**
	893	705	**1598**

	AM			**PM**		
Split %	56.5%	43.5%	**33.0%**	55.6%	44.4%	**67.0%**
Peak Hour	7:30	7:30	**7:30**	15:45	15:45	**15:45**
Volume	74	55	**129**	98	81	**179**
P.H.F.	0.84	0.76	**0.92**	0.94	0.84	**0.91**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Thursday, May 29, 2025 **CITY:** Lincoln **PROJECT:** SC5421

ADT3 Sorrento Pkwy east of Moore Rd.

Prepared by AimTD LLC tel. 714 253 7888

DAY 2

AM Period	EB		WB			PM Period	EB		WB		
0:00	2		1			12:00	16		21		
0:15	0		1			12:15	11		12		
0:30	1		0			12:30	9		10		
0:45	1	4	1	3	7	12:45	13	49	12	55	104
1:00	0		1			13:00	14		18		
1:15	0		0			13:15	15		7		
1:30	1		0			13:30	15		13		
1:45	1	2	1	2	4	13:45	14	58	17	55	113
2:00	0		2			14:00	15		12		
2:15	1		0			14:15	24		14		
2:30	0		0			14:30	19		13		
2:45	0	1	0	2	3	14:45	17	75	19	58	133
3:00	0		0			15:00	17		18		
3:15	1		0			15:15	19		17		
3:30	1		0			15:30	19		14		
3:45	1	3	0	0	3	15:45	27	82	17	66	148
4:00	1		0			16:00	29		20		
4:15	2		2			16:15	27		23		
4:30	2		4			16:30	23		20		
4:45	0	5	1	7	12	16:45	24	103	13	76	179
5:00	4		5			17:00	30		18		
5:15	4		1			17:15	26		16		
5:30	4		3			17:30	18		11		
5:45	7	19	5	14	33	17:45	18	92	14	59	151
6:00	4		5			18:00	23		11		
6:15	7		8			18:15	12		12		
6:30	6		8			18:30	13		16		
6:45	2	19	12	33	52	18:45	13	61	5	44	105
7:00	7		12			19:00	10		8		
7:15	9		12			19:15	7		12		
7:30	25		16			19:30	13		7		
7:45	28	69	13	53	122	19:45	8	38	6	33	71
8:00	25		8			20:00	12		9		
8:15	17		19			20:15	7		8		
8:30	7		10			20:30	12		14		
8:45	16	65	6	43	108	20:45	9	40	3	34	74
9:00	7		9			21:00	11		10		
9:15	7		8			21:15	3		7		
9:30	7		6			21:30	6		5		
9:45	4	25	2	25	50	21:45	5	25	2	24	49
10:00	9		9			22:00	5		1		
10:15	15		12			22:15	7		5		
10:30	17		11			22:30	4		1		
10:45	11	52	12	44	96	22:45	3	19	5	12	31
11:00	12		4			23:00	3		2		
11:15	15		8			23:15	4		4		
11:30	19		10			23:30	0		1		
11:45	10	56	11	33	89	23:45	1	8	0	7	15
Total Vol.		320		259	**579**			650		523	**1173**

Daily Totals	EB	WB	**Combined**
	970	782	**1752**

	AM			**PM**		
Split %	55.3%	44.7%	**33.0%**	55.4%	44.6%	**67.0%**
Peak Hour	7:30	7:30	**7:30**	15:45	15:45	**15:45**
Volume	95	56	**151**	106	80	**186**
P.H.F.	0.85	0.74	**0.92**	0.91	0.87	**0.93**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Wednesday, May 28, 2025 **CITY:** Lincoln **PROJECT:** SC5421 A31524

ADT4 Sorrento Pkwy north of Ferrari Ranch Rd.

Prepared by AimTD LLC tel. 714 253 7888

DAY 1

AM Period	NB		SB			PM Period	NB		SB		
0:00	4		10			12:00	42		34		
0:15	4		6			12:15	28		48		
0:30	1		3			12:30	34		37		
0:45	3	12	1	20	32	12:45	36	140	32	151	291
1:00	4		2			13:00	39		52		
1:15	4		1			13:15	38		48		
1:30	0		2			13:30	41		39		
1:45	2	10	0	5	15	13:45	44	162	39	178	340
2:00	0		0			14:00	40		37		
2:15	1		2			14:15	47		59		
2:30	2		1			14:30	39		65		
2:45	0	3	0	3	6	14:45	76	202	46	207	409
3:00	0		0			15:00	72		61		
3:15	1		2			15:15	67		61		
3:30	2		4			15:30	86		52		
3:45	0	3	5	11	14	15:45	94	319	42	216	535
4:00	0		0			16:00	66		54		
4:15	2		5			16:15	65		51		
4:30	3		6			16:30	64		70		
4:45	0	5	14	25	30	16:45	59	254	52	227	481
5:00	2		15			17:00	75		71		
5:15	3		20			17:15	68		58		
5:30	2		20			17:30	87		73		
5:45	6	13	33	88	101	17:45	65	295	45	247	542
6:00	10		30			18:00	59		47		
6:15	11		35			18:15	54		48		
6:30	15		31			18:30	45		49		
6:45	19	55	45	141	196	18:45	52	210	38	182	392
7:00	25		40			19:00	49		45		
7:15	16		63			19:15	40		29		
7:30	24		111			19:30	38		21		
7:45	36	101	126	340	441	19:45	44	171	22	117	288
8:00	75		92			20:00	40		12		
8:15	68		68			20:15	35		29		
8:30	40		37			20:30	27		21		
8:45	33	216	48	245	461	20:45	23	125	20	82	207
9:00	25		31			21:00	49		25		
9:15	26		49			21:15	36		19		
9:30	27		47			21:30	26		20		
9:45	39	117	32	159	276	21:45	22	133	4	68	201
10:00	31		33			22:00	11		7		
10:15	33		30			22:15	7		7		
10:30	27		41			22:30	13		2		
10:45	23	114	37	141	255	22:45	6	37	1	17	54
11:00	36		35			23:00	12		9		
11:15	27		37			23:15	5		1		
11:30	36		45			23:30	5		2		
11:45	29	128	24	141	269	23:45	8	30	2	14	44
Total Vol.		777		1319	**2096**		2078		1706		**3784**

Daily Totals		
NB	SB	**Combined**
2855	3025	**5880**

	AM			**PM**		
Split %	37.1%	62.9%	**35.6%**	54.9%	45.1%	**64.4%**
Peak Hour	7:45	7:30	**7:30**	15:00	16:45	**16:45**
Volume	219	397	**600**	319	254	**543**
P.H.F.	0.73	0.79	**0.90**	0.85	0.87	**0.85**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Thursday, May 29, 2025 **CITY:** Lincoln **PROJECT:** SC5421

ADT4 Sorrento Pkwy north of Ferrari Ranch Rd.

Prepared by AimTD LLC tel. 714 253 7888

DAY 2

AM Period	NB		SB			PM Period	NB		SB		
0:00	5		2			12:00	63		45		
0:15	4		1			12:15	39		39		
0:30	2		2			12:30	38		40		
0:45	1	12	0	5	17	12:45	37	177	38	162	339
1:00	3		2			13:00	40		36		
1:15	1		0			13:15	42		55		
1:30	1		0			13:30	54		33		
1:45	2	7	0	2	9	13:45	46	182	43	167	349
2:00	4		1			14:00	45		42		
2:15	0		0			14:15	48		73		
2:30	0		0			14:30	42		70		
2:45	1	5	3	4	9	14:45	79	214	46	231	445
3:00	0		2			15:00	56		49		
3:15	1		1			15:15	69		38		
3:30	1		4			15:30	69		52		
3:45	1	3	3	10	13	15:45	69	263	55	194	457
4:00	0		4			16:00	72		53		
4:15	3		6			16:15	60		54		
4:30	4		8			16:30	70		57		
4:45	4	11	11	29	40	16:45	71	273	57	221	494
5:00	16		10			17:00	71		62		
5:15	3		16			17:15	65		61		
5:30	5		19			17:30	55		52		
5:45	5	29	41	86	115	17:45	64	255	58	233	488
6:00	8		36			18:00	68		55		
6:15	15		21			18:15	56		38		
6:30	10		45			18:30	50		44		
6:45	18	51	45	147	198	18:45	45	219	45	182	401
7:00	24		41			19:00	57		39		
7:15	21		54			19:15	44		27		
7:30	19		118			19:30	45		36		
7:45	48	112	132	345	457	19:45	36	182	31	133	315
8:00	63		95			20:00	46		38		
8:15	55		57			20:15	32		22		
8:30	44		30			20:30	43		28		
8:45	30	192	53	235	427	20:45	19	140	30	118	258
9:00	35		39			21:00	35		20		
9:15	18		30			21:15	26		9		
9:30	26		37			21:30	31		16		
9:45	19	98	30	136	234	21:45	22	114	9	54	168
10:00	30		41			22:00	24		11		
10:15	35		49			22:15	17		8		
10:30	37		46			22:30	13		10		
10:45	33	135	37	173	308	22:45	14	68	4	33	101
11:00	35		43			23:00	10		7		
11:15	36		45			23:15	11		7		
11:30	43		49			23:30	9		3		
11:45	41	155	37	174	329	23:45	5	35	0	17	52
Total Vol.		810		1346	**2156**			2122		1745	**3867**

Daily Totals

NB	SB	**Combined**
2932	3091	**6023**

	AM			**PM**		
Split %	37.6%	62.4%	**35.8%**	54.9%	45.1%	**64.2%**
Peak Hour	7:45	7:30	**7:30**	15:15	14:15	**16:30**
Volume	210	402	**587**	279	238	**514**
P.H.F.	0.83	0.76	**0.82**	0.97	0.82	**0.97**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Wednesday, May 28, 2025 **CITY:** Lincoln **PROJECT:** SC5421 A31524

ADT27 Ferrari Ranch Rd north of Groveland Ln.

Prepared by AimTD LLC tel. 714 253 7888

DAY 1

AM Period	NB		SB			PM Period	NB		SB		
0:00	18		10			12:00	116		99		
0:15	5		4			12:15	145		115		
0:30	8		6			12:30	138		106		
0:45	13	44	5	25	69	12:45	139	538	120	440	978
1:00	11		2			13:00	120		120		
1:15	3		4			13:15	113		105		
1:30	6		3			13:30	134		101		
1:45	6	26	5	14	40	13:45	136	503	101	427	930
2:00	6		4			14:00	122		102		
2:15	6		4			14:15	150		125		
2:30	5		4			14:30	151		111		
2:45	3	20	3	15	35	14:45	186	609	146	484	1093
3:00	2		5			15:00	149		125		
3:15	0		12			15:15	167		115		
3:30	6		15			15:30	174		132		
3:45	7	15	11	43	58	15:45	165	655	138	510	1165
4:00	1		16			16:00	159		149		
4:15	3		13			16:15	198		120		
4:30	10		20			16:30	208		123		
4:45	22	36	15	64	100	16:45	182	747	156	548	1295
5:00	16		33			17:00	192		150		
5:15	23		22			17:15	200		153		
5:30	38		49			17:30	191		103		
5:45	38	115	50	154	269	17:45	153	736	132	538	1274
6:00	37		54			18:00	145		139		
6:15	41		55			18:15	168		135		
6:30	67		75			18:30	143		108		
6:45	74	219	79	263	482	18:45	130	586	128	510	1096
7:00	82		85			19:00	111		125		
7:15	79		79			19:15	123		90		
7:30	115		109			19:30	88		102		
7:45	177	453	131	404	857	19:45	98	420	74	391	811
8:00	157		139			20:00	96		74		
8:15	126		127			20:15	108		88		
8:30	122		91			20:30	67		81		
8:45	122	527	82	439	966	20:45	75	346	81	324	670
9:00	98		76			21:00	76		54		
9:15	84		77			21:15	58		65		
9:30	95		91			21:30	58		35		
9:45	87	364	91	335	699	21:45	38	230	30	184	414
10:00	107		81			22:00	42		27		
10:15	119		80			22:15	34		23		
10:30	122		108			22:30	27		26		
10:45	115	463	103	372	835	22:45	27	130	17	93	223
11:00	135		104			23:00	26		29		
11:15	117		99			23:15	24		19		
11:30	138		103			23:30	12		6		
11:45	118	508	105	411	919	23:45	17	79	9	63	142
Total Vol.		2790		2539	**5329**		5579		4512		**10091**

Daily Totals

NB	SB	**Combined**
8369	7051	**15420**

	AM			**PM**		
Split %	52.4%	47.6%	**34.6%**	55.3%	44.7%	**65.4%**
Peak Hour	7:45	7:30	**7:30**	16:30	16:30	**16:30**
Volume	582	506	**1081**	782	582	**1364**
P.H.F.	0.82	0.91	**0.88**	0.94	0.93	**0.97**

cs@aimtd.com Tell. 714 253 7888

Volumes for: Thursday, May 29, 2025 **CITY:** Lincoln **PROJECT:** SC5421

ADT27 Ferrari Ranch Rd north of Groveland Ln.

Prepared by AimTD LLC tel. 714 253 7888

DAY 2

AM Period	NB		SB			PM Period	NB		SB		
0:00	7		14			12:00	128		116		
0:15	11		12			12:15	137		110		
0:30	8		1			12:30	158		122		
0:45	4	30	3	30	60	12:45	126	549	118	466	1015
1:00	11		11			13:00	134		144		
1:15	7		3			13:15	143		116		
1:30	4		1			13:30	126		124		
1:45	5	27	4	19	46	13:45	127	530	110	494	1024
2:00	5		2			14:00	155		104		
2:15	4		6			14:15	159		104		
2:30	5		6			14:30	167		112		
2:45	2	16	6	20	36	14:45	152	633	126	446	1079
3:00	1		3			15:00	159		118		
3:15	1		8			15:15	152		112		
3:30	10		10			15:30	202		122		
3:45	7	19	23	44	63	15:45	200	713	141	493	1206
4:00	0		9			16:00	152		157		
4:15	5		14			16:15	195		135		
4:30	8		25			16:30	157		130		
4:45	20	33	25	73	106	16:45	176	680	136	558	1238
5:00	13		33			17:00	188		137		
5:15	14		38			17:15	224		150		
5:30	26		48			17:30	168		156		
5:45	47	100	48	167	267	17:45	196	776	147	590	1366
6:00	45		52			18:00	176		139		
6:15	44		72			18:15	136		102		
6:30	71		70			18:30	152		124		
6:45	68	228	61	255	483	18:45	120	584	103	468	1052
7:00	86		83			19:00	134		110		
7:15	89		93			19:15	127		95		
7:30	110		106			19:30	99		102		
7:45	168	453	132	414	867	19:45	110	470	87	394	864
8:00	163		122			20:00	84		97		
8:15	162		124			20:15	114		75		
8:30	122		116			20:30	67		73		
8:45	129	576	84	446	1022	20:45	87	352	71	316	668
9:00	96		81			21:00	78		57		
9:15	97		78			21:15	64		55		
9:30	119		103			21:30	57		52		
9:45	112	424	95	357	781	21:45	48	247	40	204	451
10:00	109		105			22:00	37		43		
10:15	97		111			22:15	32		41		
10:30	135		112			22:30	46		19		
10:45	128	469	94	422	891	22:45	31	146	24	127	273
11:00	116		111			23:00	30		17		
11:15	121		104			23:15	22		19		
11:30	140		114			23:30	24		11		
11:45	141	518	126	455	973	23:45	20	96	13	60	156
Total Vol.		2893		2702	**5595**			5776		4616	**10392**

Daily Totals

NB	SB	**Combined**
8669	7318	**15987**

	AM			**PM**		
Split %	51.7%	48.3%	**35.0%**	55.6%	44.4%	**65.0%**
Peak Hour	7:45	7:45	**7:45**	17:00	17:15	**17:00**
Volume	615	494	**1109**	776	592	**1366**
P.H.F.	0.92	0.94	**0.92**	0.87	0.95	**0.91**

cs@aimtd.com Tell. 714 253 7888

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

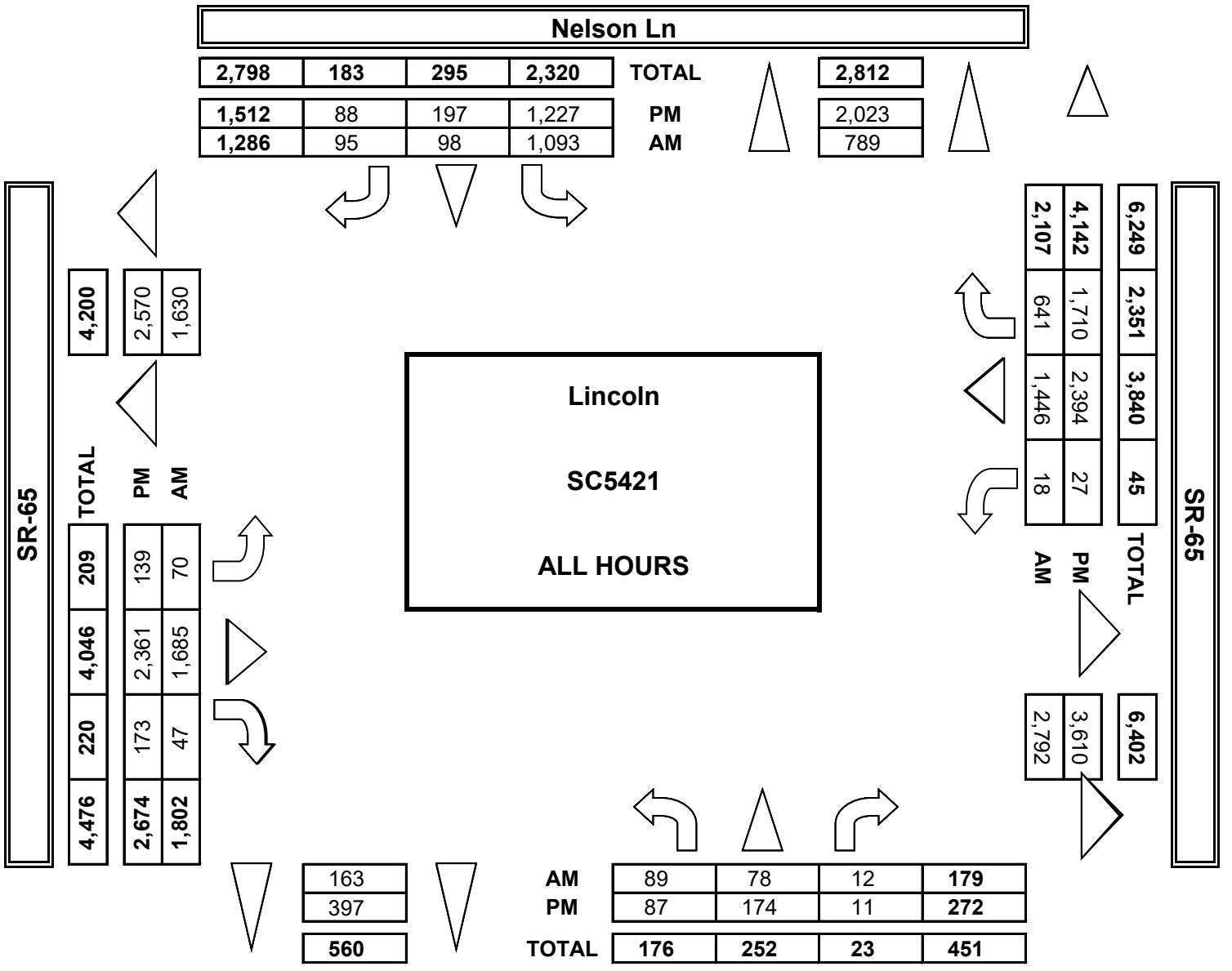
		NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	17	11	1	104	13	22	8	221	3	2	275	45	722	0	0	0	0	0
	7:15 AM	15	7	2	151	14	13	15	213	6	1	251	80	768	0	0	0	0	0
	7:30 AM	15	8	3	192	12	15	11	246	6	3	179	79	769	0	0	0	0	0
	7:45 AM	12	17	2	162	12	6	10	241	12	2	191	111	778	0	0	0	0	0
	8:00 AM	8	11	1	179	16	15	12	200	6	3	134	85	670	0	0	0	0	0
	8:15 AM	8	9	2	124	17	12	7	166	4	4	150	93	596	0	0	0	0	0
	8:30 AM	5	6	1	87	7	8	3	202	5	1	150	84	559	0	0	0	0	0
	8:45 AM	9	9	0	94	7	4	4	196	5	2	116	64	510	0	0	0	2	2
	VOLUMES	89	78	12	1,093	98	95	70	1,685	47	18	1,446	641	5,374	0	0	0	2	2
	APPROACH %	50%	44%	7%	85%	8%	7%	4%	94%	3%	1%	69%	30%						
	APP/DEPART	179	/	789	1,286	/	163	1,802	/	2,792	2,107	/	1,630	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	59	43	8	609	51	56	44	921	27	8	896	315	3,037	0	0	0	0	
	APPROACH %	54%	39%	7%	85%	7%	8%	4%	93%	3%	1%	74%	26%						
	PEAK HR FACTOR		0.887			0.817			0.943			0.918		0.976					
	APP/DEPART	110	/	402	716	/	86	992	/	1,538	1,219	/	1,011	0					
PM	03:00 PM	11	10	0	87	15	2	10	176	5	2	184	114	616	0	0	0	3	3
	3:15 PM	7	18	1	97	15	5	9	160	11	0	193	136	652	0	0	0	0	0
	3:30 PM	11	20	0	114	23	23	13	167	13	2	195	151	732	0	0	0	2	2
	3:45 PM	7	25	0	78	15	6	9	225	9	1	217	161	753	0	0	0	1	1
	4:00 PM	6	10	0	110	19	9	9	194	17	5	203	151	733	0	0	0	2	2
	4:15 PM	5	19	0	85	16	5	8	199	26	2	228	135	728	0	0	0	0	0
	4:30 PM	9	20	1	157	21	11	10	223	19	2	223	144	840	0	0	0	2	2
	4:45 PM	5	7	2	108	16	8	15	243	14	5	184	145	752	0	0	0	1	1
	5:00 PM	7	15	3	99	10	8	17	233	25	0	174	159	750	0	0	0	0	0
	5:15 PM	5	13	1	109	20	1	10	197	14	3	222	172	767	0	0	0	0	0
	5:30 PM	6	6	1	93	16	6	21	200	9	3	186	116	663	0	0	1	0	1
	5:45 PM	8	11	2	90	11	4	8	144	11	2	185	126	602	0	0	0	0	0
	VOLUMES	87	174	11	1,227	197	88	139	2,361	173	27	2,394	1,710	8,600	0	0	1	11	12
	APPROACH %	32%	64%	4%	81%	13%	6%	5%	88%	6%	1%	58%	41%						
	APP/DEPART	272	/	2,023	1,512	/	397	2,674	/	3,610	4,142	/	2,570	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	26	55	7	473	67	28	52	896	72	10	803	620	3,112	0	0	0	3	
	APPROACH %	30%	63%	8%	83%	12%	5%	5%	88%	7%	1%	56%	43%						
	PEAK HR FACTOR		0.733			0.751			0.927			0.904		0.924					
	APP/DEPART	88	/	727	568	/	149	1,020	/	1,379	1,436	/	857	0					

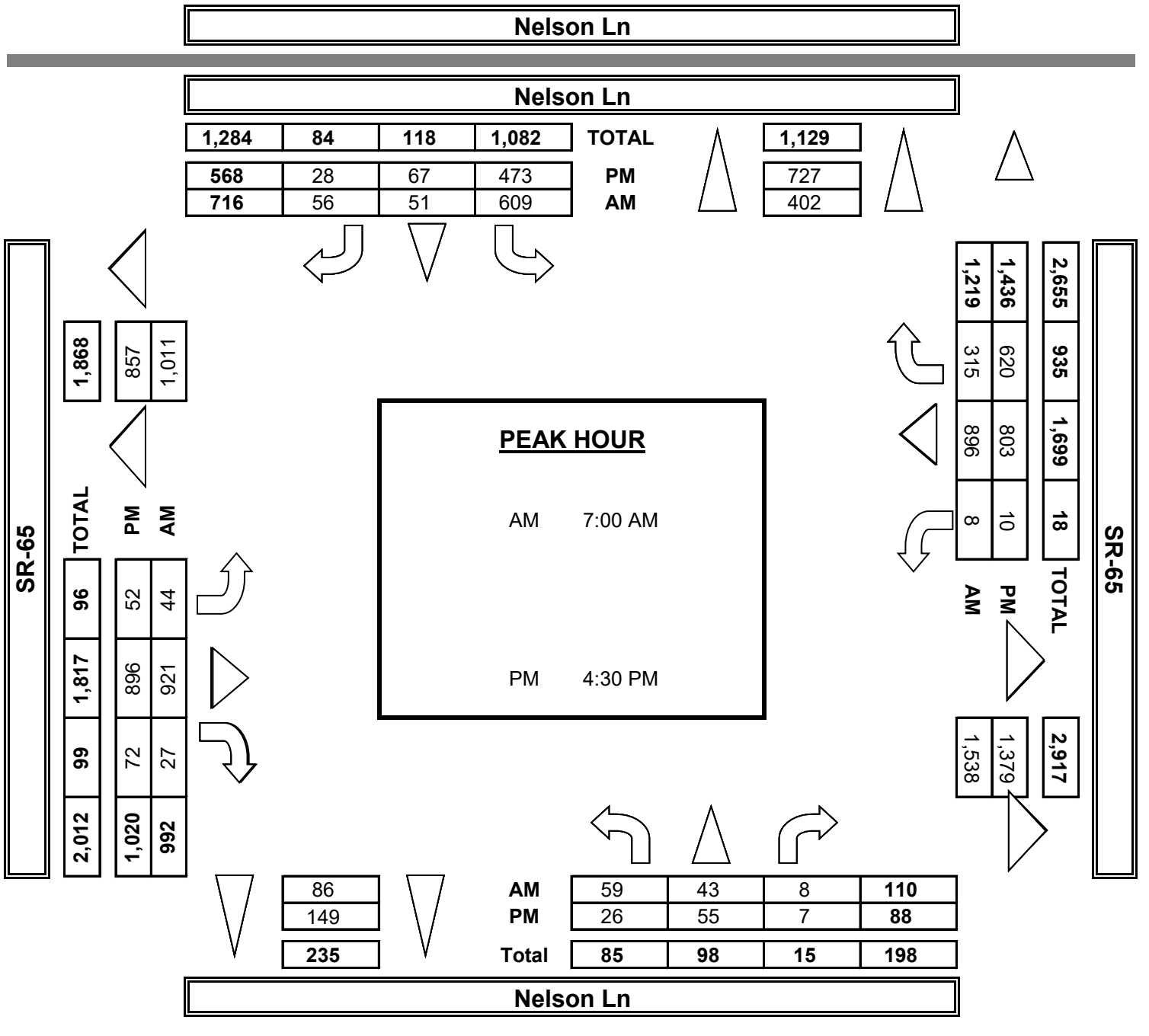


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1	
	EAST & WEST:	SR-65	CONTROL:	SIGNAL	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

◄ W E ► ▲ N S ▼

		NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	11	1	109	16	22	12	262	4	2	309	46	809					0
	7:15 AM	17	9	2	160	15	13	15	251	8	1	284	92	866					0
	7:30 AM	15	11	3	199	13	20	11	275	6	3	221	93	868					0
	7:45 AM	12	18	3	169	13	6	14	272	13	2	220	131	871					0
	8:00 AM	8	12	1	197	19	18	13	230	7	4	171	90	768					0
	8:15 AM	8	10	2	128	17	20	8	192	5	4	178	97	667					0
	8:30 AM	6	7	1	89	7	12	3	233	5	1	194	95	650					0
	8:45 AM	9	13	0	102	9	5	6	247	8	2	147	74	621					0
	VOLUMES	91	89	13	1,152	107	115	81	1,961	55	19	1,722	716	6,118	0	0	0	0	0
	APPROACH %	47%	46%	7%	84%	8%	8%	4%	94%	3%	1%	70%	29%						
	APP/DEPART	192	/	886	1,373	/	181	2,096	/	3,125	2,457	/	1,927	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	61	48	9	637	56	61	52	1,060	30	8	1,033	361	3,413					
	APPROACH %	52%	41%	7%	85%	7%	8%	5%	93%	3%	1%	74%	26%						
	PEAK HR FACTOR		0.914			0.813			0.956			0.929		0.980					
	APP/DEPART	117	/	461	753	/	94	1,142	/	1,705	1,402	/	1,154	0					
PM	03:00 PM	12	11	0	94	16	3	11	208	6	2	206	128	694					0
	3:15 PM	8	21	1	111	16	5	10	185	11	0	208	153	727					0
	3:30 PM	13	25	0	117	24	25	13	191	17	2	210	172	807					0
	3:45 PM	8	28	0	79	18	6	9	243	10	1	235	176	811					0
	4:00 PM	7	12	0	116	20	10	11	209	17	6	222	168	795					0
	4:15 PM	7	21	0	87	18	7	9	210	29	3	246	149	782					0
	4:30 PM	10	22	1	160	24	12	11	237	20	2	237	159	894					0
	4:45 PM	6	9	2	114	17	10	17	262	14	5	198	151	802					0
	5:00 PM	8	16	3	107	10	8	17	248	26	0	188	169	798					0
	5:15 PM	5	14	1	118	21	1	11	208	15	3	229	179	803					0
	5:30 PM	8	8	1	99	17	8	23	211	10	3	194	120	699					0
	5:45 PM	10	12	3	102	12	4	8	151	12	2	192	134	639					0
	VOLUMES	98	195	12	1,302	210	97	147	2,561	184	28	2,563	1,854	9,249	0	0	0	0	0
	APPROACH %	32%	64%	4%	81%	13%	6%	5%	89%	6%	1%	58%	42%						
	APP/DEPART	305	/	2,196	1,608	/	421	2,892	/	3,874	4,445	/	2,758	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	28	60	7	499	71	30	55	955	74	10	852	657	3,296					
	APPROACH %	29%	63%	7%	83%	12%	5%	5%	88%	7%	1%	56%	43%						
	PEAK HR FACTOR		0.720			0.768			0.926			0.925		0.922					
	APP/DEPART	95	/	772	599	/	154	1,084	/	1,461	1,519	/	910	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

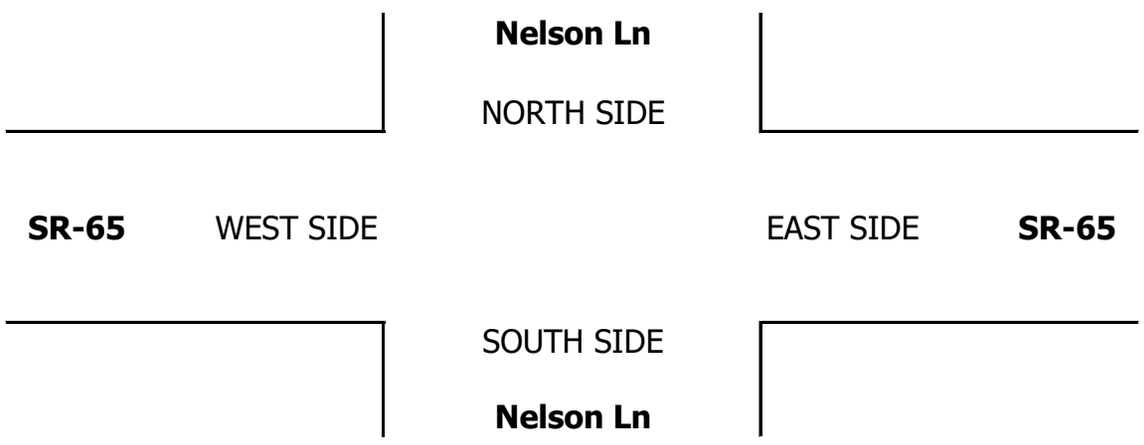
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	1	1	2	1	1	2	2	1	2	2	1						
AM	7:00 AM	17	11	1	99	11	22	6	186	2	2	243	44	644	0	0	0	0	0
	7:15 AM	13	6	2	141	13	13	15	179	5	1	227	66	681	0	0	0	0	0
	7:30 AM	15	6	3	184	10	12	11	216	6	3	145	66	677	0	0	0	0	0
	7:45 AM	12	16	1	153	11	6	8	208	11	2	162	92	682	0	0	0	0	0
	8:00 AM	8	10	1	159	14	12	11	172	5	2	106	82	582	0	0	0	0	0
	8:15 AM	8	8	2	118	17	7	6	146	3	4	119	89	527	0	0	0	0	0
	8:30 AM	4	5	1	84	7	6	3	175	5	1	116	71	478	0	0	0	0	0
	8:45 AM	9	4	0	86	6	3	3	160	3	2	92	53	421	0	0	0	1	1
	VOLUMES	86	66	11	1,024	89	81	63	1,442	40	17	1,210	563	4,693	0	0	0	1	1
	APPROACH %	53%	40%	7%	86%	7%	7%	4%	93%	3%	1%	68%	31%						
	APP/DEPART	163	/	692	1,194	/	146	1,545	/	2,478	1,791	/	1,377	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	57	39	7	577	45	53	40	789	24	8	777	268	2,684	0	0	0	0	
	APPROACH %	55%	38%	7%	85%	7%	8%	5%	92%	3%	1%	74%	25%						
	PEAK HR FACTOR		0.888			0.819			0.915			0.895		0.984					
	APP/DEPART	103	/	347	675	/	77	853	/	1,373	1,053	/	887	0					
PM	03:00 PM	10	9	0	80	14	1	8	150	4	2	164	101	543	0	0	0	3	3
	3:15 PM	6	14	1	85	13	5	8	139	11	0	174	124	580	0	0	0	0	0
	3:30 PM	9	15	0	109	21	21	13	149	11	2	179	134	663	0	0	0	2	2
	3:45 PM	6	20	0	76	13	6	9	207	8	1	192	145	683	0	0	0	1	1
	4:00 PM	5	7	0	102	17	8	7	178	17	4	179	134	658	0	0	0	2	2
	4:15 PM	4	16	0	82	14	3	7	185	24	1	202	122	660	0	0	0	0	0
	4:30 PM	7	19	1	151	19	10	9	207	18	2	206	130	779	0	0	0	2	2
	4:45 PM	4	5	2	103	15	6	13	225	14	5	170	138	700	0	0	0	1	1
	5:00 PM	6	13	3	91	10	8	17	218	24	0	158	149	697	0	0	0	0	0
	5:15 PM	5	12	1	100	19	1	9	185	13	3	211	162	721	0	0	0	0	0
	5:30 PM	5	5	1	89	15	5	19	187	8	3	177	110	624	0	0	1	0	1
	5:45 PM	6	10	1	77	9	4	8	134	10	2	178	118	557	0	0	0	0	0
	VOLUMES	73	145	10	1,145	179	78	127	2,164	162	25	2,190	1,567	7,877	0	0	1	11	12
	APPROACH %	32%	64%	4%	82%	13%	6%	5%	88%	7%	1%	58%	41%						
	APP/DEPART	228	/	1,839	1,402	/	366	2,454	/	3,330	3,793	/	2,342	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	22	49	7	445	63	25	48	835	69	10	745	579	2,900	0	0	0	3	
	APPROACH %	28%	63%	9%	83%	12%	5%	5%	88%	7%	1%	56%	43%						
	PEAK HR FACTOR		0.722			0.740			0.919			0.889		0.928					
	APP/DEPART	78	/	676	533	/	142	952	/	1,290	1,337	/	792	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

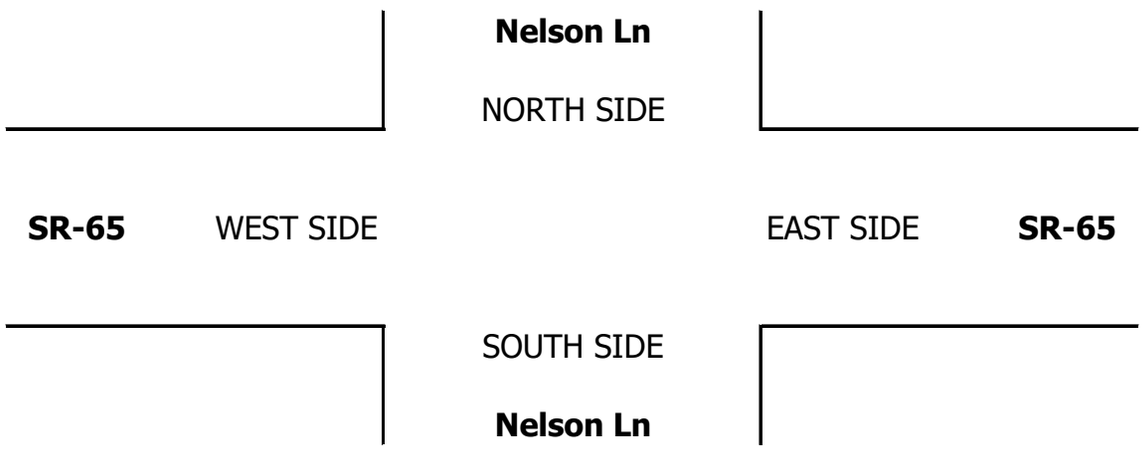
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	1	1	2	1	1	2	2	1	2	2	1						
7:00 AM	0	0	0	3	1	0	0	16	1	0	17	1	39	0	0	0	0	0
7:15 AM	1	0	0	6	1	0	0	18	0	0	10	10	46	0	0	0	0	0
7:30 AM	0	1	0	6	2	1	0	19	0	0	15	5	49	0	0	0	0	0
7:45 AM	0	1	1	6	1	0	0	20	1	0	17	10	57	0	0	0	0	0
8:00 AM	0	1	0	10	1	2	1	15	0	0	10	1	41	0	0	0	0	0
8:15 AM	0	1	0	4	0	1	1	8	0	0	19	2	36	0	0	0	0	0
8:30 AM	1	1	0	3	0	0	0	13	0	0	13	7	38	0	0	0	0	0
8:45 AM	0	4	0	5	0	1	0	12	1	0	8	6	37	0	0	0	1	1
VOLUMES	2	9	1	43	6	5	2	121	3	0	109	42	344	0	0	0	1	1
APPROACH %	17%	75%	8%	80%	11%	9%	2%	96%	2%	0%	72%	28%						
APP/DEPART	12	/	53	54	/	9	126	/	166	152	/	116	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	1	2	1	21	5	1	0	73	2	0	59	26	191	0	0	0	0	
APPROACH %	25%	50%	25%	78%	19%	4%	0%	97%	3%	0%	69%	31%						
PEAK HR FACTOR		0.500			0.750			0.893			0.787		0.838					
APP/DEPART	4	/	28	27	/	7	75	/	95	85	/	61	0					
03:00 PM	1	1	0	4	1	1	2	10	0	0	11	7	38	0	0	0	0	0
3:15 PM	1	3	0	6	2	0	1	11	0	0	14	4	42	0	0	0	0	0
3:30 PM	1	2	0	5	2	0	0	7	0	0	11	9	37	0	0	0	0	0
3:45 PM	1	5	0	2	1	0	0	8	1	0	20	10	48	0	0	0	0	0
4:00 PM	1	3	0	6	2	1	1	9	0	1	16	11	51	0	0	0	0	0
4:15 PM	0	3	0	3	1	1	1	11	1	1	22	6	50	0	0	0	0	0
4:30 PM	2	0	0	6	1	1	0	10	1	0	10	8	39	0	0	0	0	0
4:45 PM	1	1	0	2	1	1	1	8	0	0	8	5	28	0	0	0	0	0
5:00 PM	1	2	0	5	0	0	0	10	1	0	10	5	34	0	0	0	0	0
5:15 PM	0	1	0	6	1	0	1	6	1	0	10	9	35	0	0	0	0	0
5:30 PM	0	0	0	1	1	0	1	10	1	0	7	5	26	0	0	0	0	0
5:45 PM	1	1	1	7	2	0	0	8	1	0	3	5	29	0	0	0	0	0
VOLUMES	10	22	1	53	15	5	8	108	7	2	142	84	457	0	0	0	0	0
APPROACH %	30%	67%	3%	73%	21%	7%	7%	88%	6%	1%	62%	37%						
APP/DEPART	33	/	114	73	/	24	123	/	162	228	/	157	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	4	4	0	19	3	2	2	34	3	0	38	27	136	0	0	0	0	
APPROACH %	50%	50%	0%	79%	13%	8%	5%	87%	8%	0%	58%	42%						
PEAK HR FACTOR		0.667			0.750			0.886			0.855		0.872					
APP/DEPART	8	/	33	24	/	6	39	/	53	65	/	44	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

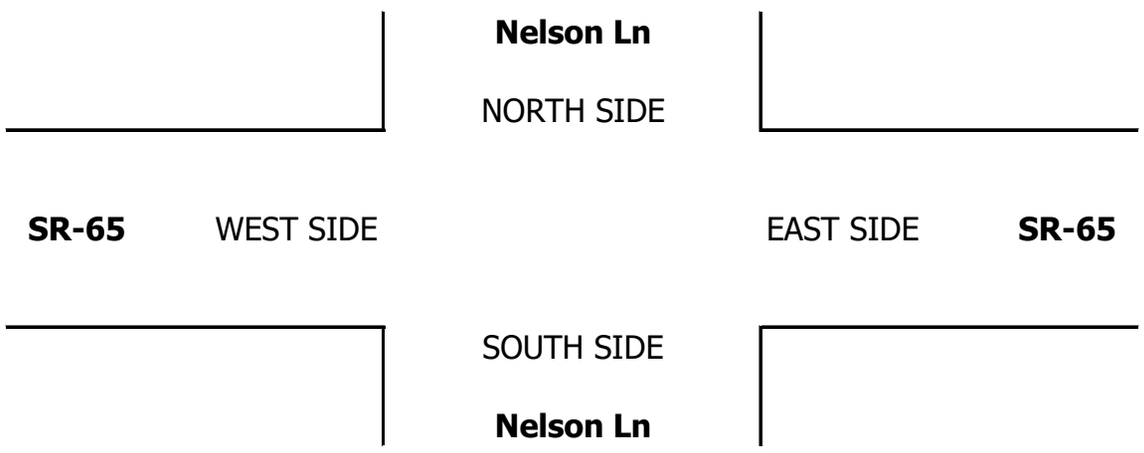
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	1	1	2	1	1	2	2	1	2	2	1						
AM	7:00 AM	0	0	0	1	0	0	0	5	0	0	5	0	11	0	0	0	0	0
	7:15 AM	1	0	0	2	0	0	0	3	0	0	0	1	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	4	4	11	0	0	0	0	0
	7:45 AM	0	0	0	2	0	0	0	4	0	0	4	3	13	0	0	0	0	0
	8:00 AM	0	0	0	6	0	0	0	4	1	1	4	0	16	0	0	0	0	0
	8:15 AM	0	0	0	2	0	0	0	2	1	0	5	0	10	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	4	0	0	5	2	11	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	3	0	0	5	2	11	0	0	0	0	0
	VOLUMES	1	0	0	14	0	0	0	28	2	1	32	12	90	0	0	0	0	0
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	93%	7%	2%	71%	27%						
	APP/DEPART	1	/	12	14	/	3	30	/	42	45	/	33	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	0	0	5	0	0	0	15	0	0	13	8	42	0	0	0	0	
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	62%	38%						
	PEAK HR FACTOR		0.250			0.625			0.750			0.656		0.808					
	APP/DEPART	1	/	8	5	/	0	15	/	20	21	/	14	0					
PM	03:00 PM	0	0	0	1	0	0	0	5	1	0	0	1	8	0	0	0	0	0
	3:15 PM	0	1	0	0	0	0	0	1	0	0	2	1	5	0	0	0	0	0
	3:30 PM	1	2	0	0	0	1	0	2	0	0	0	0	6	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	3	0	0	2	2	7	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	1	2	0	0	4	1	9	0	0	0	0	0
	4:15 PM	0	0	0	0	1	1	0	1	0	0	0	3	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0
	4:45 PM	0	1	0	0	0	1	1	5	0	0	2	1	11	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	1	0	0	0	0	1	3	0	0	0	0	0
	5:45 PM	0	0	0	4	0	0	0	1	0	0	3	1	9	0	0	0	0	0
	VOLUMES	1	4	0	7	1	3	3	26	1	0	20	11	77	0	0	0	0	0
	APPROACH %	20%	80%	0%	64%	9%	27%	10%	87%	3%	0%	65%	35%						
	APP/DEPART	5	/	18	11	/	2	30	/	33	31	/	24	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	0	0	1	1	11	0	0	9	1	24	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	100%	8%	92%	0%	0%	90%	10%						
	PEAK HR FACTOR		0.250			0.250			0.500			0.625		0.545					
	APP/DEPART	1	/	3	1	/	0	12	/	11	10	/	10	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

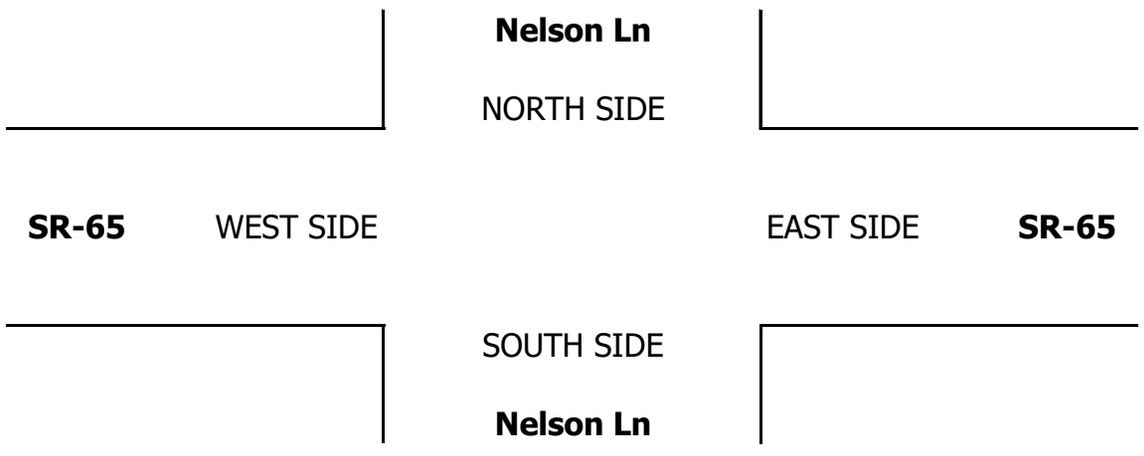
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	1	1	2	1	1	2	2	1	2	2	1						
AM	7:00 AM	0	0	0	1	1	0	2	14	0	0	10	0	28	0	0	0	0	0
	7:15 AM	0	1	0	2	0	0	0	13	1	0	14	3	34	0	0	0	0	0
	7:30 AM	0	1	0	2	0	2	0	8	0	0	15	3	31	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	2	8	0	0	8	6	25	0	0	0	0	0
	8:00 AM	0	0	0	3	1	1	0	9	0	0	14	2	30	0	0	0	0	0
	8:15 AM	0	0	0	0	0	3	0	10	0	0	6	1	20	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	0	10	0	0	16	1	29	0	0	0	0	0
	8:45 AM	0	1	0	2	1	0	1	21	1	0	11	2	40	0	0	0	0	0
	VOLUMES	0	3	0	11	3	8	5	93	2	0	94	18	237	0	0	0	0	0
	APPROACH %	0%	100%	0%	50%	14%	36%	5%	93%	2%	0%	84%	16%						
	APP/DEPART	3	/	26	22	/	5	100	/	104	112	/	102	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	0	6	1	2	4	43	1	0	47	12	118	0	0	0	0	
	APPROACH %	0%	100%	0%	67%	11%	22%	8%	90%	2%	0%	80%	20%						
	PEAK HR FACTOR		0.500			0.563			0.750			0.819		0.868					
	APP/DEPART	2	/	18	9	/	2	48	/	49	59	/	49	0					
PM	03:00 PM	0	0	0	2	0	0	0	11	0	0	7	4	24	0	0	0	0	0
	3:15 PM	0	0	0	5	0	0	0	9	0	0	3	7	24	0	0	0	0	0
	3:30 PM	0	1	0	0	0	0	0	9	2	0	4	8	24	0	0	0	0	0
	3:45 PM	0	0	0	0	1	0	0	4	0	0	3	4	12	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	3	0	0	3	5	12	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	2	1	0	3	4	11	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	0	3	0	0	2	5	12	0	0	0	0	0
	4:45 PM	0	0	0	2	0	0	0	5	0	0	4	1	12	0	0	0	0	0
	5:00 PM	0	0	0	2	0	0	0	5	0	0	3	2	12	0	0	0	0	0
	5:15 PM	0	0	0	3	0	0	0	2	0	0	1	1	7	0	0	0	0	0
	5:30 PM	1	1	0	2	0	1	0	3	0	0	2	0	10	0	0	0	0	0
	5:45 PM	0	0	0	2	0	0	0	1	0	0	1	2	6	0	0	0	0	0
	VOLUMES	2	3	0	19	2	1	0	57	3	0	36	43	166	0	0	0	0	0
	APPROACH %	40%	60%	0%	86%	9%	5%	0%	95%	5%	0%	46%	54%						
	APP/DEPART	5	/	46	22	/	5	60	/	76	79	/	39	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	7	1	0	0	15	0	0	10	9	43	0	0	0	0	
	APPROACH %	0%	100%	0%	88%	13%	0%	0%	100%	0%	0%	53%	47%						
	PEAK HR FACTOR		0.250			0.667			0.750			0.679		0.896					
	APP/DEPART	1	/	10	8	/	1	15	/	22	19	/	10	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

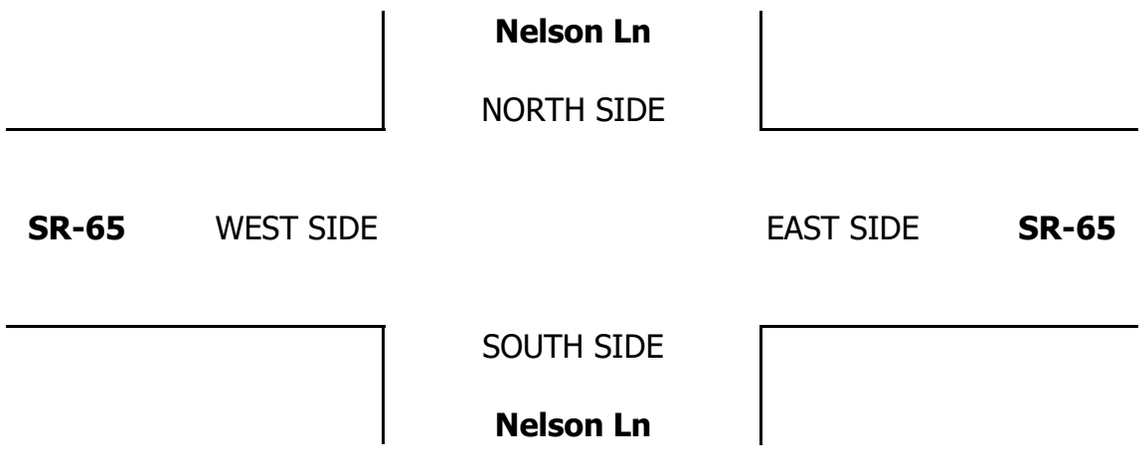
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ▼ S ◄ W E ►

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	1	1	2	1	1	2	2	1	2	2	1						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	50%	50%						
APP/DEPART	0	/	1	1	/	0	0	/	0	2	/	2	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
VOLUMES	1	0	0	0	0	1	0	4	0	0	1	0	7	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
APP/DEPART	1	/	0	1	/	0	4	/	4	1	/	3	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

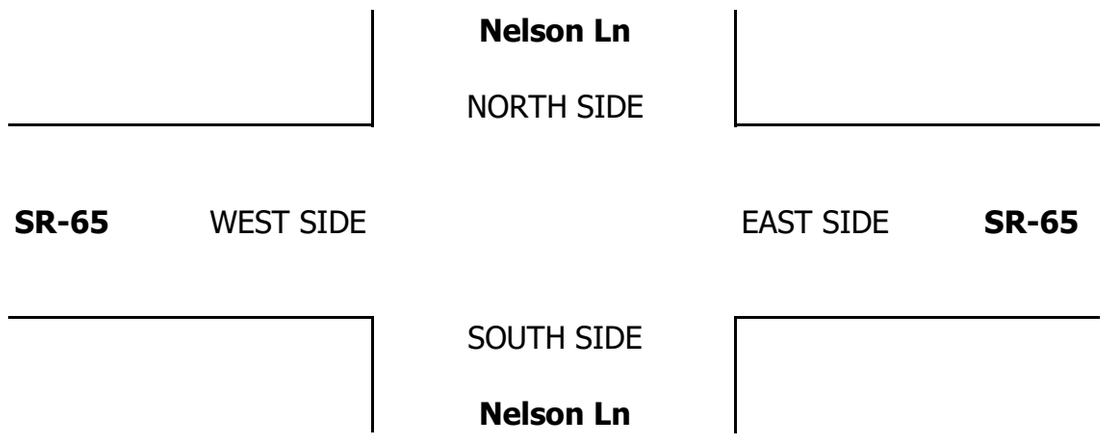
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	1
	EAST & WEST:	SR-65	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

◄ W E ► ▲ N S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND SR-65			WESTBOUND SR-65				U-TURNS				
LANES:	NL 2	NT 1	NR 1	SL 2	ST 1	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
VOLUMES	0	0	0	1	0	0	0	1	0	0	0	5	7	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
APP/DEPART	0	/	5	1	/	0	1	/	2	5	/	0	0					
BEGIN PEAK HR	7:00 AM																	
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	3	0	0	1	2	0	0	5	5	16	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	33%	67%	0%	0%	50%	50%						
APP/DEPART	0	/	6	3	/	0	3	/	5	10	/	5	0					
BEGIN PEAK HR	4:30 PM																	
VOLUMES	0	0	0	2	0	0	1	0	0	0	1	4	8	0	0	0	0	
APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	20%	80%						
PEAK HR FACTOR		0.000			0.500			0.250			0.417		0.500					
APP/DEPART	0	/	5	2	/	0	1	/	2	5	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, May 29, 25

LOCATION: Lincoln
NORTH & SOUTH: Fiddyment Rd
EAST & WEST: Moore Rd

PROJECT #: SC5421
LOCATION #: 2
CONTROL: STOP ALL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	24	0	0	0	0	4	1	25	3	0	57	0	0	0	0	0
	7:15 AM	3	0	24	0	0	0	0	2	1	29	4	0	63	0	0	0	0	0
	7:30 AM	4	0	32	0	0	0	0	1	6	22	4	0	69	0	0	0	0	0
	7:45 AM	1	0	33	0	0	0	0	0	4	30	2	0	70	0	0	0	0	0
	8:00 AM	3	0	23	0	0	0	0	3	4	26	2	0	61	0	0	0	0	0
	8:15 AM	0	0	21	0	0	0	0	3	5	23	5	0	57	0	0	0	0	0
	8:30 AM	2	0	23	0	0	0	0	1	3	18	8	0	55	0	0	0	0	0
	8:45 AM	0	0	20	0	0	0	0	1	1	14	2	0	38	0	0	0	0	0
	VOLUMES	13	0	200	0	0	0	0	15	25	187	30	0	470	0	0	0	0	0
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	38%	63%	86%	14%	0%						
	APP/DEPART	213	/	0	0	/	212	40	/	215	217	/	43	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	11	0	112	0	0	0	0	6	15	107	12	0	263	0	0	0	0	
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	29%	71%	90%	10%	0%						
	PEAK HR FACTOR		0.854			0.000			0.750			0.902		0.939					
	APP/DEPART	123	/	0	0	/	122	21	/	118	119	/	23	0					
PM	03:00 PM	5	0	31	0	0	0	0	4	6	23	3	0	72	0	0	0	0	0
	3:15 PM	6	0	35	0	0	0	0	6	0	30	0	0	77	0	0	0	0	0
	3:30 PM	9	0	37	0	0	0	0	3	2	45	2	0	98	0	0	0	0	0
	3:45 PM	4	0	36	0	0	0	0	8	1	30	5	0	84	0	0	0	1	1
	4:00 PM	7	0	35	0	0	0	0	11	2	34	6	0	95	0	0	0	0	0
	4:15 PM	3	0	30	0	0	0	0	6	3	49	4	0	95	0	0	0	0	0
	4:30 PM	6	0	35	0	0	0	0	7	2	48	10	0	108	0	0	0	0	0
	4:45 PM	2	0	22	0	0	0	0	2	0	30	3	0	59	0	0	0	0	0
	5:00 PM	6	0	36	0	0	0	0	14	2	32	7	0	97	0	0	0	0	0
	5:15 PM	6	0	24	0	0	0	0	7	4	40	5	0	86	0	0	0	0	0
	5:30 PM	4	0	18	0	0	0	0	7	4	29	2	0	64	0	0	0	0	0
	5:45 PM	4	0	32	0	0	0	0	5	2	28	3	0	74	0	0	0	0	0
	VOLUMES	62	0	371	0	0	0	0	80	28	418	50	0	1,010	0	0	0	1	1
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	74%	26%	89%	11%	0%						
	APP/DEPART	433	/	0	0	/	446	108	/	452	469	/	112	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	20	0	136	0	0	0	0	32	8	161	25	0	383	0	0	0	1	
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	80%	20%	86%	13%	0%						
	PEAK HR FACTOR		0.929			0.000			0.769			0.806		0.887					
	APP/DEPART	156	/	0	0	/	169	40	/	169	187	/	45	0					

Fiddyment Rd

NORTH LEG

Moore Rd WEST LEG — EAST LEG **Moore Rd**

SOUTH LEG

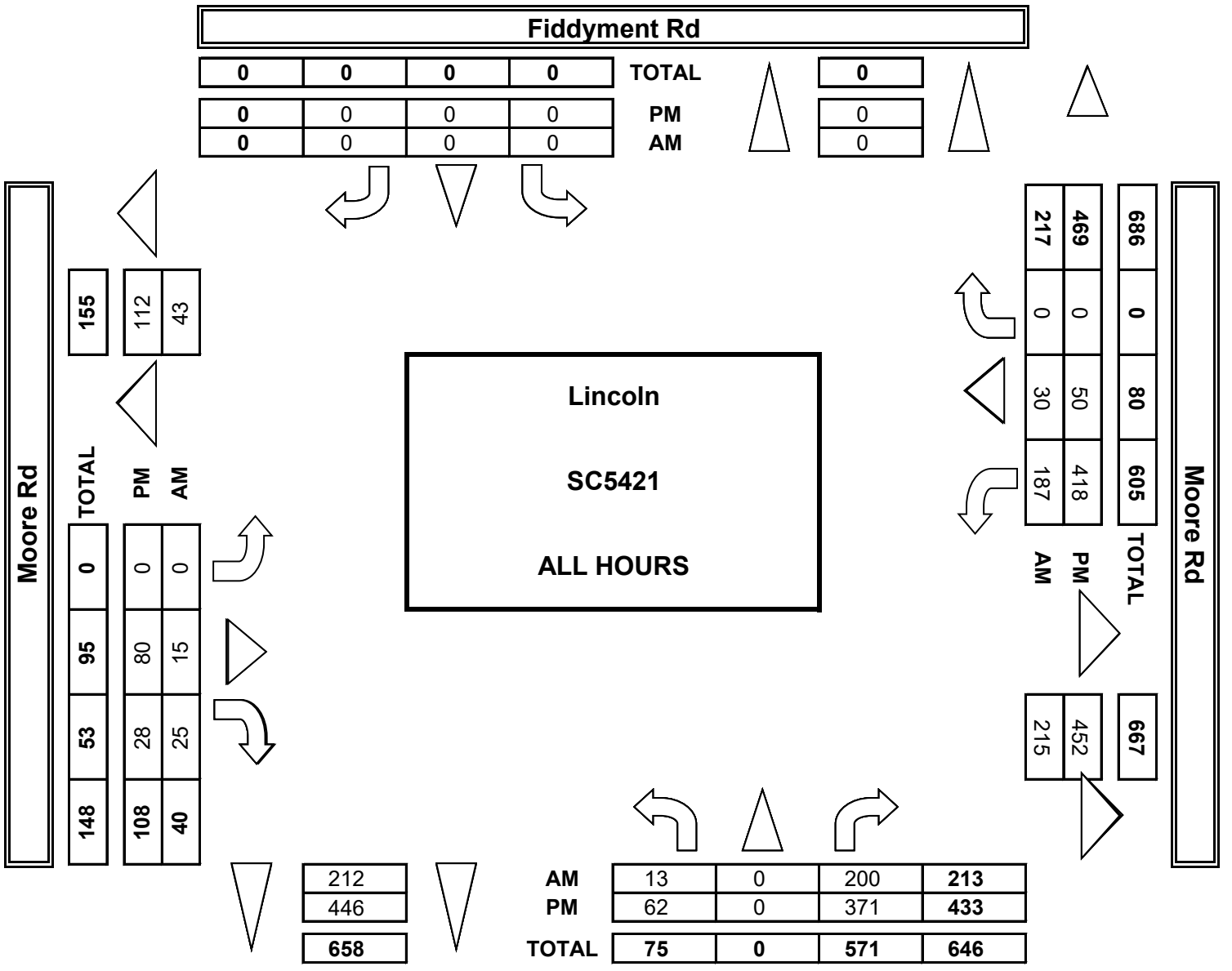
Fiddyment Rd

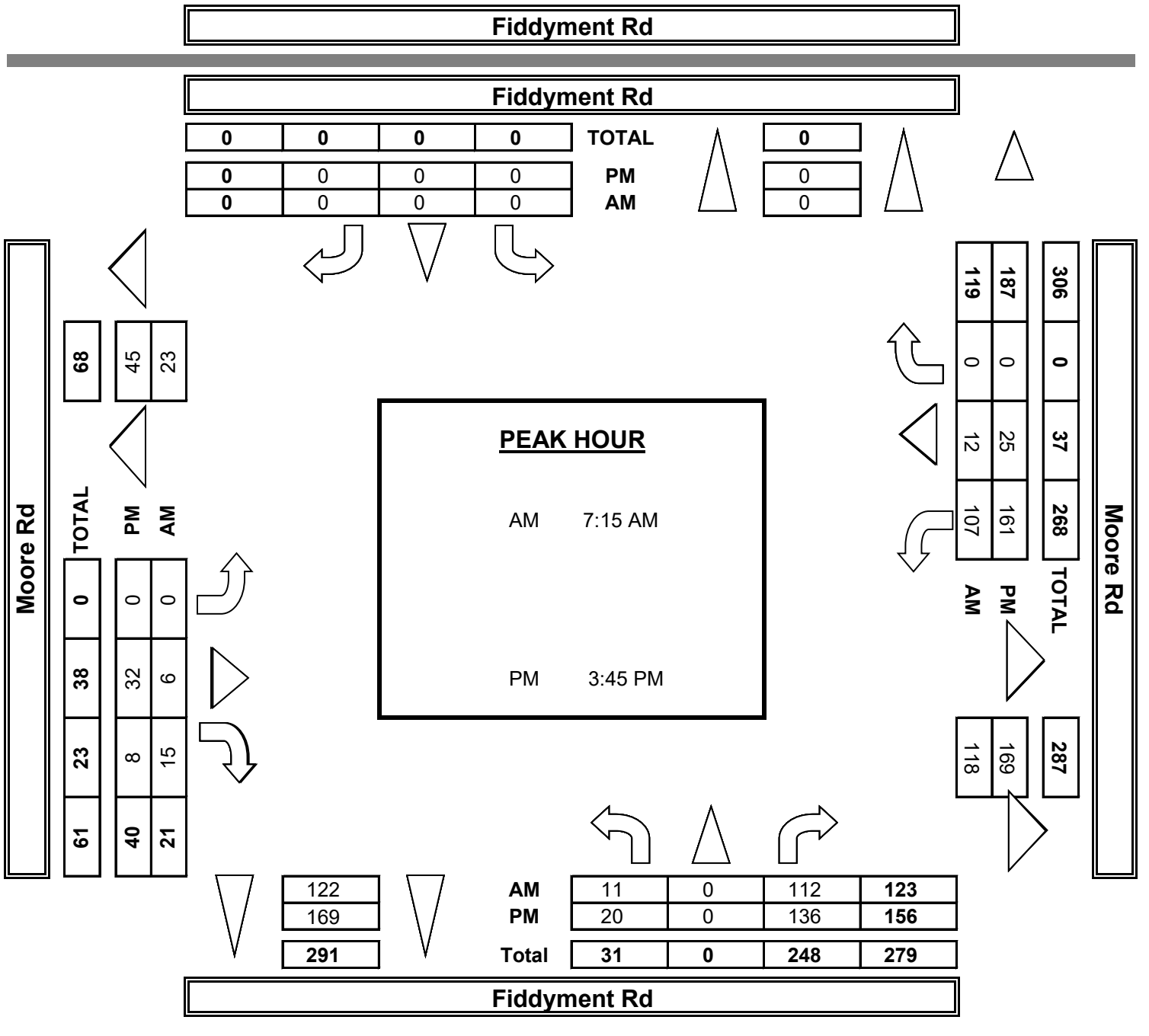
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
AM 7:00 AM	0	0	24	0	0	0	0	5	3	28	3	0	63					0
7:15 AM	4	0	27	0	0	0	0	3	3	34	4	0	74					0
7:30 AM	4	0	35	0	0	0	0	1	7	23	4	0	73					0
7:45 AM	1	0	35	0	0	0	0	0	5	32	3	0	75					0
8:00 AM	4	0	25	0	0	0	0	4	4	30	2	0	68					0
8:15 AM	0	0	22	0	0	0	0	3	9	24	5	0	63					0
8:30 AM	2	0	24	0	0	0	0	1	3	19	8	0	57					0
8:45 AM	0	0	23	0	0	0	0	1	2	19	2	0	47					0
VOLUMES	14	0	214	0	0	0	0	17	35	208	31	0	518	0	0	0	0	0
APPROACH %	6%	0%	94%	0%	0%	0%	0%	33%	67%	87%	13%	0%						
APP/DEPART	228	/	0	0	/	243	52	/	231	238	/	45	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	12	0	121	0	0	0	0	7	19	118	13	0	289					
APPROACH %	9%	0%	91%	0%	0%	0%	0%	27%	73%	90%	10%	0%						
PEAK HR FACTOR		0.864			0.000			0.850			0.867		0.962					
APP/DEPART	133	/	0	0	/	136	26	/	128	130	/	25	0					
PM 03:00 PM	5	0	34	0	0	0	0	5	6	25	3	0	78					0
3:15 PM	7	0	38	0	0	0	0	6	0	33	0	0	83					0
3:30 PM	11	0	42	0	0	0	0	3	3	51	2	0	112					0
3:45 PM	5	0	38	0	0	0	0	8	1	34	5	0	90					0
4:00 PM	7	0	39	0	0	0	0	11	2	35	7	0	100					0
4:15 PM	3	0	34	0	0	0	0	6	6	55	4	0	107					0
4:30 PM	6	0	37	0	0	0	0	8	2	49	10	0	111					0
4:45 PM	2	0	22	0	0	0	0	3	0	30	3	0	60					0
5:00 PM	6	0	41	0	0	0	0	17	2	34	8	0	106					0
5:15 PM	6	0	29	0	0	0	0	7	4	41	6	0	93					0
5:30 PM	4	0	19	0	0	0	0	7	4	30	2	0	66					0
5:45 PM	4	0	34	0	0	0	0	5	2	29	3	0	77					0
VOLUMES	65	0	405	0	0	0	0	84	31	443	52	0	1,079	0	0	0	0	0
APPROACH %	14%	0%	86%	0%	0%	0%	0%	73%	27%	90%	10%	0%						
APP/DEPART	470	/	0	0	/	474	115	/	489	495	/	117	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	21	0	147	0	0	0	0	33	11	172	26	0	407					
APPROACH %	12%	0%	88%	0%	0%	0%	0%	76%	24%	87%	13%	0%						
PEAK HR FACTOR		0.918			0.000			0.827			0.842		0.917					
APP/DEPART	167	/	0	0	/	182	43	/	179	197	/	46	0					

Fiddyment Rd

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Moore Rd**

SOUTH SIDE

Fiddyment Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

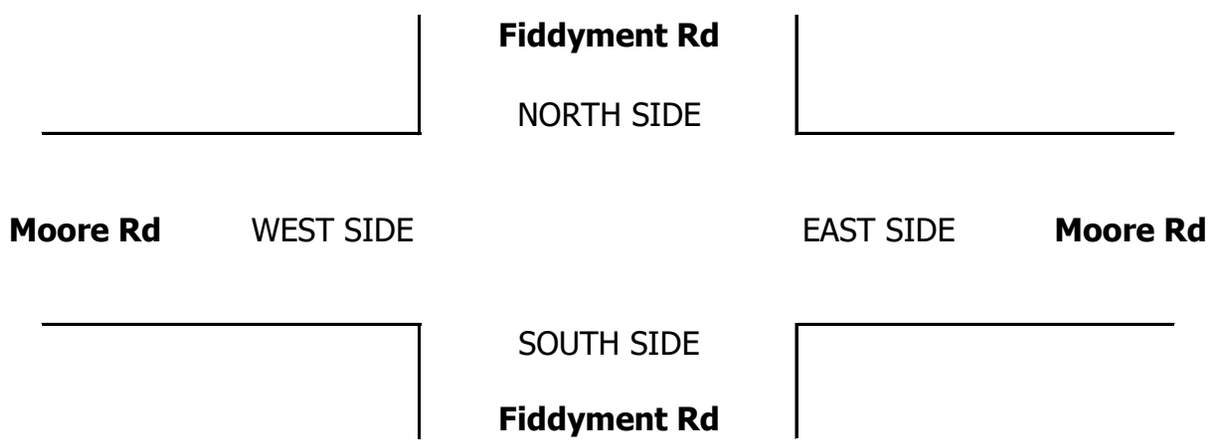
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
7:00 AM	0	0	24	0	0	0	0	3	0	22	3	0	52	0	0	0	0	0
7:15 AM	2	0	21	0	0	0	0	1	0	24	4	0	52	0	0	0	0	0
7:30 AM	4	0	30	0	0	0	0	1	5	21	4	0	65	0	0	0	0	0
7:45 AM	1	0	29	0	0	0	0	0	3	27	1	0	61	0	0	0	0	0
8:00 AM	2	0	20	0	0	0	0	2	4	22	2	0	52	0	0	0	0	0
8:15 AM	0	0	19	0	0	0	0	3	1	22	5	0	50	0	0	0	0	0
8:30 AM	2	0	22	0	0	0	0	1	3	17	8	0	53	0	0	0	0	0
8:45 AM	0	0	18	0	0	0	0	1	0	10	2	0	31	0	0	0	0	0
VOLUMES	11	0	183	0	0	0	0	12	16	165	29	0	416	0	0	0	0	0
APPROACH %	6%	0%	94%	0%	0%	0%	0%	43%	57%	85%	15%	0%						
APP/DEPART	194	/	0	0	/	181	28	/	195	194	/	40	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	9	0	100	0	0	0	0	4	12	94	11	0	230	0	0	0	0	
APPROACH %	8%	0%	92%	0%	0%	0%	0%	25%	75%	90%	10%	0%						
PEAK HR FACTOR		0.801			0.000			0.667			0.938		0.885					
APP/DEPART	109	/	0	0	/	106	16	/	104	105	/	20	0					
03:00 PM	5	0	26	0	0	0	0	3	6	20	3	0	63	0	0	0	0	0
3:15 PM	5	0	31	0	0	0	0	6	0	25	0	0	67	0	0	0	0	0
3:30 PM	8	0	32	0	0	0	0	3	1	39	2	0	85	0	0	0	0	0
3:45 PM	3	0	33	0	0	0	0	8	1	26	5	0	76	0	0	0	0	0
4:00 PM	7	0	32	0	0	0	0	11	2	32	5	0	89	0	0	0	0	0
4:15 PM	3	0	26	0	0	0	0	6	1	43	4	0	83	0	0	0	0	0
4:30 PM	6	0	32	0	0	0	0	6	2	47	10	0	103	0	0	0	0	0
4:45 PM	2	0	22	0	0	0	0	1	0	30	3	0	58	0	0	0	0	0
5:00 PM	6	0	32	0	0	0	0	12	2	30	6	0	88	0	0	0	0	0
5:15 PM	6	0	20	0	0	0	0	7	4	38	4	0	79	0	0	0	0	0
5:30 PM	4	0	17	0	0	0	0	7	4	28	2	0	62	0	0	0	0	0
5:45 PM	4	0	29	0	0	0	0	5	2	26	3	0	69	0	0	0	0	0
VOLUMES	59	0	332	0	0	0	0	75	25	384	47	0	922	0	0	0	0	0
APPROACH %	15%	0%	85%	0%	0%	0%	0%	75%	25%	89%	11%	0%						
APP/DEPART	391	/	0	0	/	409	100	/	407	431	/	106	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	19	0	123	0	0	0	0	31	6	148	24	0	351	0	0	0	0	
APPROACH %	13%	0%	87%	0%	0%	0%	0%	84%	16%	86%	14%	0%						
PEAK HR FACTOR		0.910			0.000			0.712			0.754		0.852					
APP/DEPART	142	/	0	0	/	154	37	/	154	172	/	43	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

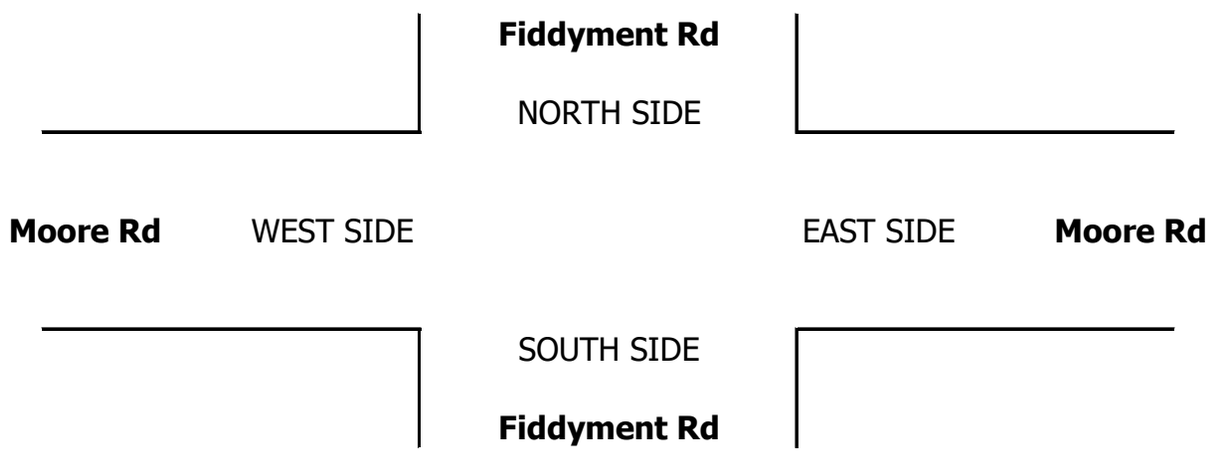
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
7:15 AM	1	0	2	0	0	0	0	1	0	3	0	0	7	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0
7:45 AM	0	0	4	0	0	0	0	0	0	3	1	0	8	0	0	0	0	0
8:00 AM	1	0	3	0	0	0	0	1	0	2	0	0	7	0	0	0	0	0
8:15 AM	0	0	2	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0
VOLUMES	2	0	13	0	0	0	0	2	4	13	1	0	35	0	0	0	0	0
APPROACH %	13%	0%	87%	0%	0%	0%	0%	33%	67%	93%	7%	0%						
APP/DEPART	15	/	0	0	/	17	6	/	15	14	/	3	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	2	0	10	0	0	0	0	2	1	9	1	0	25	0	0	0	0	
APPROACH %	17%	0%	83%	0%	0%	0%	0%	67%	33%	90%	10%	0%						
PEAK HR FACTOR		0.750			0.000			0.750			0.625		0.781					
APP/DEPART	12	/	0	0	/	10	3	/	12	10	/	3	0					
03:00 PM	0	0	4	0	0	0	0	1	0	2	0	0	7	0	0	0	0	0
3:15 PM	1	0	2	0	0	0	0	0	0	5	0	0	8	0	0	0	0	0
3:30 PM	0	0	2	0	0	0	0	0	1	4	0	0	7	0	0	0	0	0
3:45 PM	1	0	3	0	0	0	0	0	0	3	0	0	7	0	0	0	1	1
4:00 PM	0	0	1	0	0	0	0	0	0	2	1	0	4	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	0	0	1	3	0	0	7	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	1	0	1	0	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	1	0	1	1	0	4	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0	0	2	1	0	5	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	0	0	0	2	0	0	5	0	0	0	0	0
VOLUMES	2	0	23	0	0	0	0	4	2	26	3	0	61	0	0	0	1	1
APPROACH %	8%	0%	92%	0%	0%	0%	0%	67%	33%	87%	10%	0%						
APP/DEPART	25	/	0	0	/	28	6	/	28	30	/	5	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	1	0	9	0	0	0	0	1	1	9	1	0	23	0	0	0	1	
APPROACH %	10%	0%	90%	0%	0%	0%	0%	50%	50%	82%	9%	0%						
PEAK HR FACTOR		0.625			0.000			0.500			0.688		0.719					
APP/DEPART	10	/	0	0	/	10	2	/	11	11	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

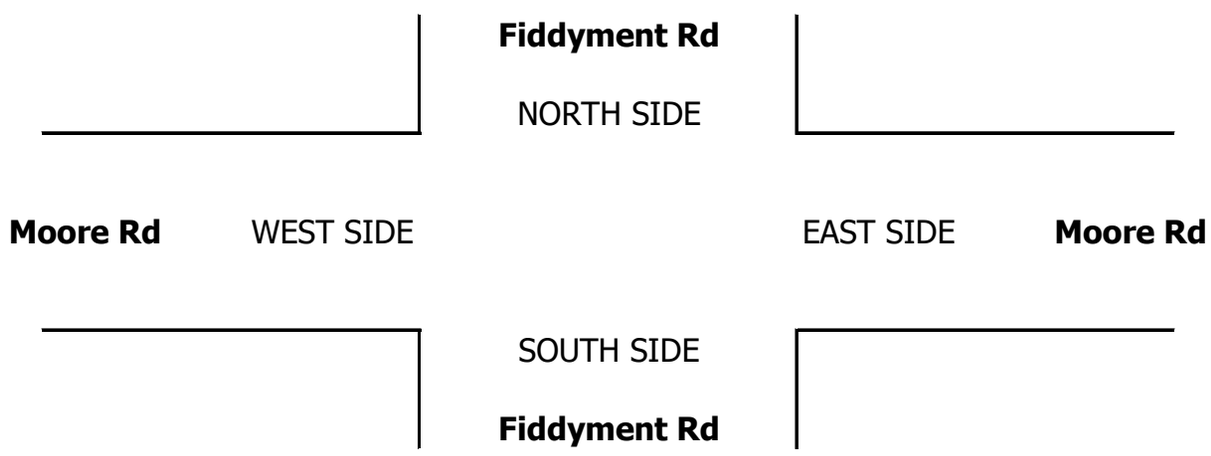
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	1	2	3	0	0	7	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	33%	67%	100%	0%	0%						
	APP/DEPART	1	/	0	0	/	5	3	/	2	3	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	0	0	/	2	1	/	0	1	/	0	0					
PM	03:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	3:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	9	0	0	0	0	0	0	4	0	0	13	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	9	/	0	0	/	4	0	/	9	4	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	2	0	0	0	0	0	0	2	0	0	4	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.250		0.500					
	APP/DEPART	2	/	0	0	/	2	0	/	2	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

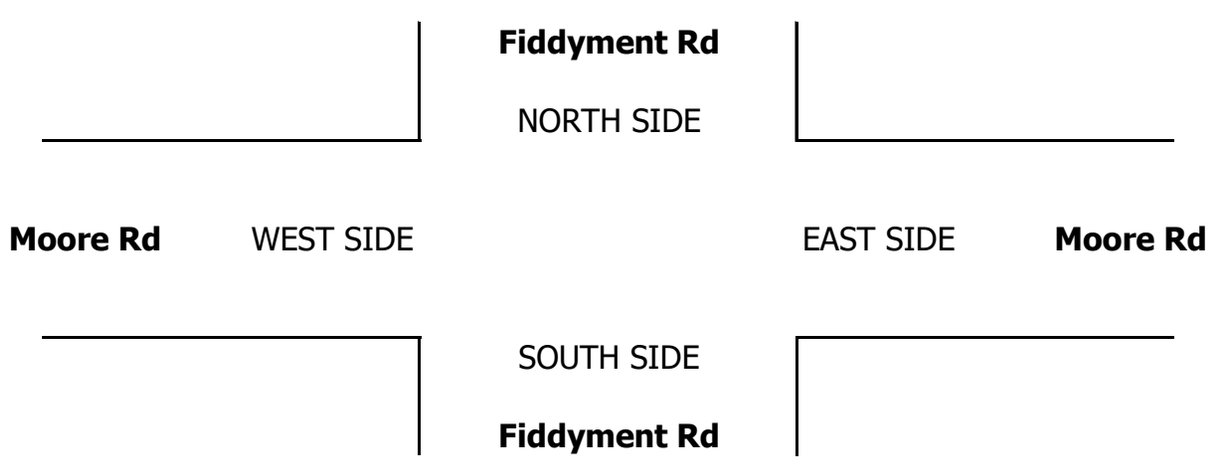
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
7:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0
VOLUMES	0	0	3	0	0	0	0	0	3	5	0	0	11	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
APP/DEPART	3	/	0	0	/	8	3	/	3	5	/	0	0					
BEGIN PEAK HR	7:15 AM																	
VOLUMES	0	0	2	0	0	0	0	0	1	2	0	0	5	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
PEAK HR FACTOR		0.500			0.000			0.250			0.500		0.417					
APP/DEPART	2	/	0	0	/	3	1	/	2	2	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	1	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	0	6	0	0	0	0	1	1	4	0	0	13	0	0	0	0	0
APPROACH %	14%	0%	86%	0%	0%	0%	0%	50%	50%	100%	0%	0%						
APP/DEPART	7	/	0	0	/	5	2	/	7	4	/	1	0					
BEGIN PEAK HR	3:45 PM																	
VOLUMES	0	0	2	0	0	0	0	0	1	2	0	0	5	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
PEAK HR FACTOR		0.500			0.000			0.250			0.500		0.417					
APP/DEPART	2	/	0	0	/	3	1	/	2	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Fiddyment Rd

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Moore Rd**

SOUTH SIDE

Fiddyment Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

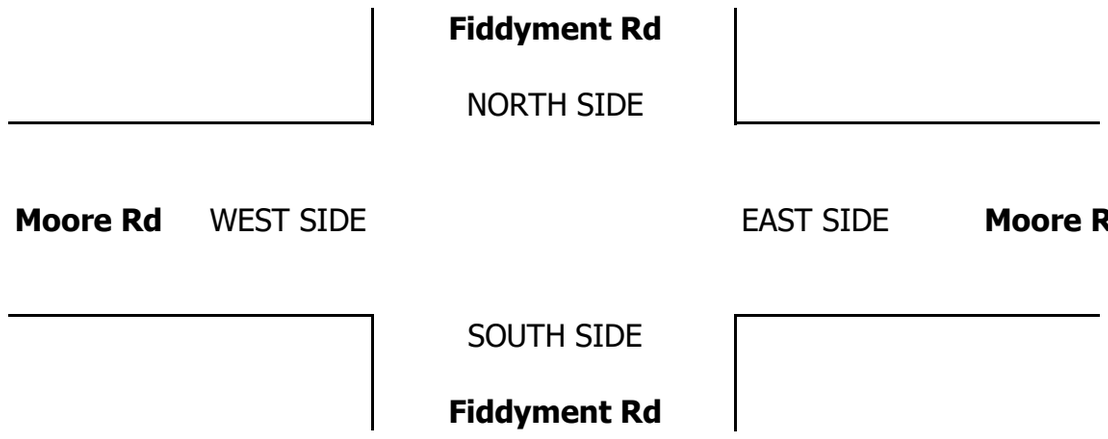
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Fiddyment Rd	LOCATION #:	2
	EAST & WEST:	Moore Rd	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Fiddyment Rd			SOUTHBOUND Fiddyment Rd			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR	7:15 AM																	
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250					
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR	3:45 PM																	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

NOTES:

1

AM
PM
MD
OTHER
OTHER

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S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM																		
7:00 AM	0	0	0	0	0	16	24	6	0	0	12	2	60	0	0	0	0	0
7:15 AM	0	0	0	1	0	18	20	7	0	0	15	3	64	0	0	0	0	0
7:30 AM	0	0	0	2	0	18	23	10	0	0	11	1	65	0	0	0	0	0
7:45 AM	0	0	0	3	0	21	22	10	0	0	12	3	71	0	0	0	0	0
8:00 AM	0	0	0	3	0	21	19	7	0	0	7	1	58	0	0	0	0	0
8:15 AM	0	0	0	1	0	23	15	9	0	0	9	3	60	0	1	0	0	1
8:30 AM	0	0	0	1	0	15	14	7	0	0	7	0	44	0	0	0	0	0
8:45 AM	0	0	0	1	0	11	13	12	0	0	4	3	44	0	0	0	0	0
VOLUMES	0	0	0	12	0	143	150	68	0	0	77	16	467	0	1	0	0	1
APPROACH %	0%	0%	0%	8%	0%	92%	69%	31%	0%	0%	83%	17%						
APP/DEPART	0	/	167	156	/	0	218	/	80	93	/	220	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	6	0	73	89	33	0	0	50	9	260	0	0	0	0	
APPROACH %	0%	0%	0%	8%	0%	92%	73%	27%	0%	0%	85%	15%						
PEAK HR FACTOR		0.000			0.823			0.924			0.819		0.915					
APP/DEPART	0	/	98	79	/	0	122	/	39	59	/	123	0					
PM																		
03:00 PM	0	0	0	2	0	19	21	12	0	0	9	3	66	0	0	0	0	0
3:15 PM	0	0	0	3	0	26	25	16	0	0	6	1	77	0	0	0	0	0
3:30 PM	0	0	0	2	0	32	32	10	0	0	13	0	89	0	0	0	0	0
3:45 PM	0	0	0	4	0	23	24	19	0	0	9	3	82	0	0	0	0	0
4:00 PM	0	0	0	4	0	33	22	25	0	0	13	1	98	0	0	0	0	0
4:15 PM	0	0	0	3	0	40	23	14	0	0	17	4	101	0	0	0	0	0
4:30 PM	0	0	0	5	0	35	22	18	0	0	17	4	101	0	0	0	0	0
4:45 PM	0	0	0	0	0	32	11	14	0	0	6	0	63	0	0	0	0	0
5:00 PM	0	0	0	4	0	27	20	25	0	0	11	1	88	0	0	0	0	0
5:15 PM	0	0	0	0	0	36	17	19	0	0	5	1	78	0	0	0	0	0
5:30 PM	0	0	0	2	0	28	10	15	0	0	6	1	62	0	0	0	0	0
5:45 PM	0	0	0	2	0	19	23	15	0	0	11	1	71	0	0	0	0	0
VOLUMES	0	0	0	31	0	350	250	202	0	0	123	20	976	0	0	0	0	0
APPROACH %	0%	0%	0%	8%	0%	92%	55%	45%	0%	0%	86%	14%						
APP/DEPART	0	/	270	381	/	0	452	/	233	143	/	473	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	16	0	131	91	76	0	0	56	12	382	0	0	0	0	
APPROACH %	0%	0%	0%	11%	0%	89%	54%	46%	0%	0%	82%	18%						
PEAK HR FACTOR		0.000			0.855			0.888			0.810		0.946					
APP/DEPART	0	/	103	147	/	0	167	/	92	68	/	187	0					

Nelson Ln

NORTH LEG

Moore Rd WEST LEG EAST LEG **Moore Rd**

SOUTH LEG

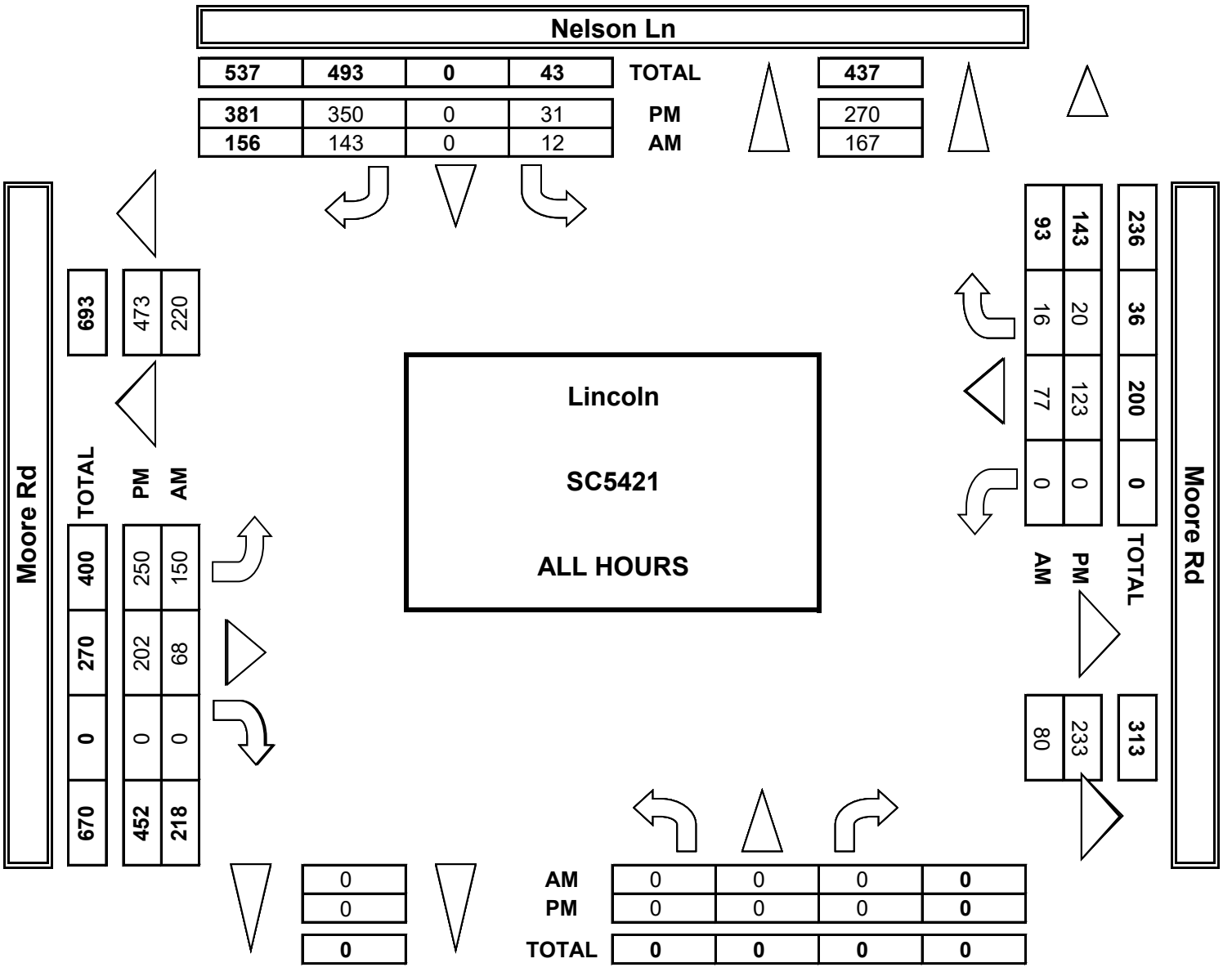
Nelson Ln

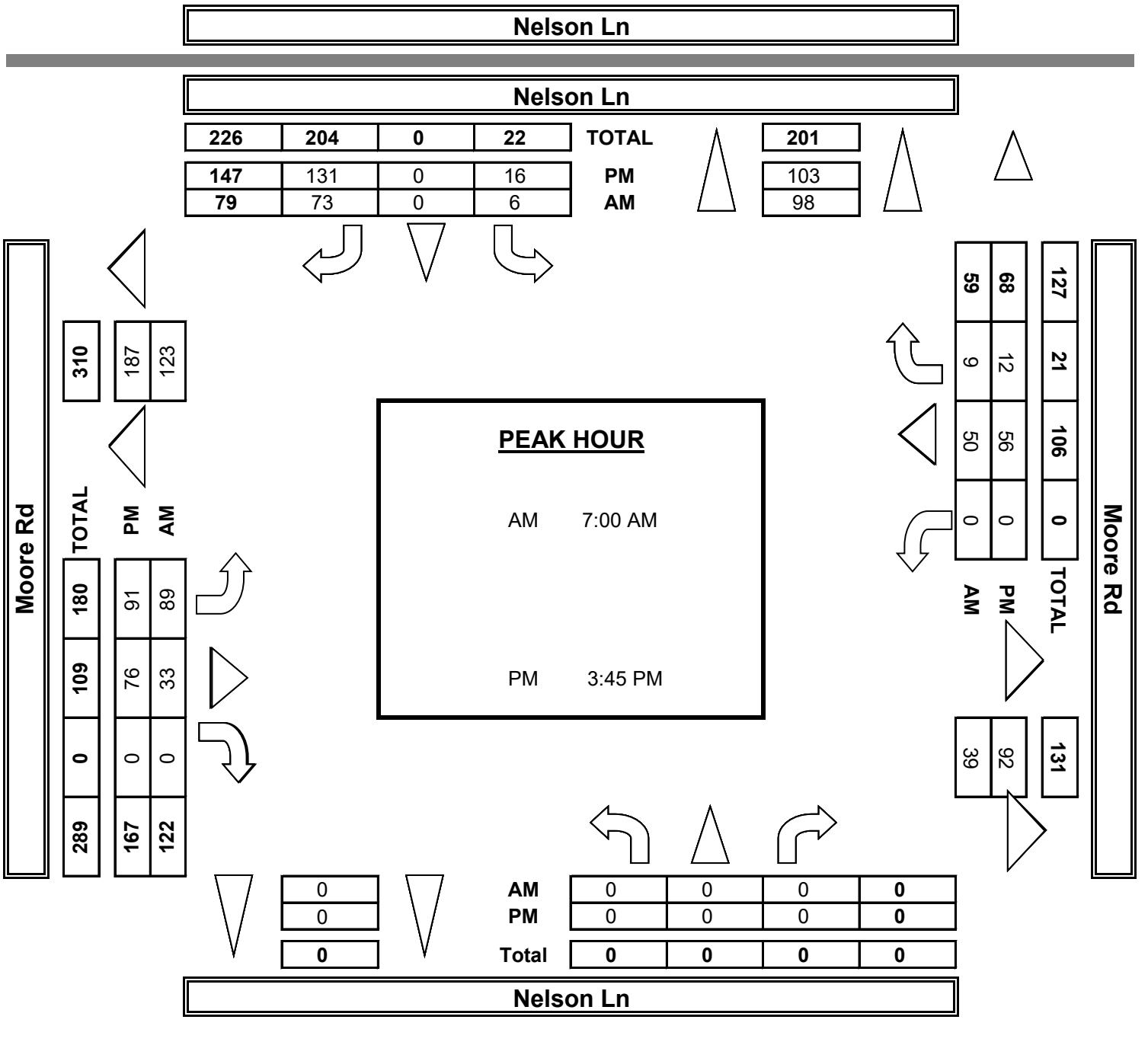
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

PCE Adjusted	NOTES:								
	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	19	24	7	0	0	12	2	64					0
7:15 AM	0	0	0	2	0	22	23	8	0	0	17	4	75					0
7:30 AM	0	0	0	3	0	19	26	10	0	0	11	1	69					0
7:45 AM	0	0	0	3	0	23	22	12	0	0	12	3	75					0
8:00 AM	0	0	0	3	0	25	20	8	0	0	8	1	64					0
8:15 AM	0	0	0	1	0	24	16	9	0	0	9	3	62					0
8:30 AM	0	0	0	1	0	17	14	8	0	0	7	0	46					0
8:45 AM	0	0	0	1	0	16	16	13	0	0	5	5	54					0
VOLUMES	0	0	0	13	0	162	159	75	0	0	80	19	507	0	0	0	0	0
APPROACH %	0%	0%	0%	7%	0%	93%	68%	32%	0%	0%	81%	19%						
APP/DEPART	0	/	177	175	/	0	233	/	88	99	/	242	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	7	0	81	94	37	0	0	52	10	281					
APPROACH %	0%	0%	0%	8%	0%	92%	72%	28%	0%	0%	84%	16%						
PEAK HR FACTOR		0.000			0.863			0.923			0.738		0.943					
APP/DEPART	0	/	104	88	/	0	131	/	44	62	/	133	0					
03:00 PM	0	0	0	2	0	21	24	13	0	0	10	4	72					0
3:15 PM	0	0	0	3	0	27	27	17	0	0	8	1	82					0
3:30 PM	0	0	0	2	0	38	38	11	0	0	14	0	102					0
3:45 PM	0	0	0	4	0	24	26	19	0	0	12	3	88					0
4:00 PM	0	0	0	4	0	34	26	27	0	0	14	1	105					0
4:15 PM	0	0	0	4	0	43	25	14	0	0	20	4	110					0
4:30 PM	0	0	0	7	0	36	24	19	0	0	18	5	108					0
4:45 PM	0	0	0	0	0	33	13	14	0	0	6	0	66					0
5:00 PM	0	0	0	4	0	27	21	32	0	0	14	1	98					0
5:15 PM	0	0	0	0	0	37	22	20	0	0	5	1	85					0
5:30 PM	0	0	0	3	0	29	11	15	0	0	7	1	65					0
5:45 PM	0	0	0	2	0	20	24	16	0	0	11	1	74					0
VOLUMES	0	0	0	35	0	367	279	214	0	0	136	22	1,051	0	0	0	0	0
APPROACH %	0%	0%	0%	9%	0%	91%	57%	43%	0%	0%	86%	14%						
APP/DEPART	0	/	300	401	/	0	493	/	249	158	/	503	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	19	0	137	101	78	0	0	63	13	410					
APPROACH %	0%	0%	0%	12%	0%	88%	56%	44%	0%	0%	83%	17%						
PEAK HR FACTOR		0.000			0.827			0.850			0.792		0.932					
APP/DEPART	0	/	114	156	/	0	179	/	97	76	/	200	0					

Nelson Ln

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Moore Rd**

SOUTH SIDE

Nelson Ln

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

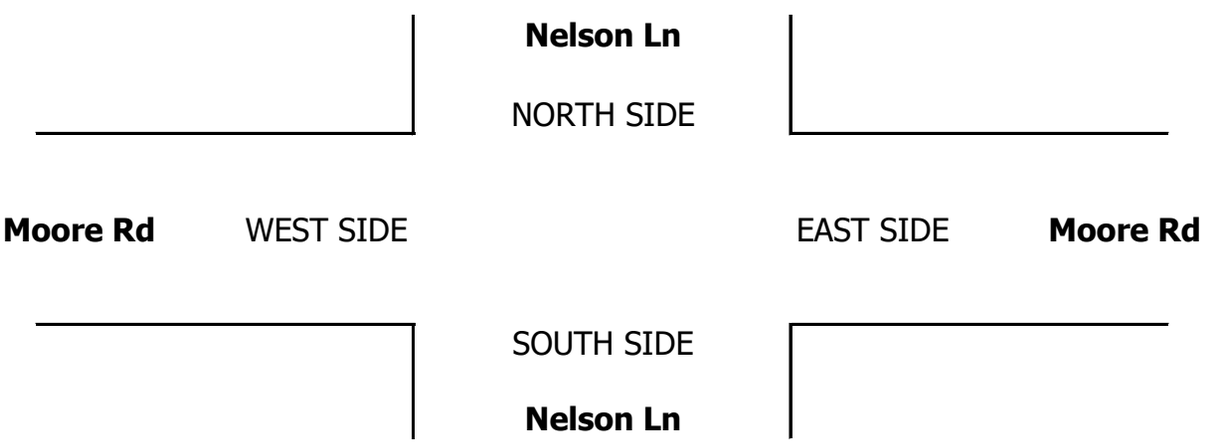
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0	X	0	0	1	X	X	1	0						
7:00 AM	0	0	0	0	0	14	24	5	0	0	12	2	57	0	0	0	0	0
7:15 AM	0	0	0	0	0	14	18	5	0	0	12	2	51	0	0	0	0	0
7:30 AM	0	0	0	1	0	17	21	10	0	0	11	1	61	0	0	0	0	0
7:45 AM	0	0	0	3	0	18	22	6	0	0	12	3	64	0	0	0	0	0
8:00 AM	0	0	0	3	0	17	18	5	0	0	6	1	50	0	0	0	0	0
8:15 AM	0	0	0	1	0	22	14	9	0	0	9	3	58	0	1	0	0	1
8:30 AM	0	0	0	1	0	13	14	6	0	0	7	0	41	0	0	0	0	0
8:45 AM	0	0	0	1	0	8	11	11	0	0	3	0	34	0	0	0	0	0
VOLUMES	0	0	0	10	0	123	142	57	0	0	72	12	417	0	1	0	0	1
APPROACH %	0%	0%	0%	7%	0%	92%	71%	29%	0%	0%	86%	14%						
APP/DEPART	0	/	155	134	/	0	199	/	67	84	/	195	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	4	0	63	85	26	0	0	47	8	233	0	0	0	0	
APPROACH %	0%	0%	0%	6%	0%	94%	77%	23%	0%	0%	85%	15%						
PEAK HR FACTOR		0.000			0.798			0.895			0.917		0.910					
APP/DEPART	0	/	93	67	/	0	111	/	30	55	/	110	0					
03:00 PM	0	0	0	2	0	17	17	11	0	0	8	2	57	0	0	0	0	0
3:15 PM	0	0	0	3	0	25	22	15	0	0	3	1	69	0	0	0	0	0
3:30 PM	0	0	0	2	0	27	26	9	0	0	11	0	75	0	0	0	0	0
3:45 PM	0	0	0	4	0	21	20	19	0	0	6	3	73	0	0	0	0	0
4:00 PM	0	0	0	4	0	32	17	23	0	0	12	1	89	0	0	0	0	0
4:15 PM	0	0	0	2	0	37	22	14	0	0	13	4	92	0	0	0	0	0
4:30 PM	0	0	0	4	0	33	19	17	0	0	16	2	91	0	0	0	0	0
4:45 PM	0	0	0	0	0	30	9	14	0	0	6	0	59	0	0	0	0	0
5:00 PM	0	0	0	4	0	27	18	20	0	0	7	1	77	0	0	0	0	0
5:15 PM	0	0	0	0	0	34	14	17	0	0	5	1	71	0	0	0	0	0
5:30 PM	0	0	0	1	0	27	9	15	0	0	5	1	58	0	0	0	0	0
5:45 PM	0	0	0	2	0	17	21	14	0	0	11	1	66	0	0	0	0	0
VOLUMES	0	0	0	28	0	327	214	188	0	0	103	17	877	0	0	0	0	0
APPROACH %	0%	0%	0%	8%	0%	92%	53%	47%	0%	0%	86%	14%						
APP/DEPART	0	/	231	355	/	0	402	/	216	120	/	430	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	14	0	123	78	73	0	0	47	10	345	0	0	0	0	
APPROACH %	0%	0%	0%	10%	0%	90%	52%	48%	0%	0%	82%	18%						
PEAK HR FACTOR		0.000			0.878			0.944			0.792		0.938					
APP/DEPART	0	/	88	137	/	0	151	/	87	57	/	170	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
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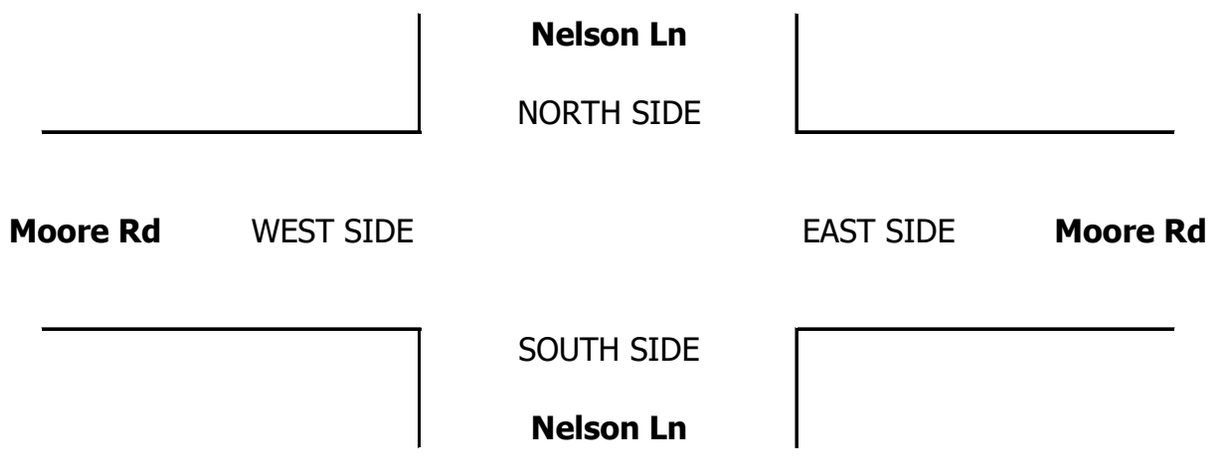
E ►
S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	X	X	X	0	X	0	0	1	X	X	1	0						
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	1	0	3	1	2	0	0	2	0	9	0	0	0	0	0
7:30 AM	0	0	0	1	0	1	1	0	0	0	0	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	3	0	4	0	0	0	0	7	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	1	2	0	0	1	0	6	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	1	0	0	0	1	3	6	0	0	0	0	0
VOLUMES	0	0	0	2	0	12	5	9	0	0	4	3	35	0	0	0	0	0
APPROACH %	0%	0%	0%	14%	0%	86%	36%	64%	0%	0%	57%	43%						
APP/DEPART	0	/	8	14	/	0	14	/	11	7	/	16	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	2	0	8	2	6	0	0	2	0	20	0	0	0	0	
APPROACH %	0%	0%	0%	20%	0%	80%	25%	75%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.625			0.500			0.250		0.556					
APP/DEPART	0	/	2	10	/	0	8	/	8	2	/	10	0					
03:00 PM	0	0	0	0	0	1	3	1	0	0	1	1	7	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	2	0	0	0	3	0	6	0	0	0	0	0
3:30 PM	0	0	0	0	0	3	3	1	0	0	2	0	9	0	0	0	0	0
3:45 PM	0	0	0	0	0	2	4	0	0	0	2	0	8	0	0	0	0	0
4:00 PM	0	0	0	0	0	1	4	1	0	0	1	0	7	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	2	0	4	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	3	1	0	0	1	2	9	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	1	0	0	3	0	6	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	1	2	0	0	0	0	5	0	0	0	0	0
5:30 PM	0	0	0	1	0	1	0	0	0	0	1	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	2	1	0	0	0	0	5	0	0	0	0	0
VOLUMES	0	0	0	1	0	19	25	8	0	0	16	3	72	0	0	0	0	0
APPROACH %	0%	0%	0%	5%	0%	95%	76%	24%	0%	0%	84%	16%						
APP/DEPART	0	/	28	20	/	0	33	/	9	19	/	35	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	0	0	7	11	2	0	0	6	2	28	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	100%	85%	15%	0%	0%	75%	25%						
PEAK HR FACTOR		0.000			0.875			0.650			0.667		0.778					
APP/DEPART	0	/	13	7	/	0	13	/	2	8	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

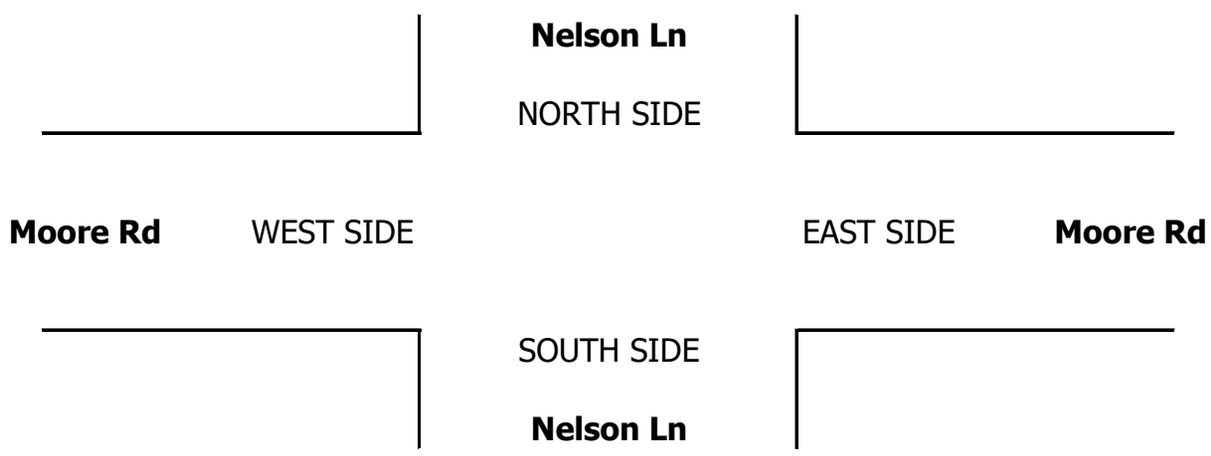
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	0	X	0	0	1	X	X	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	3	0	2	0	0	0	1	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	3	/	0	2	/	2	1	/	3	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	1	0	/	0	1	/	1	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	1	5	4	0	0	3	0	14	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	56%	44%	0%	0%	100%	0%						
	APP/DEPART	0	/	5	2	/	0	9	/	5	3	/	4	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	1	0	0	0	1	0	0	2	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.333					
	APP/DEPART	0	/	0	1	/	0	1	/	2	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

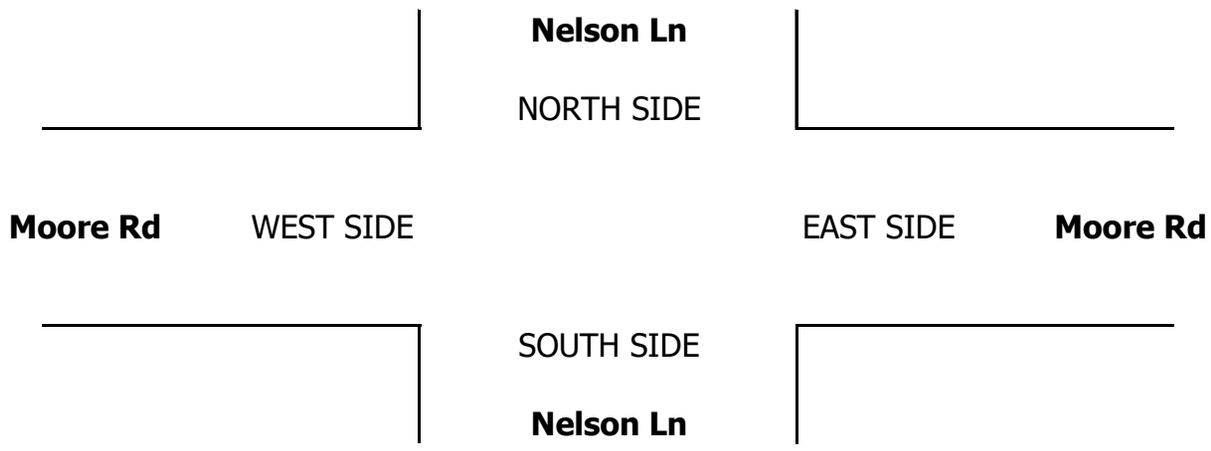
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	0	0	0	0	0	5	3	0	0	0	0	0	8	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	3	5	/	0	3	/	0	0	/	5	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	2	2	0	0	0	0	0	4	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.500			0.500			0.000		0.500					
APP/DEPART	0	/	2	2	/	0	2	/	0	0	/	2	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	1	0	3	5	2	0	0	1	0	12	0	0	0	0	0
APPROACH %	0%	0%	0%	25%	0%	75%	71%	29%	0%	0%	100%	0%						
APP/DEPART	0	/	5	4	/	0	7	/	3	1	/	4	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	1	0	1	2	0	0	0	1	0	5	0	0	0	0	
APPROACH %	0%	0%	0%	50%	0%	50%	100%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.500			0.500			0.250		0.625					
APP/DEPART	0	/	2	2	/	0	2	/	1	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

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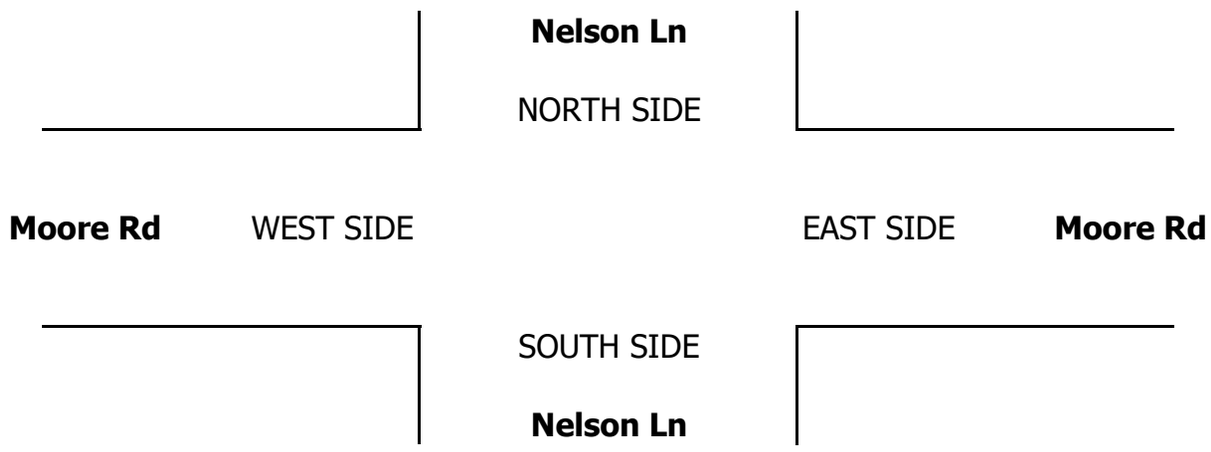
S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0	X	0	0	1	X	X	1	0						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR	7:00 AM																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
BEGIN PEAK HR	3:45 PM																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Nelson Ln	LOCATION #:	3
	EAST & WEST:	Moore Rd	CONTROL:	STOP S

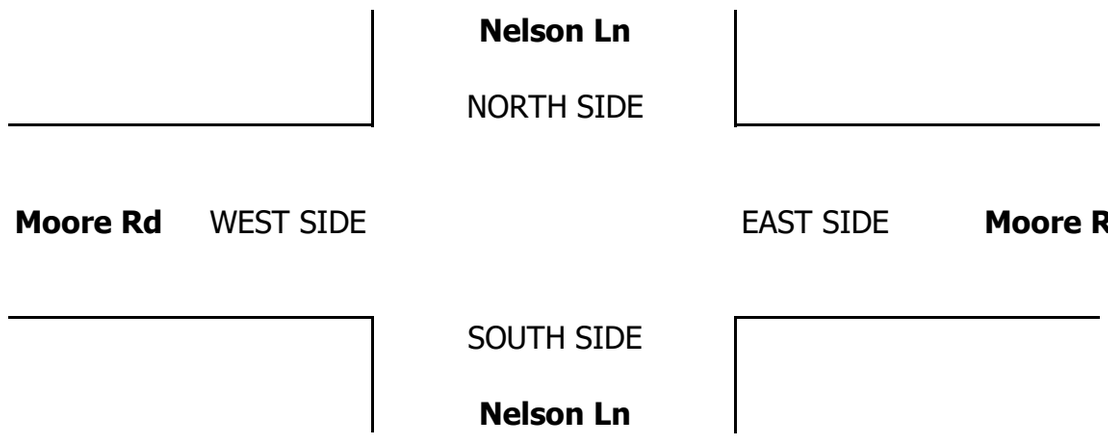
CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Nelson Ln			SOUTHBOUND Nelson Ln			EASTBOUND Moore Rd			WESTBOUND Moore Rd				U-TURNS				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	X	X	X	0	X	0	0	1	X	X	1	0						

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	2	0	1	0	5	0	0	10	2	20	0	0	0	0	0
	7:15 AM	0	0	0	5	0	1	2	4	0	0	12	0	24	0	0	0	0	0
	7:30 AM	0	0	0	14	0	1	0	11	0	0	10	6	42	0	0	0	0	0
	7:45 AM	0	0	0	17	0	3	1	11	0	0	7	6	45	0	0	0	0	0
	8:00 AM	0	0	0	15	0	2	2	10	0	0	4	4	37	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	16	0	0	19	0	36	0	0	0	0	0
	8:30 AM	0	0	0	2	0	1	0	5	0	0	7	3	18	0	0	0	0	0
	8:45 AM	0	0	0	5	0	0	1	11	0	0	3	3	23	0	0	0	0	0
	VOLUMES	0	0	0	61	0	9	6	73	0	0	72	24	245	0	0	0	0	0
	APPROACH %	0%	0%	0%	87%	0%	13%	8%	92%	0%	0%	75%	25%						
	APP/DEPART	0	/	30	70	/	0	79	/	134	96	/	81	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	47	0	6	3	48	0	0	40	16	160	0	0	0	0	
	APPROACH %	0%	0%	0%	89%	0%	11%	6%	94%	0%	0%	71%	29%						
	PEAK HR FACTOR		0.000			0.663			0.797			0.737		0.889					
	APP/DEPART	0	/	19	53	/	0	51	/	95	56	/	46	0					
PM	03:00 PM	0	0	0	5	0	3	2	12	0	0	8	10	40	0	0	0	0	0
	3:15 PM	0	0	0	4	0	0	1	15	0	0	6	11	37	0	0	0	0	0
	3:30 PM	0	0	0	5	0	1	1	14	0	0	7	7	35	0	0	0	0	0
	3:45 PM	0	0	0	6	0	0	1	21	0	0	10	7	45	0	0	0	0	0
	4:00 PM	0	0	0	5	0	2	1	24	0	0	11	9	52	0	0	0	0	0
	4:15 PM	0	0	0	8	0	1	2	19	0	0	14	9	53	0	0	0	0	0
	4:30 PM	0	0	0	5	0	2	3	18	0	0	10	10	48	0	0	0	0	0
	4:45 PM	0	0	0	10	0	0	0	14	0	0	6	7	37	0	0	0	0	0
	5:00 PM	0	0	0	6	0	0	3	24	0	0	8	10	51	0	0	0	0	0
	5:15 PM	0	0	0	9	0	1	0	17	0	0	7	9	43	0	0	0	0	0
	5:30 PM	0	0	0	1	0	2	3	17	0	0	4	7	34	0	0	0	0	0
	5:45 PM	0	0	0	5	0	1	3	13	0	0	11	3	36	0	0	0	0	0
	VOLUMES	0	0	0	69	0	13	20	208	0	0	102	99	511	0	0	0	0	0
	APPROACH %	0%	0%	0%	84%	0%	16%	9%	91%	0%	0%	51%	49%						
	APP/DEPART	0	/	119	82	/	0	228	/	277	201	/	115	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	24	0	5	7	82	0	0	45	35	198	0	0	0	0	
	APPROACH %	0%	0%	0%	83%	0%	17%	8%	92%	0%	0%	56%	44%						
	PEAK HR FACTOR		0.000			0.806			0.890			0.870		0.934					
	APP/DEPART	0	/	42	29	/	0	89	/	106	80	/	50	0					

Moore Rd

NORTH LEG

Moore Rd WEST LEG EAST LEG **Sorrento Pkwy**

SOUTH LEG

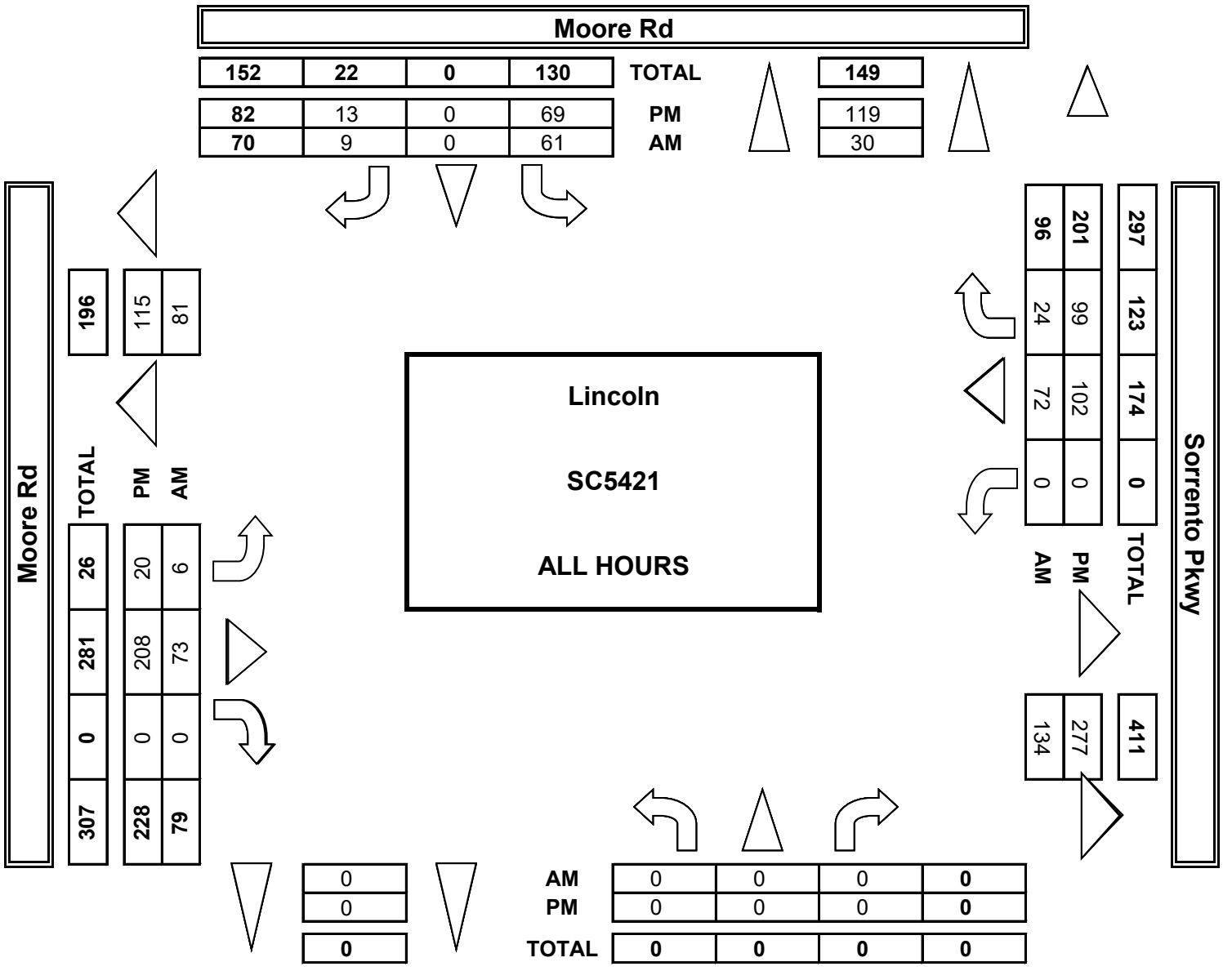
Moore Rd

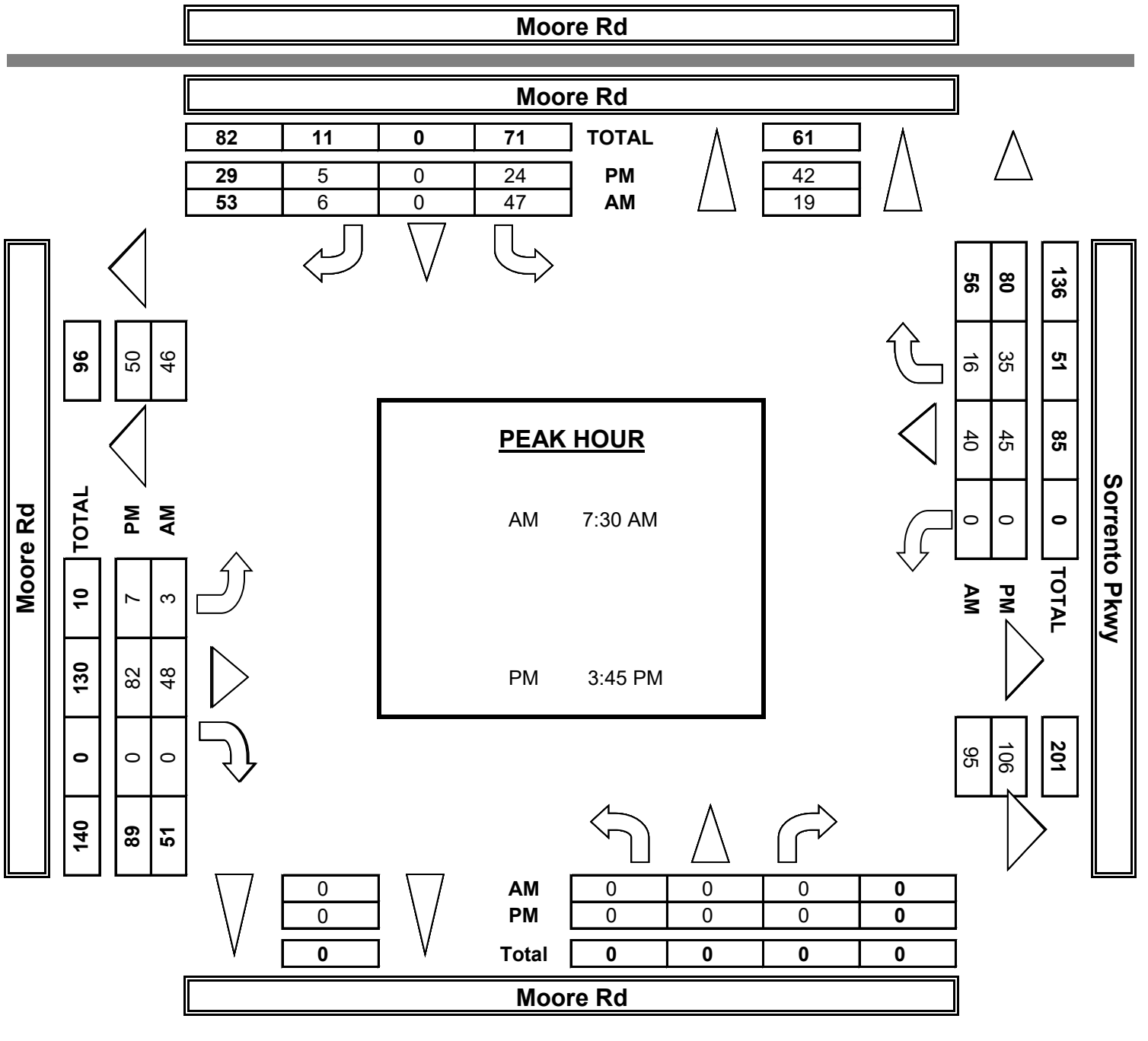
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	3	0	4	0	0	1	0	1	1	0	2	0	3
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
	5:00 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	1	4	0	6	0	0	4	0	4	1	1	0	0	2

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4	
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL	

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD		S	
										OTHER			
										OTHER		▼	

		NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	1	0	6	0	0	10	2	21					0
	7:15 AM	0	0	0	5	0	1	2	5	0	0	14	0	26					0
	7:30 AM	0	0	0	14	0	1	0	12	0	0	11	7	45					0
	7:45 AM	0	0	0	17	0	3	1	12	0	0	8	6	47					0
	8:00 AM	0	0	0	16	0	2	2	11	0	0	4	4	39					0
	8:15 AM	0	0	0	1	0	0	0	16	0	0	20	0	37					0
	8:30 AM	0	0	0	2	0	1	0	5	0	0	8	3	19					0
	8:45 AM	0	0	0	5	0	0	2	12	0	0	4	3	25					0
	VOLUMES	0	0	0	62	0	9	7	78	0	0	77	25	258	0	0	0	0	0
	APPROACH %	0%	0%	0%	87%	0%	13%	8%	92%	0%	0%	75%	25%						
	APP/DEPART	0	/	32	71	/	0	85	/	140	102	/	86	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	48	0	6	3	51	0	0	43	17	167					
	APPROACH %	0%	0%	0%	89%	0%	11%	6%	94%	0%	0%	71%	29%						
	PEAK HR FACTOR		0.000			0.675			0.836			0.744		0.888					
	APP/DEPART	0	/	20	54	/	0	54	/	99	60	/	49	0					
PM	03:00 PM	0	0	0	6	0	4	2	12	0	0	8	11	42					0
	3:15 PM	0	0	0	4	0	0	1	17	0	0	9	12	42					0
	3:30 PM	0	0	0	5	0	1	1	16	0	0	8	8	38					0
	3:45 PM	0	0	0	6	0	0	1	22	0	0	14	7	50					0
	4:00 PM	0	0	0	5	0	2	1	24	0	0	13	9	54					0
	4:15 PM	0	0	0	8	0	1	2	22	0	0	17	9	59					0
	4:30 PM	0	0	0	5	0	3	3	20	0	0	10	10	50					0
	4:45 PM	0	0	0	10	0	0	0	15	0	0	8	7	39					0
	5:00 PM	0	0	0	6	0	0	3	31	0	0	8	10	58					0
	5:15 PM	0	0	0	9	0	1	0	18	0	0	8	9	45					0
	5:30 PM	0	0	0	1	0	2	4	18	0	0	5	7	36					0
	5:45 PM	0	0	0	5	0	1	3	14	0	0	11	3	37					0
	VOLUMES	0	0	0	70	0	14	21	226	0	0	116	101	547	0	0	0	0	0
	APPROACH %	0%	0%	0%	83%	0%	17%	8%	92%	0%	0%	53%	47%						
	APP/DEPART	0	/	122	84	/	0	247	/	296	217	/	130	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	24	0	6	7	88	0	0	53	35	212					
	APPROACH %	0%	0%	0%	81%	0%	19%	7%	93%	0%	0%	60%	40%						
	PEAK HR FACTOR		0.000			0.819			0.945			0.846		0.898					
	APP/DEPART	0	/	42	30	/	0	95	/	112	88	/	59	0					

Moore Rd

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Sorrento Pkwy**

SOUTH SIDE

Moore Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM
PM
MD
OTHER
OTHER

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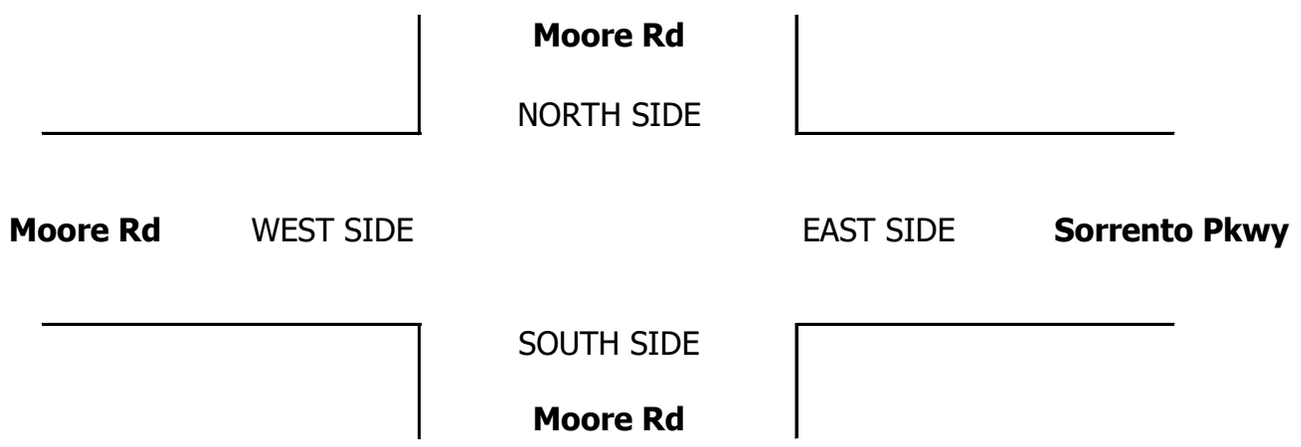
S ▼

	NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	1	X	1	0	1	X	X	1	0						
7:00 AM	0	0	0	2	0	1	0	4	0	0	10	2	19	0	0	0	0	0
7:15 AM	0	0	0	5	0	1	2	3	0	0	10	0	21	0	0	0	0	0
7:30 AM	0	0	0	14	0	1	0	9	0	0	9	5	38	0	0	0	0	0
7:45 AM	0	0	0	17	0	3	1	9	0	0	6	6	42	0	0	0	0	0
8:00 AM	0	0	0	14	0	2	2	9	0	0	4	4	35	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	16	0	0	17	0	34	0	0	0	0	0
8:30 AM	0	0	0	2	0	1	0	5	0	0	6	3	17	0	0	0	0	0
8:45 AM	0	0	0	5	0	0	0	10	0	0	2	3	20	0	0	0	0	0
VOLUMES	0	0	0	60	0	9	5	65	0	0	64	23	226	0	0	0	0	0
APPROACH %	0%	0%	0%	87%	0%	13%	7%	93%	0%	0%	74%	26%						
APP/DEPART	0	/	28	69	/	0	70	/	125	87	/	73	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	46	0	6	3	43	0	0	36	15	149	0	0	0	0	
APPROACH %	0%	0%	0%	88%	0%	12%	7%	93%	0%	0%	71%	29%						
PEAK HR FACTOR		0.000			0.650			0.719			0.750		0.887					
APP/DEPART	0	/	18	52	/	0	46	/	89	51	/	42	0					
03:00 PM	0	0	0	4	0	2	2	12	0	0	8	9	37	0	0	0	0	0
3:15 PM	0	0	0	4	0	0	1	13	0	0	2	10	30	0	0	0	0	0
3:30 PM	0	0	0	5	0	1	1	11	0	0	6	6	30	0	0	0	0	0
3:45 PM	0	0	0	6	0	0	1	19	0	0	6	7	39	0	0	0	0	0
4:00 PM	0	0	0	5	0	2	1	24	0	0	8	9	49	0	0	0	0	0
4:15 PM	0	0	0	8	0	1	2	15	0	0	10	9	45	0	0	0	0	0
4:30 PM	0	0	0	5	0	1	3	16	0	0	10	10	45	0	0	0	0	0
4:45 PM	0	0	0	10	0	0	0	13	0	0	4	7	34	0	0	0	0	0
5:00 PM	0	0	0	6	0	0	3	19	0	0	8	10	46	0	0	0	0	0
5:15 PM	0	0	0	9	0	1	0	15	0	0	6	9	40	0	0	0	0	0
5:30 PM	0	0	0	1	0	2	2	16	0	0	3	7	31	0	0	0	0	0
5:45 PM	0	0	0	5	0	1	3	12	0	0	11	3	35	0	0	0	0	0
VOLUMES	0	0	0	68	0	11	19	185	0	0	82	96	461	0	0	0	0	0
APPROACH %	0%	0%	0%	86%	0%	14%	9%	91%	0%	0%	46%	54%						
APP/DEPART	0	/	115	79	/	0	204	/	253	178	/	93	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	24	0	4	7	74	0	0	34	35	178	0	0	0	0	
APPROACH %	0%	0%	0%	86%	0%	14%	9%	91%	0%	0%	49%	51%						
PEAK HR FACTOR		0.000			0.778			0.810			0.863		0.908					
APP/DEPART	0	/	42	28	/	0	81	/	98	69	/	38	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

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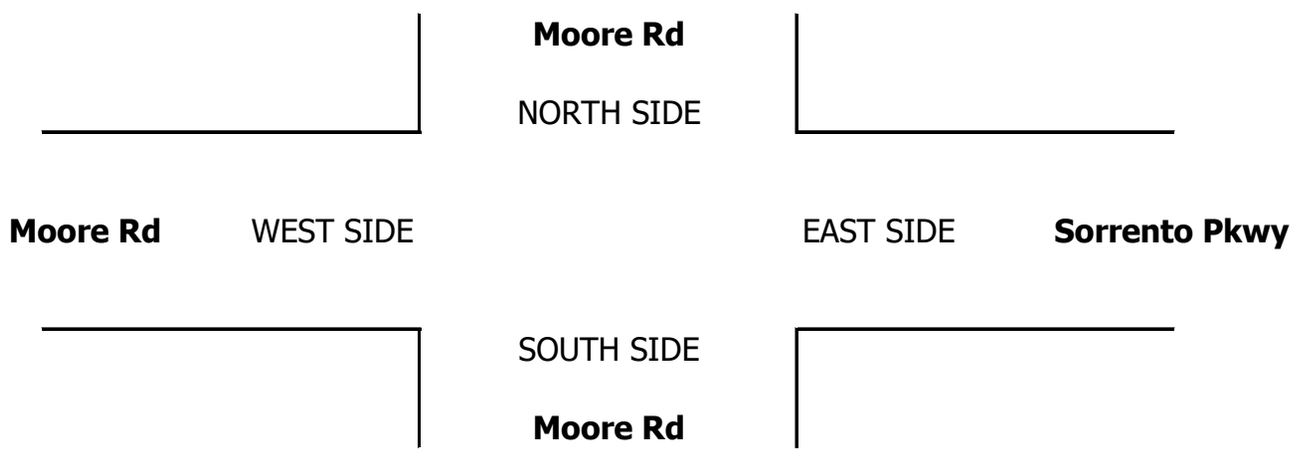
		NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	X	1	0	1	X	X	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	7	0	0	6	0	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	7	/	7	6	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	5	0	0	3	0	8	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.625			0.375		0.667					
	APP/DEPART	0	/	0	0	/	0	5	/	5	3	/	3	0					
PM	03:00 PM	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	3	0	0	1	1	5	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	0	2	1	14	0	0	15	2	35	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	67%	7%	93%	0%	0%	88%	12%						
	APP/DEPART	0	/	3	3	/	0	15	/	15	17	/	17	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	1	0	5	0	0	8	0	14	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.625			0.667		0.700					
	APP/DEPART	0	/	0	1	/	0	5	/	5	8	/	9	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	X	1	0	1	X	X	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	1	0	0	1	1	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	50%	50%						
	APP/DEPART	0	/	2	1	/	0	2	/	2	2	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.500		0.750					
	APP/DEPART	0	/	1	1	/	0	0	/	1	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	7	0	0	4	1	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	80%	20%						
	APP/DEPART	0	/	1	0	/	0	7	/	7	5	/	4	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.313					
	APP/DEPART	0	/	0	0	/	0	3	/	3	2	/	2	0					

Moore Rd

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Sorrento Pkwy**

SOUTH SIDE

Moore Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

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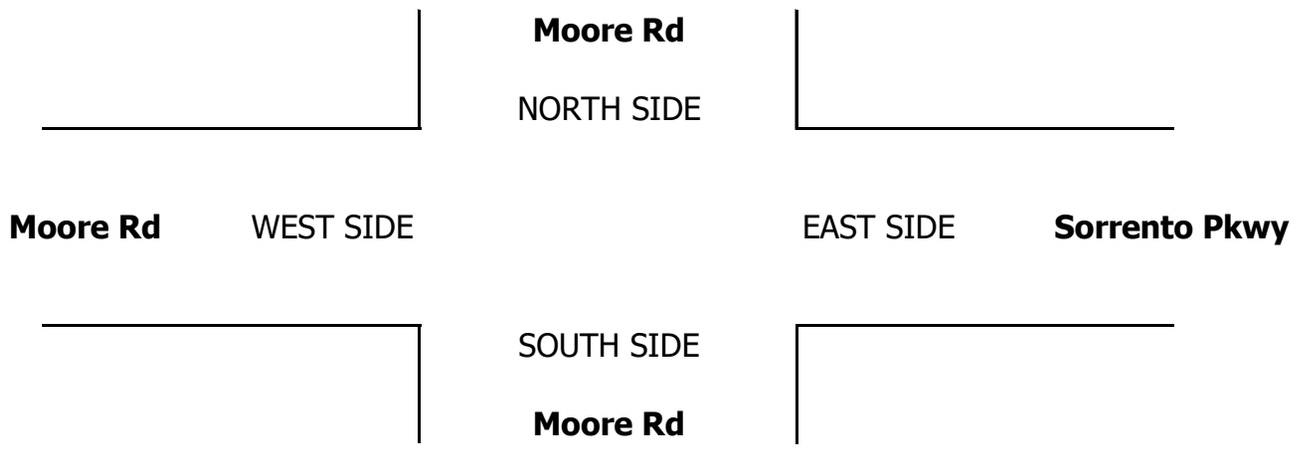
	NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	1	X	1	0	1	X	X	1	0						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

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		NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	X	1	0	1	X	X	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Moore Rd

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Sorrento Pkwy**

SOUTH SIDE

Moore Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Moore Rd	LOCATION #:	4
	EAST & WEST:	Sorrento Pkwy	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Moore Rd			SOUTHBOUND Moore Rd			EASTBOUND Moore Rd			WESTBOUND Sorrento Pkwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	1	X	1	0	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

		NB	SB	EB	WB	WT	WR	ET	ER	EL	SL	ST	SR	NL	NT	NR	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:30 AM															
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000						0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR	3:45 PM															
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000						0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	

Moore Rd

NORTH SIDE

Moore Rd WEST SIDE EAST SIDE **Sorrento Pkwy**

SOUTH SIDE

Moore Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	7	0	2	2	5	0	0	10	4	30	0	0	0	0	0
	7:15 AM	0	0	0	6	0	3	0	9	0	1	9	3	31	0	0	0	0	0
	7:30 AM	2	0	2	6	0	2	0	25	0	0	12	0	49	0	0	0	0	0
	7:45 AM	0	0	3	7	1	1	2	26	0	2	12	4	58	0	0	0	0	0
	8:00 AM	0	0	2	7	0	0	2	21	1	2	8	2	45	0	0	0	0	0
	8:15 AM	0	0	2	3	0	0	0	16	1	0	19	3	44	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	7	0	0	10	3	20	0	0	0	0	0
	8:45 AM	0	0	1	6	0	0	0	15	1	0	6	0	29	0	0	0	0	0
	VOLUMES	2	0	10	42	1	8	6	124	3	5	86	19	306	0	0	0	0	0
	APPROACH %	17%	0%	83%	82%	2%	16%	5%	93%	2%	5%	78%	17%						
	APP/DEPART	12	/	25	51	/	9	133	/	176	110	/	96	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	0	9	23	1	3	4	88	2	4	51	9	196	0	0	0	0	
	APPROACH %	18%	0%	82%	85%	4%	11%	4%	94%	2%	6%	80%	14%						
	PEAK HR FACTOR		0.688			0.750			0.839			0.727		0.845					
	APP/DEPART	11	/	13	27	/	7	94	/	120	64	/	56	0					
PM	03:00 PM	0	0	3	6	0	2	1	16	0	1	16	4	49	0	0	0	0	0
	3:15 PM	0	0	1	2	0	0	2	16	1	0	17	2	41	0	0	0	0	0
	3:30 PM	1	1	0	3	0	0	0	19	0	0	13	1	38	0	0	0	0	0
	3:45 PM	0	0	1	4	1	2	1	26	0	1	15	9	60	0	0	0	0	0
	4:00 PM	0	0	1	2	0	0	0	29	0	0	20	1	53	0	0	0	0	0
	4:15 PM	0	0	0	2	0	2	4	22	1	2	21	5	59	0	0	0	0	0
	4:30 PM	0	0	1	3	0	0	4	19	0	0	20	3	50	0	0	0	0	0
	4:45 PM	0	0	1	3	0	0	1	22	1	0	13	7	48	0	0	0	0	0
	5:00 PM	0	0	0	6	0	2	5	24	1	2	16	3	59	0	0	0	0	0
	5:15 PM	0	0	2	4	0	2	1	23	2	2	15	2	53	0	0	0	0	0
	5:30 PM	0	1	1	2	0	0	0	18	0	0	11	5	38	0	0	0	0	0
	5:45 PM	1	0	2	2	0	1	2	16	0	0	12	2	38	0	0	0	0	0
	VOLUMES	2	2	13	39	1	11	21	250	6	8	189	44	586	0	0	0	0	0
	APPROACH %	12%	12%	76%	76%	2%	22%	8%	90%	2%	3%	78%	18%						
	APP/DEPART	17	/	67	51	/	15	277	/	302	241	/	202	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	3	11	1	4	9	96	1	3	76	18	222	0	0	0	0	
	APPROACH %	0%	0%	100%	69%	6%	25%	8%	91%	1%	3%	78%	19%						
	PEAK HR FACTOR		0.750			0.571			0.914			0.866		0.925					
	APP/DEPART	3	/	27	16	/	5	106	/	110	97	/	80	0					

Torino Way

NORTH LEG

Sorento Pkwy WEST LEG — EAST LEG **Sorento Pkwy**

SOUTH LEG

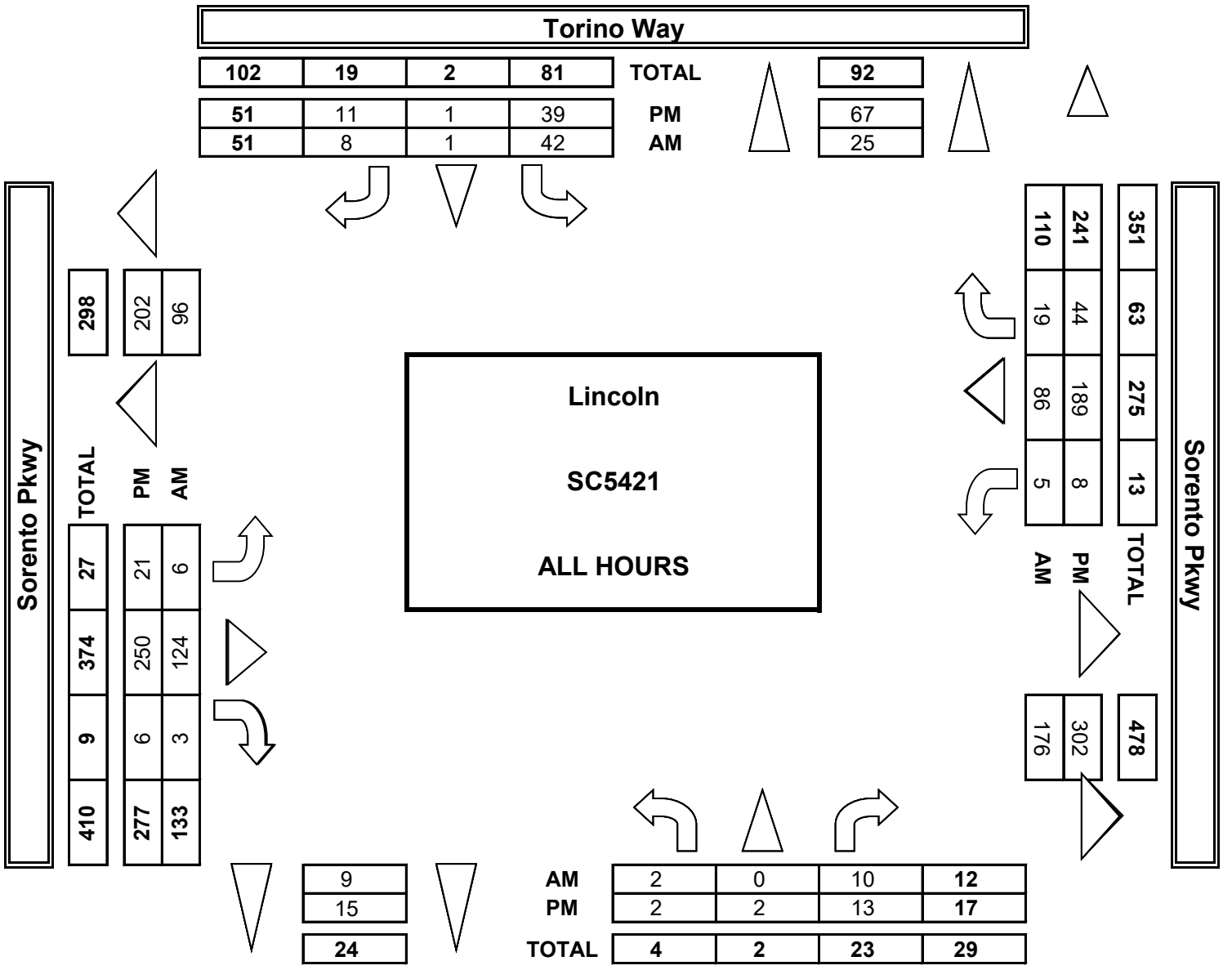
Marina Grande Way

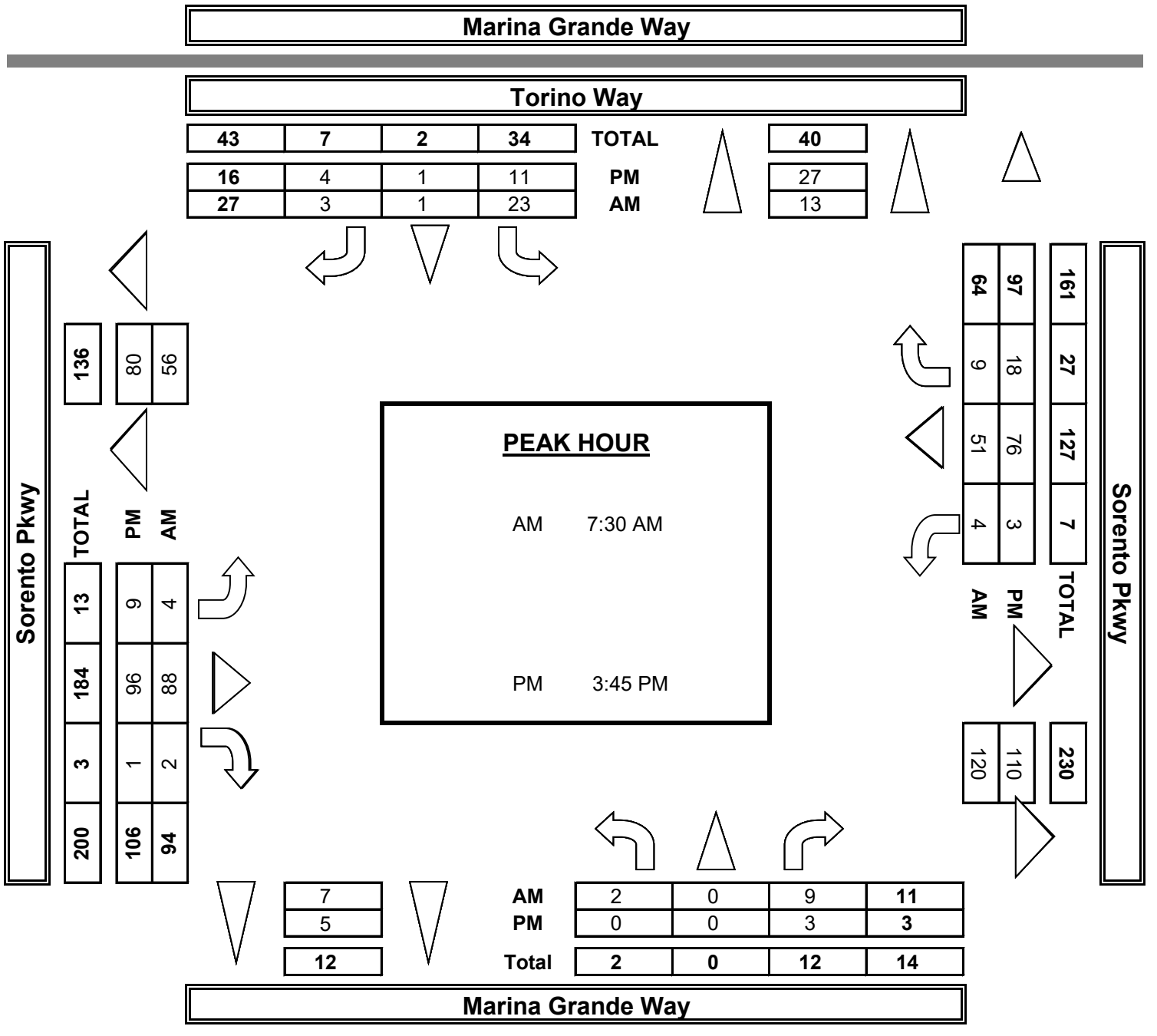
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:15 AM	3	1	0	0	4	3	1	0	0	4	0	0	0	0	0
	8:30 AM	1	0	1	1	3	0	0	1	0	1	1	0	0	1	2
	8:45 AM	2	0	1	0	3	2	0	1	0	3	0	0	0	0	0
	TOTAL	9	2	3	1	15	8	2	3	0	13	1	0	0	1	2
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0
	3:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	4:00 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	4	5	0	0	9	2	5	0	0	7	2	0	0	0	2

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5	
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	7	0	2	3	5	0	0	10	5	32					0
7:15 AM	0	0	0	6	0	3	0	10	0	1	11	3	33					0
7:30 AM	2	0	2	6	0	2	0	26	0	0	14	0	52					0
7:45 AM	0	0	3	7	1	1	2	27	0	2	13	4	60					0
8:00 AM	0	0	2	7	0	0	2	23	1	2	8	2	47					0
8:15 AM	0	0	2	4	0	0	0	16	1	0	20	3	46					0
8:30 AM	0	0	0	0	0	0	0	7	0	0	11	3	21					0
8:45 AM	0	0	1	6	0	0	0	16	1	0	7	0	30					0
AM VOLUMES	2	0	10	43	1	8	7	129	3	5	92	20	319	0	0	0	0	0
AM APPROACH %	17%	0%	83%	83%	2%	16%	5%	93%	2%	4%	79%	17%						
AM APP/DEPART	12	/	27	52	/	9	139	/	181	117	/	102	0					
AM BEGIN PEAK HR		7:30 AM																
AM VOLUMES	2	0	9	24	1	3	4	92	2	4	55	9	204					
AM APPROACH %	18%	0%	82%	85%	4%	11%	4%	94%	2%	6%	81%	13%						
AM PEAK HR FACTOR		0.688			0.764			0.841			0.734		0.848					
AM APP/DEPART	11	/	13	28	/	7	98	/	124	68	/	60	0					
03:00 PM	0	0	3	7	0	2	1	17	0	1	17	5	51					0
3:15 PM	0	0	1	2	0	0	2	18	1	0	21	2	46					0
3:30 PM	1	1	0	3	0	0	0	21	0	0	14	1	41					0
3:45 PM	0	0	1	4	2	2	1	27	0	1	19	9	65					0
4:00 PM	0	0	1	2	0	0	0	29	0	0	22	1	55					0
4:15 PM	0	0	0	2	0	2	4	24	2	2	24	5	65					0
4:30 PM	0	0	1	3	0	0	5	20	0	0	20	3	52					0
4:45 PM	0	0	1	3	0	0	1	23	1	0	15	7	50					0
5:00 PM	0	0	0	6	0	2	5	31	1	2	16	3	66					0
5:15 PM	0	0	2	4	0	2	1	24	2	2	16	2	55					0
5:30 PM	0	1	1	2	0	0	0	19	0	0	12	5	39					0
5:45 PM	1	0	2	2	0	1	2	17	0	0	12	2	39					0
PM VOLUMES	2	2	13	40	2	11	22	267	7	8	205	45	622	0	0	0	0	0
PM APPROACH %	12%	12%	76%	76%	3%	21%	7%	90%	2%	3%	80%	17%						
PM APP/DEPART	17	/	69	52	/	17	296	/	319	257	/	218	0					
PM BEGIN PEAK HR		3:45 PM																
PM VOLUMES	0	0	3	11	2	4	10	100	2	3	84	18	236					
PM APPROACH %	0%	0%	100%	67%	9%	24%	9%	89%	2%	3%	80%	17%						
PM PEAK HR FACTOR		0.750			0.550			0.929			0.847		0.908					
PM APP/DEPART	3	/	28	17	/	7	112	/	114	105	/	88	0					

Torino Way

NORTH SIDE

Sorento Pkwy WEST SIDE EAST SIDE **Sorento Pkwy**

SOUTH SIDE

Marina Grande Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
7:00 AM	0	0	0	7	0	2	1	5	0	0	10	3	28	0	0	0	0	0
7:15 AM	0	0	0	6	0	3	0	8	0	1	7	3	28	0	0	0	0	0
7:30 AM	2	0	2	6	0	2	0	23	0	0	10	0	45	0	0	0	0	0
7:45 AM	0	0	3	7	1	1	2	24	0	2	11	4	55	0	0	0	0	0
8:00 AM	0	0	2	7	0	0	2	19	1	2	8	2	43	0	0	0	0	0
8:15 AM	0	0	2	2	0	0	0	16	1	0	17	3	41	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	7	0	0	9	3	19	0	0	0	0	0
8:45 AM	0	0	1	6	0	0	0	14	1	0	5	0	27	0	0	0	0	0
VOLUMES	2	0	10	41	1	8	5	116	3	5	77	18	286	0	0	0	0	0
APPROACH %	17%	0%	83%	82%	2%	16%	4%	94%	2%	5%	77%	18%						
APP/DEPART	12	/	23	50	/	9	124	/	167	100	/	87	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	2	0	9	22	1	3	4	82	2	4	46	9	184	0	0	0	0	
APPROACH %	18%	0%	82%	85%	4%	12%	5%	93%	2%	7%	78%	15%						
PEAK HR FACTOR		0.688			0.722			0.846			0.738		0.836					
APP/DEPART	11	/	13	26	/	7	88	/	113	59	/	51	0					
03:00 PM	0	0	3	5	0	2	1	15	0	1	15	3	45	0	0	0	0	0
3:15 PM	0	0	1	2	0	0	2	14	1	0	12	2	34	0	0	0	0	0
3:30 PM	1	1	0	3	0	0	0	16	0	0	11	1	33	0	0	0	0	0
3:45 PM	0	0	1	4	0	2	1	24	0	1	11	9	53	0	0	0	0	0
4:00 PM	0	0	1	2	0	0	0	29	0	0	17	1	50	0	0	0	0	0
4:15 PM	0	0	0	2	0	2	4	19	0	2	17	5	51	0	0	0	0	0
4:30 PM	0	0	1	3	0	0	3	18	0	0	20	3	48	0	0	0	0	0
4:45 PM	0	0	1	3	0	0	1	21	1	0	11	7	45	0	0	0	0	0
5:00 PM	0	0	0	6	0	2	5	19	1	2	16	3	54	0	0	0	0	0
5:15 PM	0	0	2	4	0	2	1	21	2	2	14	2	50	0	0	0	0	0
5:30 PM	0	1	1	2	0	0	0	17	0	0	10	5	36	0	0	0	0	0
5:45 PM	1	0	2	2	0	1	2	15	0	0	12	2	37	0	0	0	0	0
VOLUMES	2	2	13	38	0	11	20	228	5	8	166	43	536	0	0	0	0	0
APPROACH %	12%	12%	76%	78%	0%	22%	8%	90%	2%	4%	76%	20%						
APP/DEPART	17	/	65	49	/	13	253	/	279	217	/	179	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	3	11	0	4	8	90	0	3	65	18	202	0	0	0	0	
APPROACH %	0%	0%	100%	73%	0%	27%	8%	92%	0%	3%	76%	21%						
PEAK HR FACTOR		0.750			0.625			0.845			0.896		0.953					
APP/DEPART	3	/	26	15	/	3	98	/	104	86	/	69	0					

Torino Way

NORTH SIDE

Sorento Pkwy WEST SIDE EAST SIDE **Sorento Pkwy**

SOUTH SIDE

Marina Grande Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / OTHER / OTHER

▲ N
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S ▼

		NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	7	0	0	6	1	15	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	86%	14%						
	APP/DEPART	0	/	1	1	/	0	7	/	8	7	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	1	0	0	0	5	0	0	3	0	9	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.625			0.375		0.750					
	APP/DEPART	0	/	0	1	/	0	5	/	6	3	/	3	0					
PM	03:00 PM	0	0	0	1	0	0	0	1	0	0	1	1	4	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	3:45 PM	0	0	0	0	1	0	0	2	0	0	3	0	6	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	1	0	0	15	0	0	17	1	35	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	100%	0%	0%	94%	6%						
	APP/DEPART	0	/	1	2	/	1	15	/	16	18	/	17	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	1	0	0	5	0	0	8	0	14	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.625			0.667		0.583					
	APP/DEPART	0	/	0	1	/	1	5	/	5	8	/	8	0					

Torino Way

NORTH SIDE

Sorento Pkwy WEST SIDE EAST SIDE **Sorento Pkwy**

SOUTH SIDE

Marina Grande Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	0	/	0	2	/	1	2	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.750					
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	1	0	2	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	5	1	0	5	0	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	14%	71%	14%	0%	100%	0%						
	APP/DEPART	0	/	1	0	/	1	7	/	5	5	/	5	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	1	1	1	0	2	0	5	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	33%	33%	33%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.313					
	APP/DEPART	0	/	1	0	/	1	3	/	1	2	/	2	0					

Torino Way

NORTH SIDE

Sorento Pkwy WEST SIDE EAST SIDE **Sorento Pkwy**

SOUTH SIDE

Marina Grande Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

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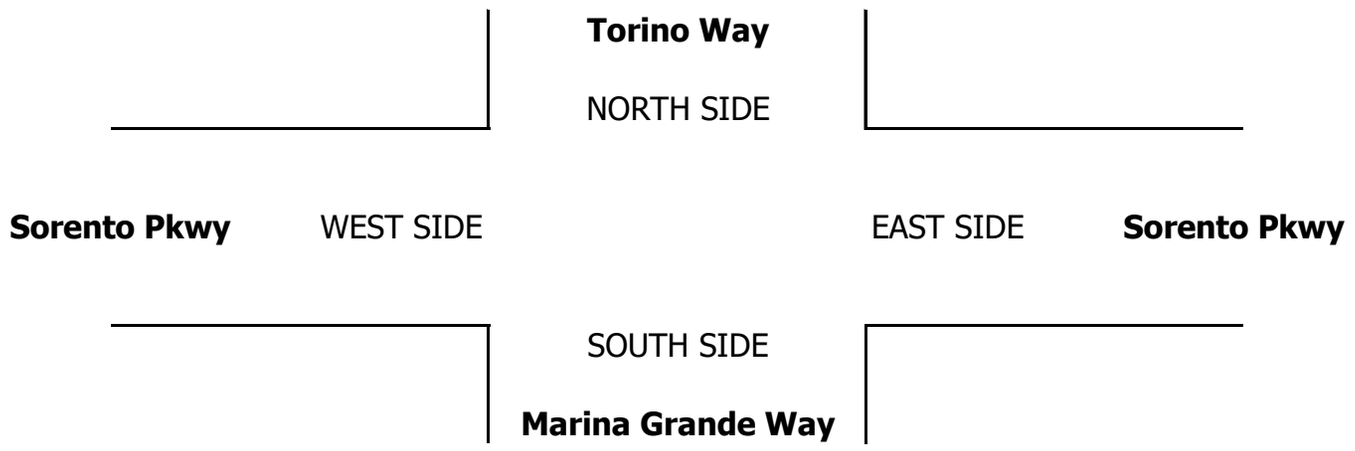
	NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Torino Way

NORTH SIDE

Sorento Pkwy WEST SIDE EAST SIDE **Sorento Pkwy**

SOUTH SIDE

Marina Grande Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Torino Way	LOCATION #:	5
	EAST & WEST:	Sorento Pkwy	CONTROL:	STOP N/S

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Marina Grande Way			SOUTHBOUND Torino Way			EASTBOUND Sorento Pkwy			WESTBOUND Sorento Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Torino Way

NORTH SIDE

Sorento Pkwy WEST SIDE EAST SIDE **Sorento Pkwy**

SOUTH SIDE

Marina Grande Way

INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	13	6	0	12	0	0	0	4	15	0	1	51	0	0	0	0	0
	7:15 AM	2	12	6	0	15	0	0	0	3	31	0	1	70	0	0	0	0	0
	7:30 AM	0	13	7	1	32	0	0	1	11	59	0	1	125	0	0	0	0	0
	7:45 AM	10	18	13	0	36	0	0	1	16	62	0	0	156	0	0	0	0	0
	8:00 AM	9	12	21	0	27	0	0	0	9	45	0	0	123	0	0	0	0	0
	8:15 AM	5	20	25	0	21	0	1	0	8	22	0	1	103	0	0	0	0	0
	8:30 AM	4	13	21	0	7	0	0	0	6	12	1	0	64	0	0	0	0	0
	8:45 AM	4	6	10	0	22	0	0	0	7	11	0	0	60	0	0	0	0	0
	VOLUMES	34	107	109	1	172	0	1	2	64	257	1	4	752	0	0	0	0	0
	APPROACH %	14%	43%	44%	1%	99%	0%	1%	3%	96%	98%	0%	2%						
	APP/DEPART	250	/	112	173	/	493	67	/	112	262	/	35	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	24	63	66	1	116	0	1	2	44	188	0	2	507	0	0	0	0	
	APPROACH %	16%	41%	43%	1%	99%	0%	2%	4%	94%	99%	0%	1%						
	PEAK HR FACTOR		0.765			0.813			0.691			0.766		0.813					
	APP/DEPART	153	/	66	117	/	348	47	/	69	190	/	24	0					
PM	03:00 PM	1	19	20	0	25	0	0	0	6	17	0	2	90	0	0	0	0	0
	3:15 PM	10	19	42	0	19	0	0	0	1	10	1	0	102	0	0	0	0	0
	3:30 PM	8	14	24	1	21	0	0	1	7	17	1	0	94	0	0	0	0	0
	3:45 PM	12	25	35	1	30	0	0	0	2	19	0	0	124	0	0	0	0	0
	4:00 PM	8	19	31	0	32	0	2	0	7	15	0	0	114	0	0	0	0	0
	4:15 PM	7	27	20	1	23	0	0	0	6	19	0	1	104	0	0	0	0	0
	4:30 PM	5	26	33	0	20	1	0	0	7	24	0	0	116	0	0	0	0	0
	4:45 PM	6	20	35	0	26	0	0	0	2	25	1	0	115	0	0	0	0	0
	5:00 PM	6	21	34	1	29	0	0	0	7	21	0	0	119	0	0	0	0	0
	5:15 PM	6	19	35	0	28	1	0	1	5	21	0	0	116	0	0	0	0	0
	5:30 PM	8	16	21	0	21	0	0	0	4	20	1	0	91	0	0	0	0	0
	5:45 PM	6	13	27	1	19	0	0	0	6	25	0	1	98	0	0	0	0	0
	VOLUMES	83	238	357	5	293	2	2	2	60	233	4	4	1,283	0	0	0	0	0
	APPROACH %	12%	35%	53%	2%	98%	1%	3%	3%	94%	97%	2%	2%						
	APP/DEPART	678	/	244	300	/	586	64	/	364	241	/	89	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	23	86	137	1	103	2	0	1	21	91	1	0	466	0	0	0	0	
	APPROACH %	9%	35%	56%	1%	97%	2%	0%	5%	95%	99%	1%	0%						
	PEAK HR FACTOR		0.961			0.883			0.786			0.885		0.979					
	APP/DEPART	246	/	86	106	/	215	22	/	139	92	/	26	0					

Sorrento Pkwy

NORTH LEG

Lucca Ln WEST LEG — EAST LEG **Portello Way**

SOUTH LEG

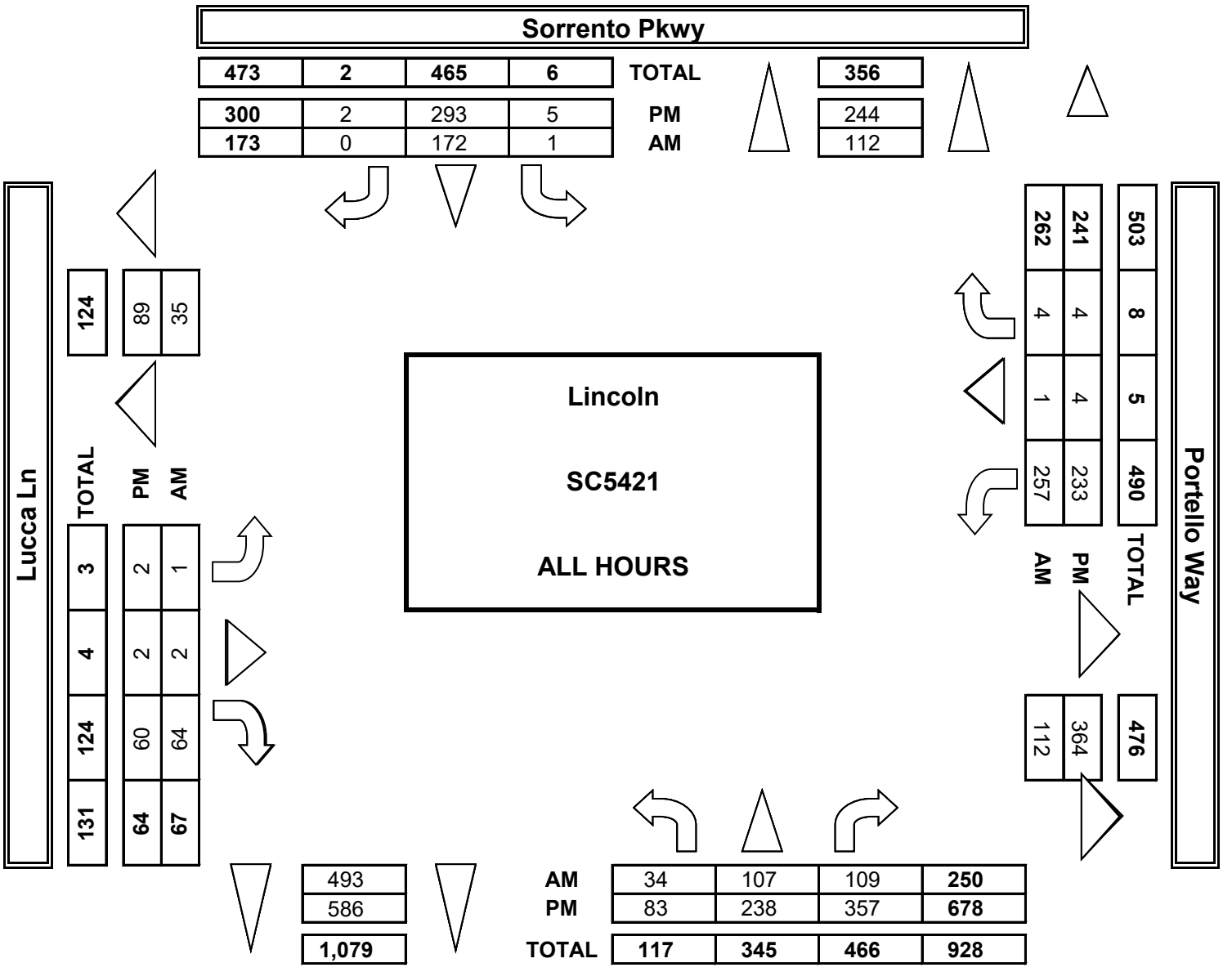
Sorrento Pkwy

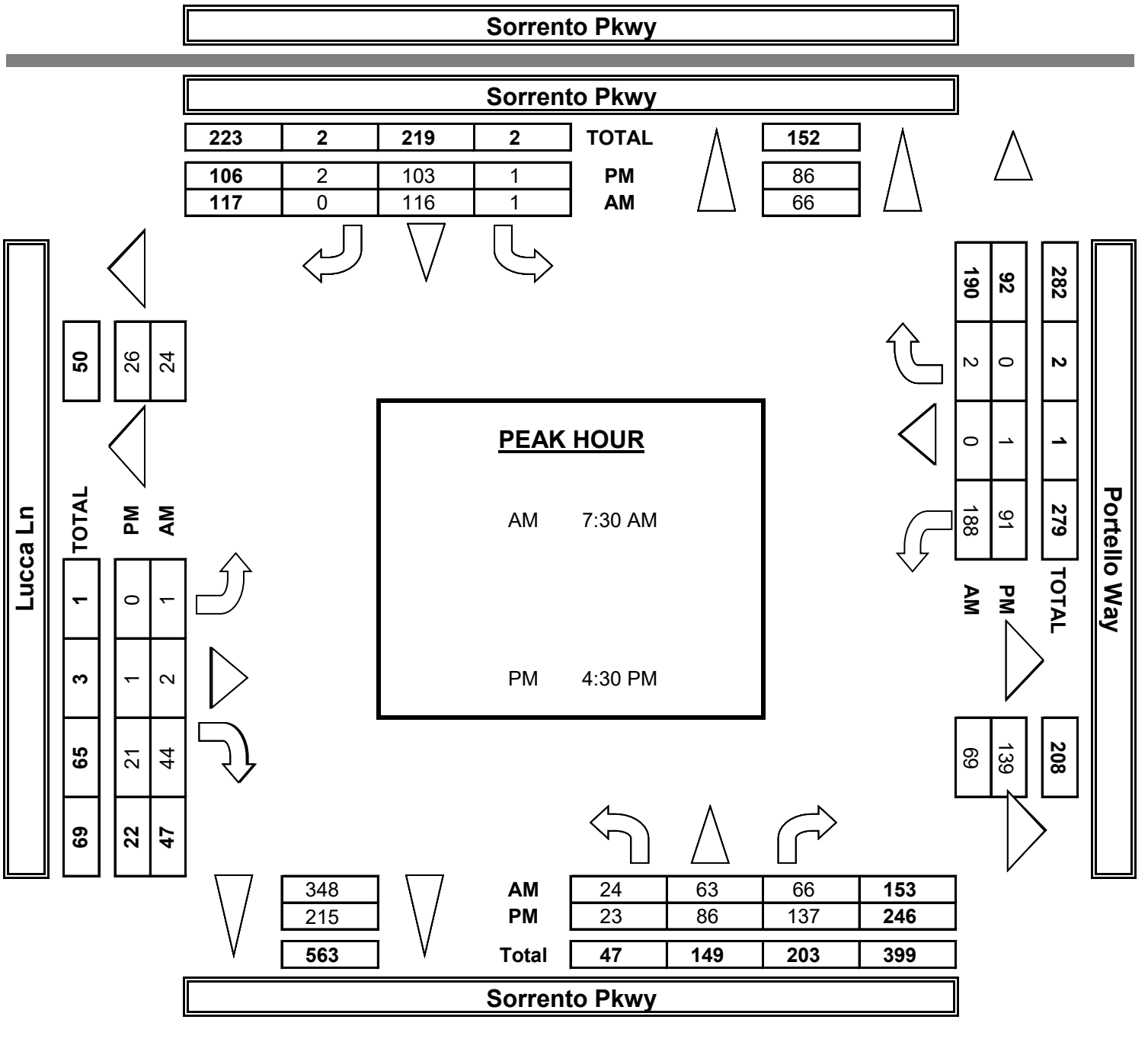
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	1	1	3	0	1	1	1	3	0	0	0	0	0
	7:30 AM	0	1	1	1	3	0	1	1	1	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	1	0	1	3	1	1	0	1	3	0	0	0	0	0
	8:15 AM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0
	8:30 AM	0	3	0	2	5	0	3	0	2	5	0	0	0	0	0
	8:45 AM	1	3	3	4	11	1	3	3	4	11	0	0	0	0	0
	TOTAL	2	9	8	9	28	2	9	8	9	28	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	3:30 PM	0	0	3	1	4	0	0	3	0	3	0	0	0	1	1
	3:45 PM	1	0	1	2	4	1	0	0	2	3	0	0	1	0	1
	4:00 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	3	4	0	0	0	3	3	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	1	0	1	3	1	1	0	1	3	0	0	0	0	0
	TOTAL	2	3	5	12	22	2	1	3	11	17	0	2	2	1	5

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6	
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL	

PCE Adjusted	NOTES:								
	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM 7:00 AM	0	14	7	0	12	0	0	0	4	15	0	1	53					0
7:15 AM	2	13	6	0	16	0	0	0	3	33	0	2	74					0
7:30 AM	0	15	7	2	33	0	0	1	11	60	0	1	128					0
7:45 AM	11	19	13	0	37	0	0	1	16	63	0	0	160					0
8:00 AM	10	12	22	0	29	0	0	0	9	46	0	0	128					0
8:15 AM	5	21	25	0	22	0	1	0	8	22	0	1	105					0
8:30 AM	5	14	23	0	7	0	0	0	7	14	2	0	70					0
8:45 AM	5	7	10	0	23	0	0	0	7	11	0	0	62					0
VOLUMES	37	113	113	2	177	0	1	2	65	263	2	5	778	0	0	0	0	0
APPROACH %	14%	43%	43%	1%	99%	0%	1%	3%	96%	97%	1%	2%						
APP/DEPART	262	/	119	178	/	505	68	/	116	270	/	39	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	26	67	67	2	120	0	1	2	44	191	0	2	520					
APPROACH %	16%	42%	42%	1%	99%	0%	2%	4%	94%	99%	0%	1%						
PEAK HR FACTOR		0.782			0.818			0.691			0.764		0.813					
APP/DEPART	160	/	70	121	/	354	47	/	71	193	/	26	0					
PM 03:00 PM	1	20	21	0	26	0	0	0	7	18	0	2	94					0
3:15 PM	10	23	43	0	21	0	0	0	1	10	1	0	108					0
3:30 PM	9	15	25	1	23	0	0	1	8	18	1	0	99					0
3:45 PM	12	29	37	1	31	0	0	0	2	20	0	0	131					0
4:00 PM	8	21	32	0	32	0	2	0	8	18	0	0	119					0
4:15 PM	7	30	20	1	25	0	0	0	6	20	0	2	110					0
4:30 PM	5	26	34	0	21	1	0	0	8	24	0	0	118					0
4:45 PM	7	22	37	0	27	0	0	0	2	26	1	0	121					0
5:00 PM	6	21	34	1	36	0	0	0	8	21	0	0	127					0
5:15 PM	6	20	36	0	29	1	0	1	5	21	0	0	118					0
5:30 PM	8	17	21	0	22	0	0	0	4	22	1	0	94					0
5:45 PM	6	13	27	1	20	0	0	0	6	25	0	1	99					0
VOLUMES	84	254	365	5	310	2	2	2	63	241	4	5	1,336	0	0	0	0	0
APPROACH %	12%	36%	52%	2%	98%	1%	3%	3%	94%	97%	2%	2%						
APP/DEPART	703	/	260	317	/	614	67	/	372	250	/	90	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	24	88	141	1	112	2	0	1	22	92	1	0	483					
APPROACH %	9%	35%	56%	1%	97%	2%	0%	4%	96%	99%	1%	0%						
PEAK HR FACTOR		0.969			0.777			0.767			0.861		0.955					
APP/DEPART	252	/	88	115	/	226	23	/	143	93	/	27	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

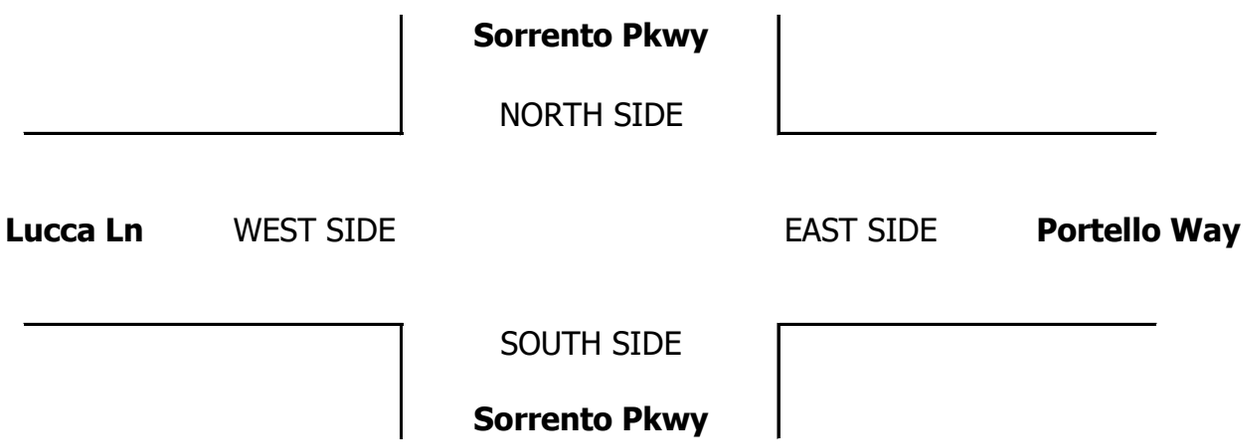
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
7:00 AM	0	12	5	0	12	0	0	0	4	15	0	1	49	0	0	0	0	0
7:15 AM	2	11	6	0	14	0	0	0	3	28	0	0	64	0	0	0	0	0
7:30 AM	0	11	7	0	31	0	0	1	11	58	0	1	120	0	0	0	0	0
7:45 AM	8	17	13	0	34	0	0	1	16	60	0	0	149	0	0	0	0	0
8:00 AM	8	12	20	0	25	0	0	0	9	44	0	0	118	0	0	0	0	0
8:15 AM	5	18	25	0	20	0	1	0	8	22	0	1	100	0	0	0	0	0
8:30 AM	3	12	19	0	7	0	0	0	5	10	0	0	56	0	0	0	0	0
8:45 AM	3	5	10	0	21	0	0	0	7	11	0	0	57	0	0	0	0	0
VOLUMES	29	98	105	0	164	0	1	2	63	248	0	3	713	0	0	0	0	0
APPROACH %	13%	42%	45%	0%	100%	0%	2%	3%	95%	99%	0%	1%						
APP/DEPART	232	/	102	164	/	475	66	/	107	251	/	29	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	21	58	65	0	110	0	1	2	44	184	0	2	487	0	0	0	0	
APPROACH %	15%	40%	45%	0%	100%	0%	2%	4%	94%	99%	0%	1%						
PEAK HR FACTOR		0.750			0.809			0.691			0.775		0.817					
APP/DEPART	144	/	61	110	/	338	47	/	67	186	/	21	0					
03:00 PM	1	17	19	0	23	0	0	0	5	15	0	2	82	0	0	0	0	0
3:15 PM	10	14	40	0	17	0	0	0	1	10	1	0	93	0	0	0	0	0
3:30 PM	7	12	23	1	18	0	0	1	6	16	1	0	85	0	0	0	0	0
3:45 PM	12	21	32	1	28	0	0	0	2	18	0	0	114	0	0	0	0	0
4:00 PM	8	16	30	0	32	0	2	0	6	12	0	0	106	0	0	0	0	0
4:15 PM	7	24	20	1	20	0	0	0	6	18	0	0	96	0	0	0	0	0
4:30 PM	5	26	31	0	19	1	0	0	6	24	0	0	112	0	0	0	0	0
4:45 PM	5	18	33	0	25	0	0	0	2	24	1	0	108	0	0	0	0	0
5:00 PM	6	21	34	1	24	0	0	0	6	21	0	0	113	0	0	0	0	0
5:15 PM	6	18	34	0	26	1	0	1	5	21	0	0	112	0	0	0	0	0
5:30 PM	8	15	21	0	20	0	0	0	4	18	1	0	87	0	0	0	0	0
5:45 PM	6	13	27	1	18	0	0	0	6	25	0	1	97	0	0	0	0	0
VOLUMES	81	215	344	5	270	2	2	2	55	222	4	3	1,205	0	0	0	0	0
APPROACH %	13%	34%	54%	2%	97%	1%	3%	3%	93%	97%	2%	1%						
APP/DEPART	640	/	220	277	/	547	59	/	351	229	/	87	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	22	83	132	1	94	2	0	1	19	90	1	0	445	0	0	0	0	
APPROACH %	9%	35%	56%	1%	97%	2%	0%	5%	95%	99%	1%	0%						
PEAK HR FACTOR		0.956			0.898			0.833			0.910		0.985					
APP/DEPART	237	/	83	97	/	203	20	/	134	91	/	25	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

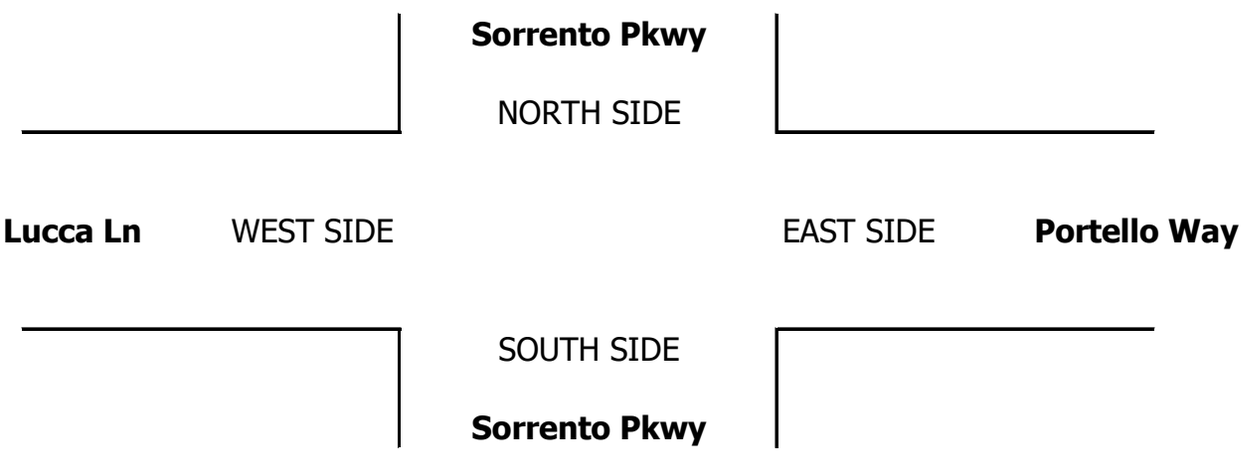
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	2	0	0	4	0	0	0	0	0
7:30 AM	0	1	0	1	1	0	0	0	0	1	0	0	4	0	0	0	0	0
7:45 AM	2	0	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
8:30 AM	1	1	1	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
8:45 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	4	7	1	1	7	0	0	0	0	6	0	0	26	0	0	0	0	0
APPROACH %	33%	58%	8%	13%	88%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	12	/	7	8	/	13	0	/	2	6	/	4	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	2	3	0	1	5	0	0	0	0	3	0	0	14	0	0	0	0	
APPROACH %	40%	60%	0%	17%	83%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.625			0.750			0.000			0.375		0.583					
APP/DEPART	5	/	3	6	/	8	0	/	1	3	/	2	0					
03:00 PM	0	2	1	0	2	0	0	0	1	2	0	0	8	0	0	0	0	0
3:15 PM	0	3	2	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
3:30 PM	1	2	1	0	3	0	0	0	0	1	0	0	8	0	0	0	0	0
3:45 PM	0	3	2	0	2	0	0	0	0	1	0	0	8	0	0	0	0	0
4:00 PM	0	3	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0
4:30 PM	0	0	2	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
4:45 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
VOLUMES	2	17	10	0	16	0	0	0	4	6	0	1	56	0	0	0	0	0
APPROACH %	7%	59%	34%	0%	100%	0%	0%	0%	100%	86%	0%	14%						
APP/DEPART	29	/	18	16	/	26	4	/	10	7	/	2	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	1	2	3	0	4	0	0	0	2	0	0	0	12	0	0	0	0	
APPROACH %	17%	33%	50%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.750			0.500			0.500			0.000		0.750					
APP/DEPART	6	/	2	4	/	6	2	/	3	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

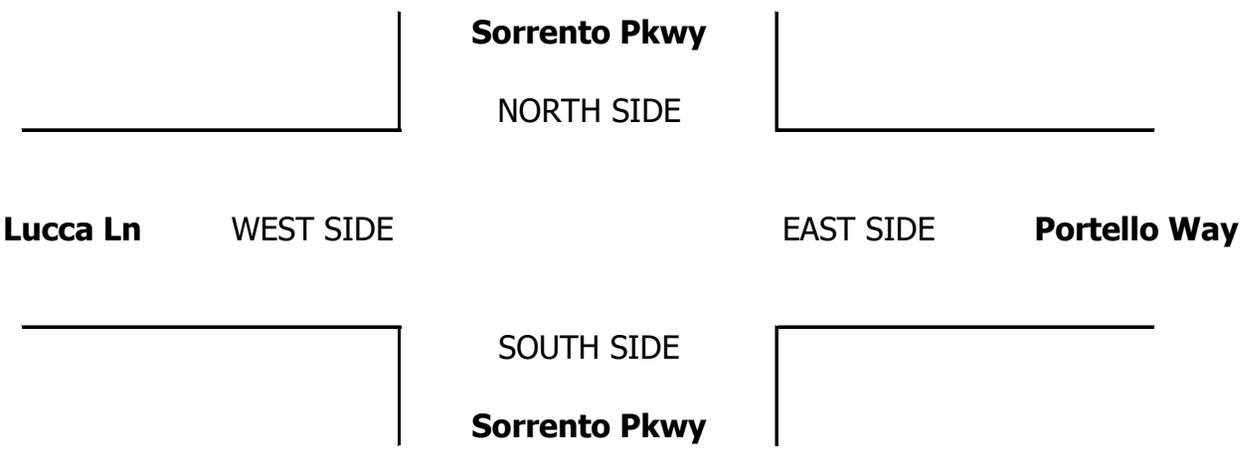
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	1	0	1	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	2	0	1	0	0	0	1	3	1	0	11	0	0	0	0	0
	APPROACH %	20%	40%	40%	0%	100%	0%	0%	0%	100%	75%	25%	0%						
	APP/DEPART	5	/	2	1	/	5	1	/	2	4	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	2	1	0	1	0	0	0	0	1	0	0	6	0	0	0	0	
	APPROACH %	25%	50%	25%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.250		0.375					
	APP/DEPART	4	/	2	1	/	2	0	/	1	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	4:15 PM	0	2	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	2	0	5	0	0	0	1	4	0	0	17	0	0	0	0	0
	APPROACH %	0%	71%	29%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
	APP/DEPART	7	/	5	5	/	10	1	/	2	4	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	1	0	3	0	0	0	0	0	0	0	5	0	0	0	0	
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.417					
	APP/DEPART	2	/	1	3	/	3	0	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					

Sorrento Pkwy

NORTH SIDE

Lucca Ln WEST SIDE EAST SIDE **Portello Way**

SOUTH SIDE

Sorrento Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0						
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Sorrento Pkwy

NORTH SIDE

Lucca Ln WEST SIDE EAST SIDE **Portello Way**

SOUTH SIDE

Sorrento Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

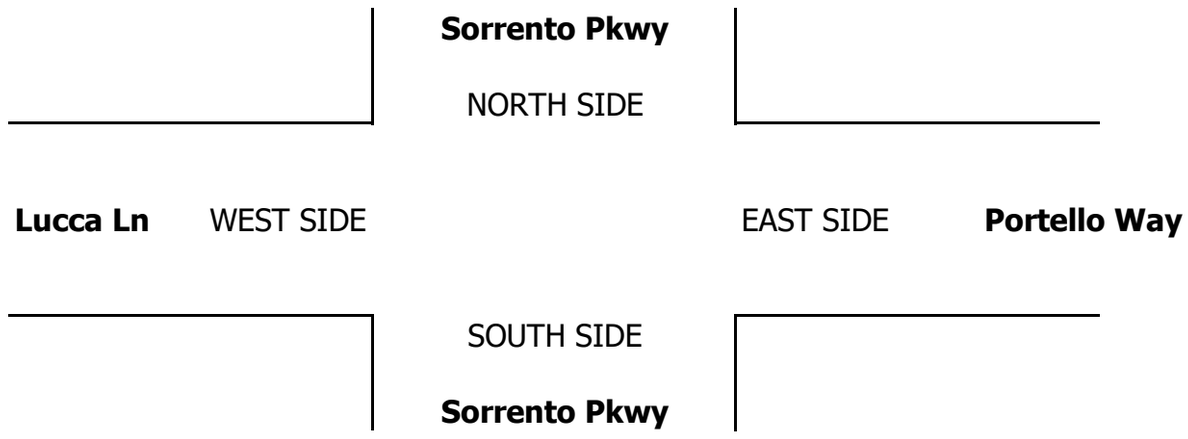
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	6
	EAST & WEST:	Lucca Ln	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Lucca Ln			WESTBOUND Portello Way				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	1	/	1	0	/	0	0	/	1	1	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.250					
APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	19	5	0	34	0	0	0	0	7	0	2	67	0	0	0	0	0
	7:15 AM	0	20	1	0	48	0	0	0	0	6	0	0	75	0	0	0	0	0
	7:30 AM	0	17	2	2	100	0	0	0	0	18	0	0	139	0	1	0	0	1
	7:45 AM	0	42	6	0	112	0	0	0	0	20	0	0	180	0	0	0	0	0
	8:00 AM	0	50	13	0	82	0	0	0	0	14	0	0	159	0	0	0	0	0
	8:15 AM	0	43	12	0	51	0	0	0	0	6	0	0	112	0	0	0	0	0
	8:30 AM	0	35	8	0	25	0	0	0	0	5	0	1	74	0	0	0	0	0
	8:45 AM	0	22	8	0	42	0	0	0	0	11	0	0	83	0	0	0	0	0
	VOLUMES	0	248	55	2	494	0	0	0	0	87	0	3	890	0	1	0	0	1
	APPROACH %	0%	82%	18%	0%	99%	0%	0%	0%	0%	97%	0%	3%						
	APP/DEPART	303	/	252	497	/	581	0	/	57	90	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	152	33	2	345	0	0	0	0	58	0	0	591	0	1	0	0	
	APPROACH %	0%	82%	18%	1%	99%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.734			0.777			0.000			0.725		0.821					
	APP/DEPART	185	/	153	348	/	403	0	/	35	58	/	0	0					
PM	03:00 PM	0	51	5	0	47	0	0	0	0	3	0	0	106	0	0	0	0	0
	3:15 PM	0	63	6	1	30	0	0	0	0	8	0	0	108	0	0	0	0	0
	3:30 PM	0	54	15	1	46	0	0	0	0	6	0	0	122	0	0	0	0	0
	3:45 PM	0	63	6	0	50	0	0	0	0	5	0	1	125	0	0	0	0	0
	4:00 PM	0	60	11	4	48	0	0	0	0	5	0	1	129	0	0	0	0	0
	4:15 PM	0	51	9	0	50	0	0	0	0	5	0	1	116	0	0	0	0	0
	4:30 PM	0	62	8	0	49	0	0	0	0	8	0	3	130	0	0	0	0	0
	4:45 PM	0	61	10	2	55	0	0	0	0	2	0	0	130	0	0	0	0	0
	5:00 PM	0	64	7	2	52	0	0	0	0	10	0	0	135	0	0	0	0	0
	5:15 PM	0	59	6	0	56	0	0	0	0	5	0	0	126	0	0	0	0	0
	5:30 PM	0	42	13	1	42	0	0	0	0	10	0	0	108	0	0	0	0	0
	5:45 PM	0	57	7	0	50	0	0	0	0	8	0	2	124	0	0	0	0	0
	VOLUMES	0	687	103	11	575	0	0	0	0	75	0	8	1,459	0	0	0	0	0
	APPROACH %	0%	87%	13%	2%	98%	0%	0%	0%	0%	90%	0%	10%						
	APP/DEPART	790	/	695	586	/	650	0	/	114	83	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	246	31	4	212	0	0	0	0	25	0	3	521	0	0	0	0	
	APPROACH %	0%	89%	11%	2%	98%	0%	0%	0%	0%	89%	0%	11%						
	PEAK HR FACTOR		0.975			0.947			0.000			0.636		0.965					
	APP/DEPART	277	/	249	216	/	237	0	/	35	28	/	0	0					

Sorrento Pkwy
NORTH LEG

Benvenito Ln WEST LEG — EAST LEG **Benvenito Ln**

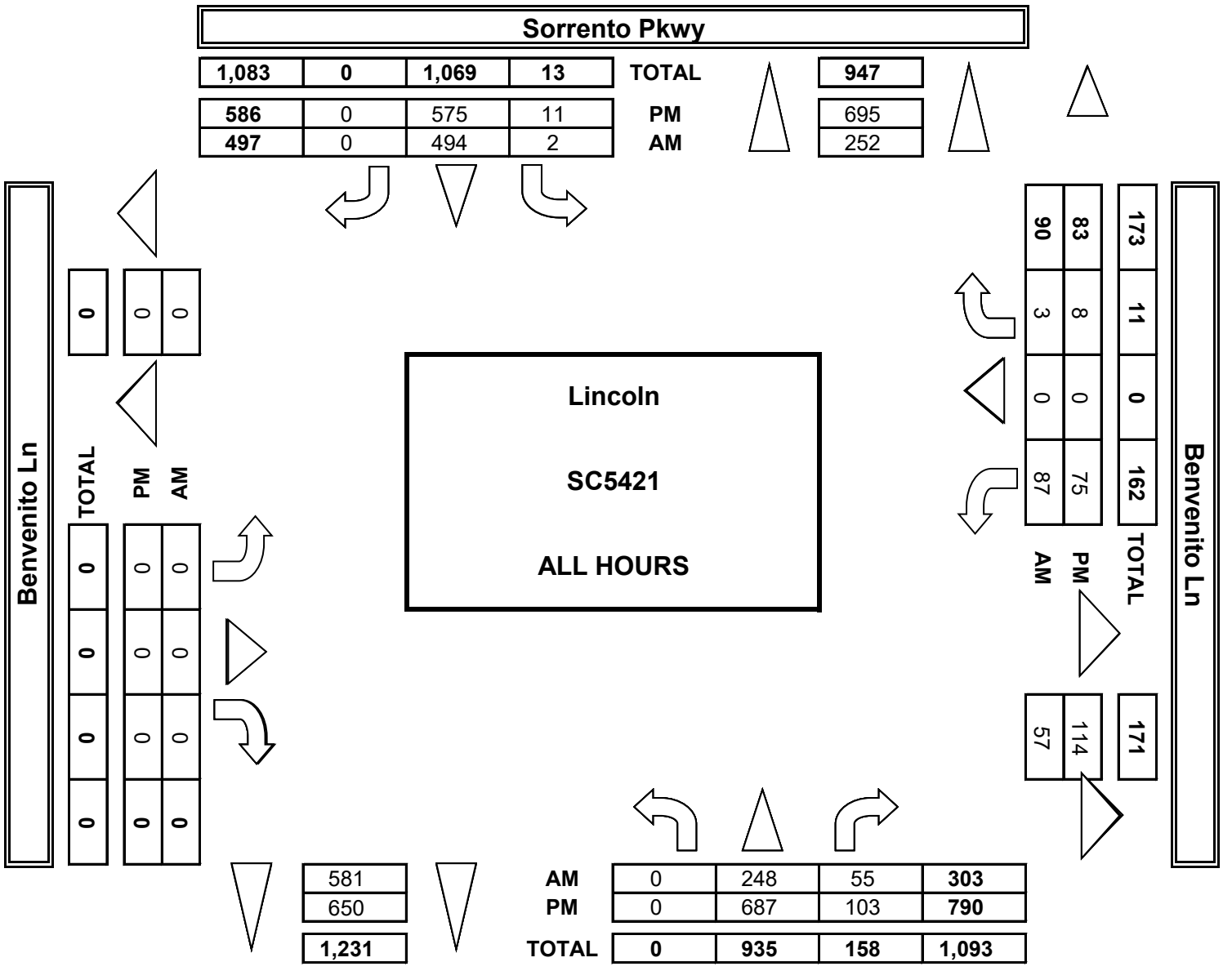
SOUTH LEG
Sorrento Pkwy

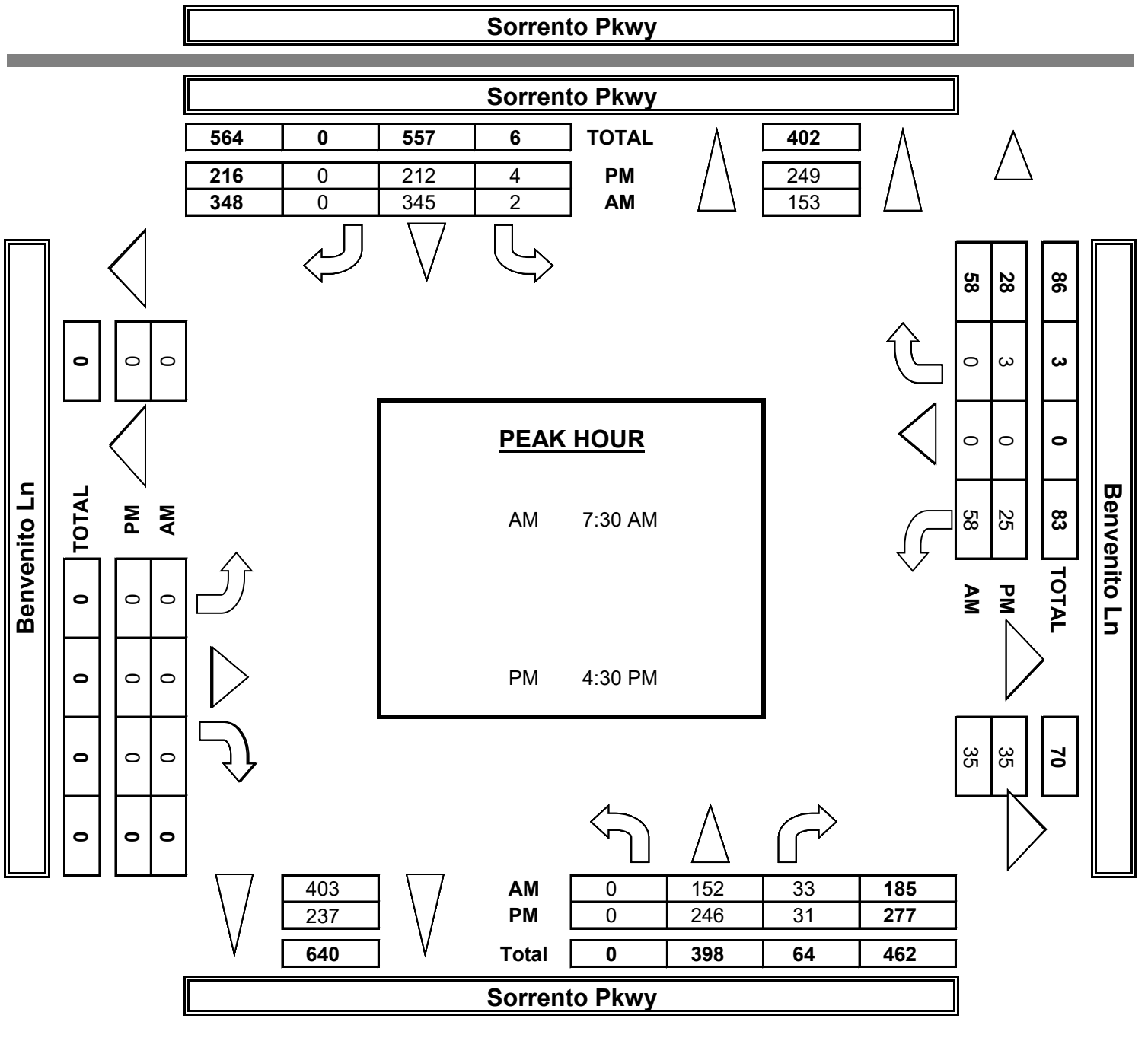
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	7:30 AM	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	9	0	9	0	0	8	0	8	0	0	1	0	1
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	3	1	4	0	0	3	0	3	0	0	0	1	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:30 PM	2	0	0	3	5	0	0	0	0	0	2	0	0	3	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1
	TOTAL	2	1	8	4	15	0	0	7	0	7	2	1	1	4	8

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

PCE Adjusted	NOTES:								
	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	21	6	0	34	0	0	0	0	7	0	2	70					0
	7:15 AM	0	22	1	0	50	0	0	0	0	6	0	0	79					0
	7:30 AM	0	18	2	3	101	0	0	0	0	20	0	0	142					0
	7:45 AM	0	44	6	0	113	0	0	0	0	21	0	0	184					0
	8:00 AM	0	53	13	0	85	0	0	0	0	14	0	0	165					0
	8:15 AM	0	44	12	0	52	0	0	0	0	6	0	0	114					0
	8:30 AM	0	38	11	0	27	0	0	0	0	5	0	1	81					0
	8:45 AM	0	23	8	0	43	0	0	0	0	12	0	0	86					0
	VOLUMES	0	261	59	3	505	0	0	0	0	90	0	3	919	0	0	0	0	0
	APPROACH %	0%	82%	18%	0%	100%	0%	0%	0%	0%	97%	0%	3%						
	APP/DEPART	319	/	264	507	/	595	0	/	61	93	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	158	33	3	351	0	0	0	0	61	0	0	605					
	APPROACH %	0%	83%	17%	1%	99%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.729			0.781			0.000			0.720		0.821					
	APP/DEPART	191	/	158	353	/	411	0	/	36	61	/	0	0					
PM	03:00 PM	0	53	5	0	50	0	0	0	0	3	0	0	111					0
	3:15 PM	0	67	7	1	32	0	0	0	0	9	0	0	116					0
	3:30 PM	0	57	15	2	49	0	0	0	0	6	0	0	128					0
	3:45 PM	0	68	6	0	52	0	0	0	0	5	0	2	132					0
	4:00 PM	0	62	11	4	51	0	0	0	0	5	0	1	134					0
	4:15 PM	0	53	9	0	54	0	0	0	0	5	0	1	122					0
	4:30 PM	0	63	9	0	50	0	0	0	0	9	0	3	133					0
	4:45 PM	0	65	10	2	58	0	0	0	0	2	0	0	137					0
	5:00 PM	0	65	7	2	59	0	0	0	0	10	0	0	142					0
	5:15 PM	0	59	6	0	57	0	0	0	0	5	0	0	127					0
	5:30 PM	0	43	13	1	44	0	0	0	0	10	0	0	111					0
	5:45 PM	0	57	7	0	51	0	0	0	0	9	0	2	125					0
	VOLUMES	0	710	105	12	604	0	0	0	0	77	0	9	1,515	0	0	0	0	0
	APPROACH %	0%	87%	13%	2%	98%	0%	0%	0%	0%	90%	0%	10%						
	APP/DEPART	815	/	719	615	/	681	0	/	116	86	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	251	32	4	223	0	0	0	0	26	0	3	538					
	APPROACH %	0%	89%	11%	2%	98%	0%	0%	0%	0%	89%	0%	11%						
	PEAK HR FACTOR		0.948			0.938			0.000			0.620		0.947					
	APP/DEPART	283	/	254	227	/	249	0	/	36	29	/	0	0					

Sorrento Pkwy

NORTH SIDE

Benvenito Ln WEST SIDE EAST SIDE **Benvenito Ln**

SOUTH SIDE

Sorrento Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

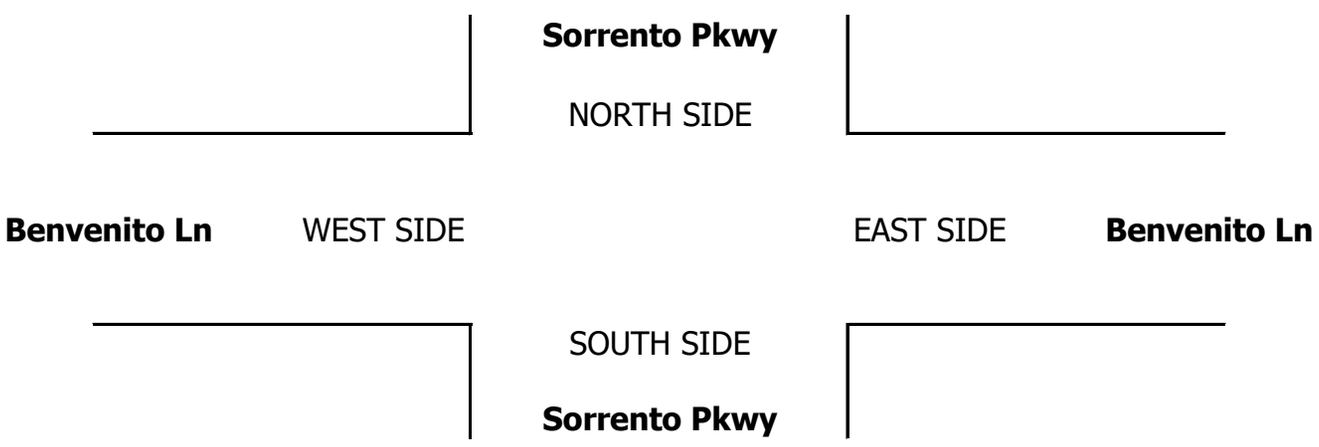
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	17	4	0	34	0	0	0	0	7	0	2	64	0	0	0	0	0
	7:15 AM	0	18	1	0	45	0	0	0	0	6	0	0	70	0	0	0	0	0
	7:30 AM	0	16	2	1	99	0	0	0	0	16	0	0	134	0	1	0	0	1
	7:45 AM	0	39	6	0	110	0	0	0	0	18	0	0	173	0	0	0	0	0
	8:00 AM	0	47	13	0	78	0	0	0	0	14	0	0	152	0	0	0	0	0
	8:15 AM	0	41	12	0	49	0	0	0	0	6	0	0	108	0	0	0	0	0
	8:30 AM	0	31	6	0	23	0	0	0	0	5	0	1	66	0	0	0	0	0
	8:45 AM	0	20	8	0	40	0	0	0	0	10	0	0	78	0	0	0	0	0
	VOLUMES	0	229	52	1	478	0	0	0	0	82	0	3	846	0	1	0	0	1
	APPROACH %	0%	81%	19%	0%	100%	0%	0%	0%	0%	96%	0%	4%						
	APP/DEPART	281	/	233	480	/	560	0	/	53	85	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	143	33	1	336	0	0	0	0	54	0	0	568	0	1	0	0	
	APPROACH %	0%	81%	19%	0%	99%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.733			0.768			0.000			0.750		0.821					
	APP/DEPART	176	/	144	338	/	390	0	/	34	54	/	0	0					
PM	03:00 PM	0	47	5	0	41	0	0	0	0	3	0	0	96	0	0	0	0	0
	3:15 PM	0	57	5	1	27	0	0	0	0	7	0	0	97	0	0	0	0	0
	3:30 PM	0	49	15	0	42	0	0	0	0	6	0	0	112	0	0	0	0	0
	3:45 PM	0	57	6	0	47	0	0	0	0	5	0	0	115	0	0	0	0	0
	4:00 PM	0	57	11	4	44	0	0	0	0	5	0	1	122	0	0	0	0	0
	4:15 PM	0	49	9	0	45	0	0	0	0	5	0	1	109	0	0	0	0	0
	4:30 PM	0	60	7	0	48	0	0	0	0	7	0	3	125	0	0	0	0	0
	4:45 PM	0	57	10	2	51	0	0	0	0	2	0	0	122	0	0	0	0	0
	5:00 PM	0	63	7	2	47	0	0	0	0	10	0	0	129	0	0	0	0	0
	5:15 PM	0	59	6	0	54	0	0	0	0	5	0	0	124	0	0	0	0	0
	5:30 PM	0	40	13	1	40	0	0	0	0	10	0	0	104	0	0	0	0	0
	5:45 PM	0	57	7	0	49	0	0	0	0	7	0	2	122	0	0	0	0	0
	VOLUMES	0	652	101	10	535	0	0	0	0	72	0	7	1,377	0	0	0	0	0
	APPROACH %	0%	87%	13%	2%	98%	0%	0%	0%	0%	91%	0%	9%						
	APP/DEPART	753	/	659	545	/	607	0	/	111	79	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	239	30	4	200	0	0	0	0	24	0	3	500	0	0	0	0	
	APPROACH %	0%	89%	11%	2%	98%	0%	0%	0%	0%	89%	0%	11%						
	PEAK HR FACTOR		0.961			0.944			0.000			0.675		0.969					
	APP/DEPART	269	/	242	204	/	224	0	/	34	27	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

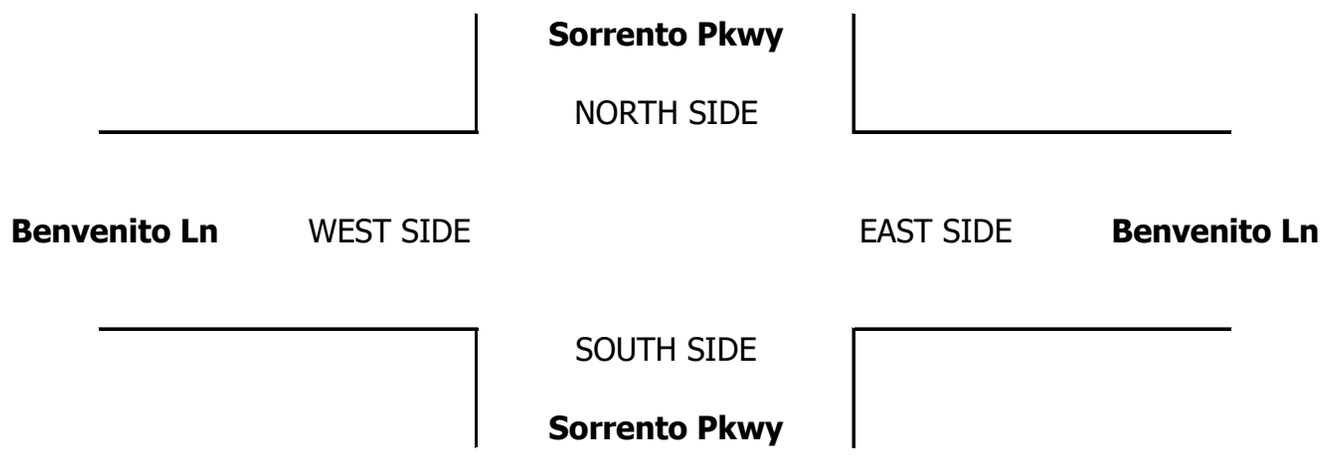
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	1	0	0	1	X	X	X	X	0	X	0						
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	0	1	0	1	1	0	0	0	0	1	0	0	4	0	0	0	0	0
7:45 AM	0	2	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	0
8:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
8:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	2	0	0	2	0	0	0	0	1	0	0	5	0	0	0	0	0
VOLUMES	0	13	1	1	11	0	0	0	0	4	0	0	30	0	0	0	0	0
APPROACH %	0%	93%	7%	8%	92%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	14	/	13	12	/	15	0	/	2	4	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	6	0	1	7	0	0	0	0	3	0	0	17	0	0	0	0	
APPROACH %	0%	100%	0%	13%	88%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.750			1.000			0.000			0.375		0.708					
APP/DEPART	6	/	6	8	/	10	0	/	1	3	/	0	0					
03:00 PM	0	4	0	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0
3:15 PM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
3:30 PM	0	5	0	1	2	0	0	0	0	0	0	0	8	0	0	0	0	0
3:45 PM	0	4	0	0	3	0	0	0	0	0	0	1	8	0	0	0	0	0
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
4:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	2	1	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
VOLUMES	0	26	1	1	27	0	0	0	0	2	0	1	58	0	0	0	0	0
APPROACH %	0%	96%	4%	4%	96%	0%	0%	0%	0%	67%	0%	33%						
APP/DEPART	27	/	27	28	/	29	0	/	2	3	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	4	1	0	6	0	0	0	0	1	0	0	12	0	0	0	0	
APPROACH %	0%	80%	20%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.417			0.750			0.000			0.250		0.600					
APP/DEPART	5	/	4	6	/	7	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
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		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	1	0	5	0	0	0	0	1	0	0	12	0	0	0	0	0
	APPROACH %	0%	83%	17%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	6	/	5	5	/	6	0	/	1	1	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	3	0	0	2	0	0	0	0	1	0	0	6	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.375			0.250			0.000			0.250		0.375					
	APP/DEPART	3	/	3	2	/	3	0	/	0	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	0	0	10	0	0	0	0	0	0	0	17	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	7	/	7	10	/	10	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.375			0.000			0.000		0.417					
	APP/DEPART	2	/	2	3	/	3	0	/	0	0	/	0	0					

Sorrento Pkwy

NORTH SIDE

Benvenito Ln WEST SIDE EAST SIDE **Benvenito Ln**

SOUTH SIDE

Sorrento Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

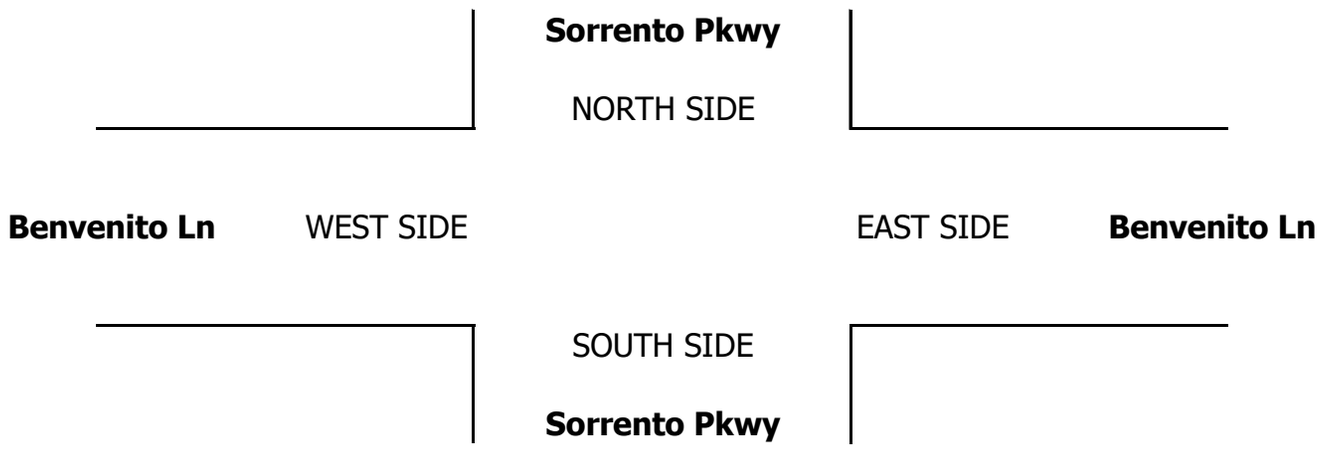
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	1	0	0	1	X	X	X	X	0	X	0						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N

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S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	0	0	1	X	X	X	X	0	X	0						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Sorrento Pkwy

NORTH SIDE

Benvenito Ln WEST SIDE EAST SIDE **Benvenito Ln**

SOUTH SIDE

Sorrento Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

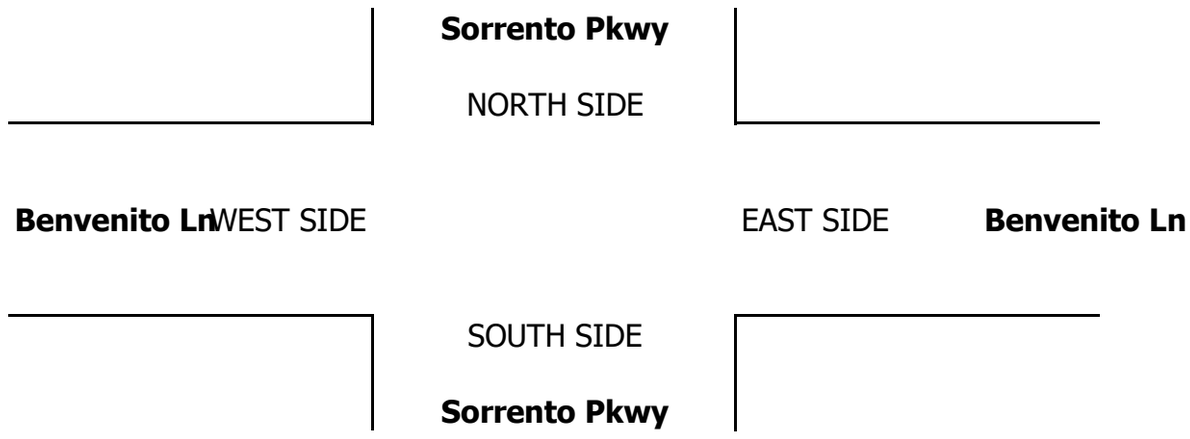
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	7
	EAST & WEST:	Benvenito Ln	CONTROL:	STOP W

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Benvenito Ln			WESTBOUND Benvenito Ln				U-TURNS				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	X	1	0	0	1	X	X	X	X	0	X	0						
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	1	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0
APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	2	/	1	1	/	2	0	/	1	1	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, May 29, 25

LOCATION: Lincoln
NORTH & SOUTH: Caledon Cir West
EAST & WEST: Ferrari Ranch Rd

PROJECT #: SC5421
LOCATION #: 8
CONTROL: STOP ALL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	0	17	0	0	0	0	4	0	8	10	0	40	0	0	0	2	2
	7:15 AM	1	0	18	0	0	0	0	1	0	7	8	0	35	0	0	0	2	2
	7:30 AM	0	0	34	0	0	0	0	3	0	11	5	0	53	0	0	0	8	8
	7:45 AM	1	0	49	0	0	0	0	5	0	19	5	0	79	0	0	0	7	7
	8:00 AM	2	0	38	0	0	0	0	5	1	32	9	0	87	0	0	1	7	8
	8:15 AM	1	0	28	0	0	0	0	1	0	23	9	0	62	0	0	0	2	2
	8:30 AM	0	0	16	0	0	0	0	5	0	16	5	0	42	0	0	1	1	2
	8:45 AM	0	0	14	0	0	0	0	3	0	17	5	0	39	0	0	0	3	3
	VOLUMES	6	0	214	0	0	0	0	27	1	133	56	0	471	0	0	2	32	34
	APPROACH %	3%	0%	97%	0%	0%	0%	0%	90%	3%	60%	25%	0%						
	APP/DEPART	220	/	0	0	/	134	30	/	273	221	/	64	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	4	0	149	0	0	0	0	14	1	85	28	0	306	0	0	1	24	50	16
	APPROACH %	3%	0%	97%	0%	0%	0%	0%	88%	6%	62%	20%	0%						
	PEAK HR FACTOR		0.765			0.000			0.571			0.714		0.805					
	APP/DEPART	153	/	0	0	/	86	16	/	187	137	/	33	0					
PM	03:00 PM	0	0	18	0	0	0	0	11	0	32	1	0	62	0	0	0	3	3
	3:15 PM	1	0	19	0	0	0	0	5	0	26	6	0	57	0	0	0	4	4
	3:30 PM	0	0	21	0	0	0	0	5	0	33	0	0	59	0	0	0	7	7
	3:45 PM	1	0	15	0	0	0	0	4	1	40	2	0	63	0	0	0	0	0
	4:00 PM	0	0	11	0	0	0	0	2	1	27	2	0	43	0	0	0	8	8
	4:15 PM	0	0	22	0	0	0	0	6	0	26	5	0	59	0	0	0	3	3
	4:30 PM	0	0	15	0	0	0	0	5	0	38	0	0	58	0	0	0	4	4
	4:45 PM	0	0	20	0	0	0	0	1	0	21	2	0	44	0	0	0	0	0
	5:00 PM	0	0	22	0	0	0	0	2	0	34	0	0	58	0	0	0	4	4
	5:15 PM	0	0	24	0	0	0	0	5	0	41	0	0	70	0	0	0	7	7
	5:30 PM	1	0	21	0	0	0	0	2	0	32	2	0	58	0	0	0	2	2
	5:45 PM	1	0	21	0	0	0	0	1	0	31	2	0	56	0	0	0	1	1
	VOLUMES	4	0	229	0	0	0	0	49	2	381	22	0	730	0	0	0	43	43
	APPROACH %	2%	0%	98%	0%	0%	0%	0%	96%	4%	85%	5%	0%						
	APP/DEPART	233	/	0	0	/	383	51	/	321	446	/	26	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	0	88	0	0	0	0	10	0	138	4	0	256	0	0	0	14	7	3
	APPROACH %	2%	0%	98%	0%	0%	0%	0%	100%	0%	88%	3%	0%						
	PEAK HR FACTOR		0.938			0.000			0.500			0.813		0.831					
	APP/DEPART	90	/	0	0	/	138	10	/	112	156	/	6	0					

Caledon Cir West
NORTH LEG

Ferrari Ranch Rd WEST LEG EAST LEG **Ferrari Ranch Rd**

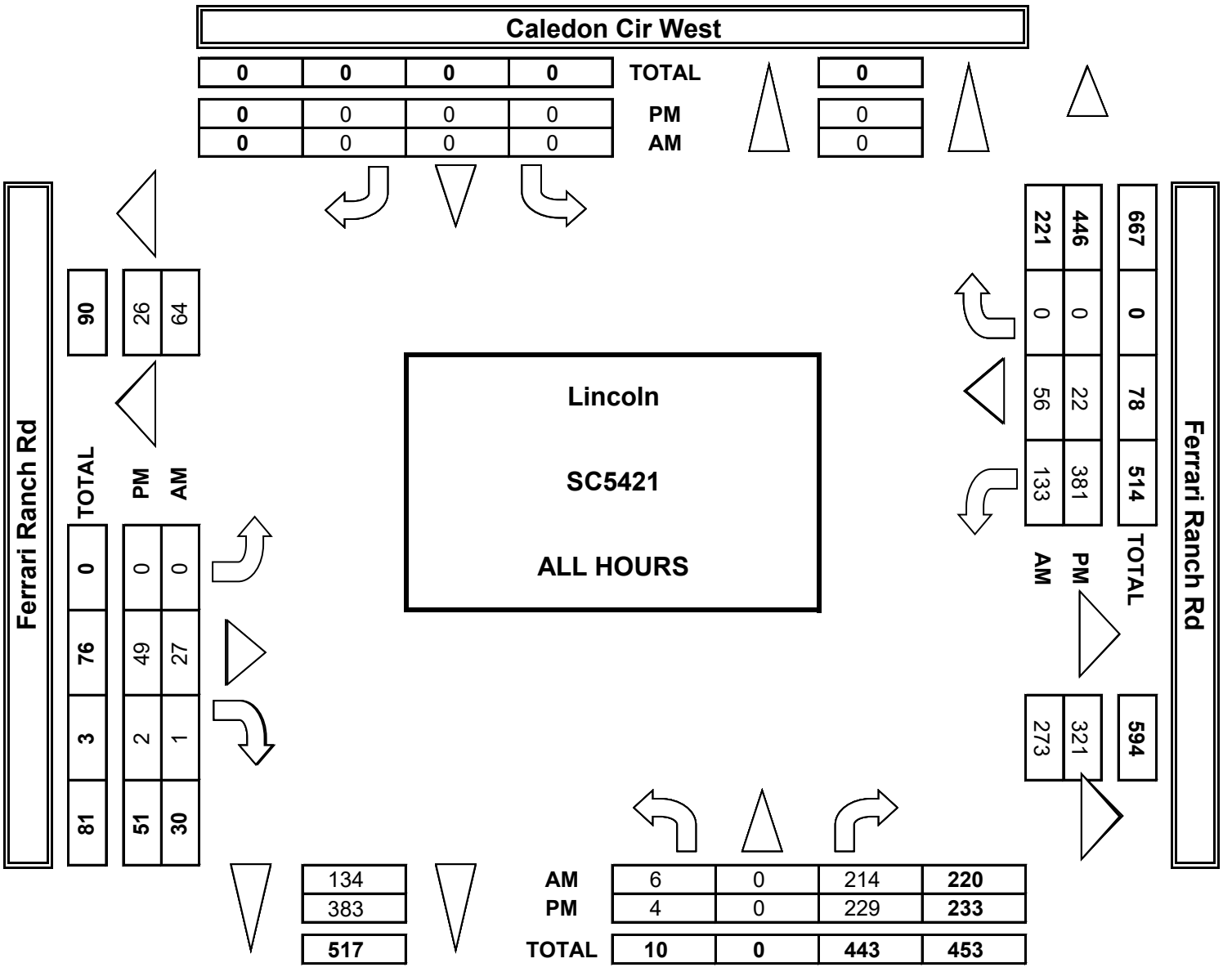
SOUTH LEG
Caledon Cir West

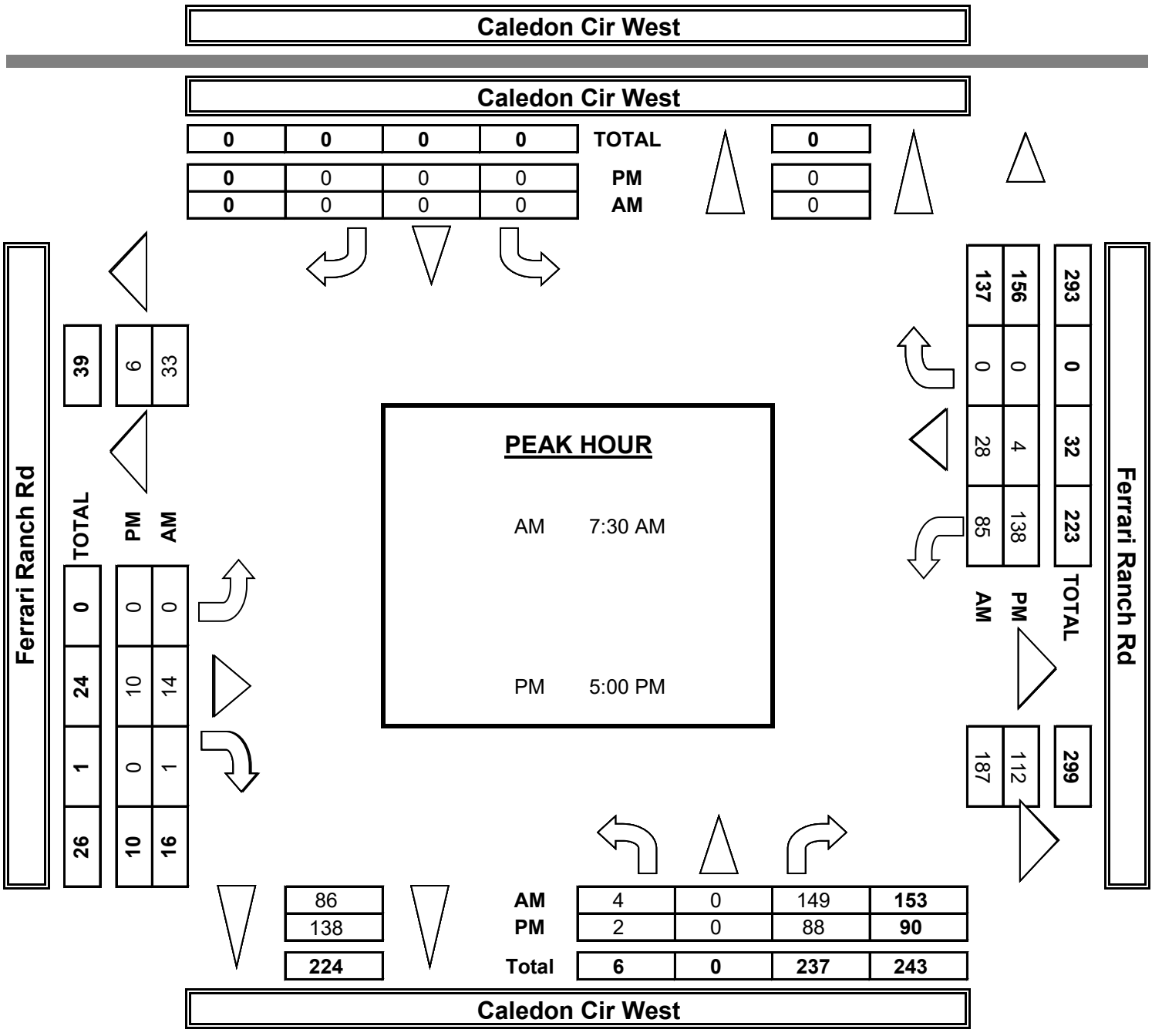
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	7:15 AM	0	4	0	1	5	0	4	0	1	5	0	0	0	0	0
	7:30 AM	0	4	0	3	7	0	4	0	3	7	0	0	0	0	0
	7:45 AM	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0
	8:00 AM	0	3	0	2	5	0	3	0	2	5	0	0	0	0	0
	8:15 AM	0	3	0	8	11	0	3	0	8	11	0	0	0	0	0
	8:30 AM	0	2	0	2	4	0	2	0	1	3	0	0	0	1	1
	8:45 AM	0	2	0	2	4	0	2	0	1	3	0	0	0	1	1
	TOTAL	0	18	0	24	42	0	18	0	22	40	0	0	0	2	2
PM	3:00 PM	0	1	0	3	4	0	0	0	3	3	0	1	0	0	1
	3:15 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	3:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	3:45 PM	0	0	0	5	5	0	0	0	1	1	0	0	0	4	4
	4:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3
	4:15 PM	0	1	0	3	4	0	1	0	0	1	0	0	0	3	3
	4:30 PM	2	3	0	3	8	0	3	0	1	4	2	0	0	2	4
	4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	5:00 PM	0	1	0	1	2	0	1	0	0	1	0	0	0	1	1
	5:15 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	5:30 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	5:45 PM	1	2	0	1	4	0	0	0	0	0	1	2	0	1	4
	TOTAL	3	9	0	27	39	0	5	0	9	14	3	4	0	18	25

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	1	0	17	0	0	0	0	6	0	9	20	0	53					0
7:15 AM	1	0	20	0	0	0	0	2	0	8	18	0	47					0
7:30 AM	0	0	35	0	0	0	0	6	0	12	12	0	64					0
7:45 AM	1	0	51	0	0	0	0	10	0	20	9	0	90					0
8:00 AM	2	0	40	0	0	0	0	8	1	33	24	0	107					0
8:15 AM	1	0	29	0	0	0	0	2	0	24	17	0	72					0
8:30 AM	0	0	16	0	0	0	0	8	0	18	8	0	50					0
8:45 AM	0	0	14	0	0	0	0	6	0	18	10	0	48					0
VOLUMES	6	0	221	0	0	0	0	46	1	140	116	0	528	0	0	0	0	0
APPROACH %	3%	0%	97%	0%	0%	0%	0%	98%	2%	55%	45%	0%						
APP/DEPART	227	/	0	0	/	141	47	/	266	255	/	122	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	4	0	154	0	0	0	0	24	1	88	61	0	332					
APPROACH %	3%	0%	97%	0%	0%	0%	0%	96%	4%	59%	41%	0%						
PEAK HR FACTOR		0.760			0.000			0.658			0.663		0.778					
APP/DEPART	158	/	0	0	/	89	25	/	178	149	/	65	0					
PM 03:00 PM	0	0	19	0	0	0	0	13	0	35	2	0	67					0
3:15 PM	1	0	20	0	0	0	0	9	0	27	6	0	62					0
3:30 PM	0	0	22	0	0	0	0	9	0	33	0	0	64					0
3:45 PM	1	0	15	0	0	0	0	5	1	42	2	0	66					0
4:00 PM	0	0	11	0	0	0	0	3	1	29	3	0	46					0
4:15 PM	0	0	22	0	0	0	0	11	0	27	6	0	65					0
4:30 PM	0	0	15	0	0	0	0	5	0	38	0	0	58					0
4:45 PM	0	0	22	0	0	0	0	1	0	22	3	0	47					0
5:00 PM	0	0	22	0	0	0	0	2	0	37	0	0	61					0
5:15 PM	0	0	26	0	0	0	0	6	0	42	0	0	74					0
5:30 PM	1	0	21	0	0	0	0	2	0	32	2	0	58					0
5:45 PM	1	0	21	0	0	0	0	1	0	31	2	0	56					0
VOLUMES	4	0	235	0	0	0	0	65	2	392	24	0	722	0	0	0	0	0
APPROACH %	2%	0%	98%	0%	0%	0%	0%	97%	3%	94%	6%	0%						
APP/DEPART	239	/	0	0	/	394	67	/	300	416	/	28	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	2	0	90	0	0	0	0	11	0	142	4	0	248					
APPROACH %	2%	0%	98%	0%	0%	0%	0%	100%	0%	97%	3%	0%						
PEAK HR FACTOR		0.885			0.000			0.477			0.866		0.844					
APP/DEPART	92	/	0	0	/	142	11	/	101	146	/	6	0					

Caledon Cir West

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

Caledon Cir West

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

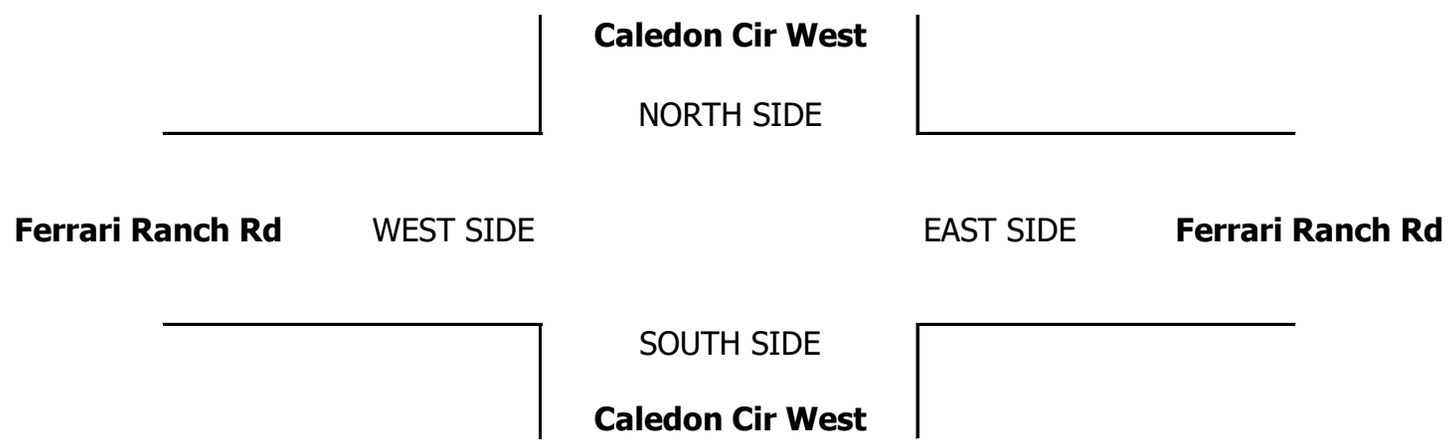
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	X	1	X	X	X	X	2	0	1	2	X						
7:00 AM	1	0	17	0	0	0	0	2	0	7	3	0	30	0	0	0	1	1
7:15 AM	1	0	15	0	0	0	0	0	0	6	2	0	24	0	0	0	2	2
7:30 AM	0	0	33	0	0	0	0	0	0	9	1	0	43	0	0	0	7	7
7:45 AM	1	0	48	0	0	0	0	0	0	17	1	0	67	0	0	0	7	7
8:00 AM	2	0	35	0	0	0	0	1	1	31	1	0	71	0	0	1	6	7
8:15 AM	1	0	27	0	0	0	0	0	0	22	2	0	52	0	0	0	2	2
8:30 AM	0	0	16	0	0	0	0	1	0	14	2	0	33	0	0	0	1	1
8:45 AM	0	0	14	0	0	0	0	1	0	16	2	0	33	0	0	0	3	3
VOLUMES	6	0	205	0	0	0	0	5	1	122	14	0	383	0	0	1	29	30
APPROACH %	3%	0%	97%	0%	0%	0%	0%	71%	14%	74%	8%	0%						
APP/DEPART	211	/	0	0	/	123	7	/	239	165	/	21	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	4	0	143	0	0	0	0	1	1	79	5	0	256	0	0	1	22	
APPROACH %	3%	0%	97%	0%	0%	0%	0%	33%	33%	75%	5%	0%						
PEAK HR FACTOR		0.750			0.000			0.250			0.697		0.821					
APP/DEPART	147	/	0	0	/	80	3	/	166	106	/	10	0					
03:00 PM	0	0	17	0	0	0	0	8	0	30	0	0	55	0	0	0	2	2
3:15 PM	1	0	18	0	0	0	0	2	0	25	6	0	52	0	0	0	4	4
3:30 PM	0	0	20	0	0	0	0	3	0	33	0	0	56	0	0	0	6	6
3:45 PM	1	0	15	0	0	0	0	2	1	39	2	0	60	0	0	0	0	0
4:00 PM	0	0	11	0	0	0	0	1	1	25	1	0	39	0	0	0	5	5
4:15 PM	0	0	22	0	0	0	0	2	0	25	4	0	53	0	0	0	3	3
4:30 PM	0	0	15	0	0	0	0	5	0	38	0	0	58	0	0	0	4	4
4:45 PM	0	0	17	0	0	0	0	1	0	20	1	0	39	0	0	0	0	0
5:00 PM	0	0	22	0	0	0	0	2	0	32	0	0	56	0	0	0	3	3
5:15 PM	0	0	23	0	0	0	0	4	0	39	0	0	66	0	0	0	7	7
5:30 PM	1	0	21	0	0	0	0	2	0	32	2	0	58	0	0	0	2	2
5:45 PM	1	0	21	0	0	0	0	1	0	31	2	0	56	0	0	0	1	1
VOLUMES	4	0	222	0	0	0	0	33	2	369	18	0	685	0	0	0	37	37
APPROACH %	2%	0%	98%	0%	0%	0%	0%	94%	6%	87%	4%	0%						
APP/DEPART	226	/	0	0	/	371	35	/	292	424	/	22	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	2	0	87	0	0	0	0	9	0	134	4	0	249	0	0	0	13	
APPROACH %	2%	0%	98%	0%	0%	0%	0%	100%	0%	89%	3%	0%						
PEAK HR FACTOR		0.967			0.000			0.563			0.821		0.853					
APP/DEPART	89	/	0	0	/	134	9	/	109	151	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

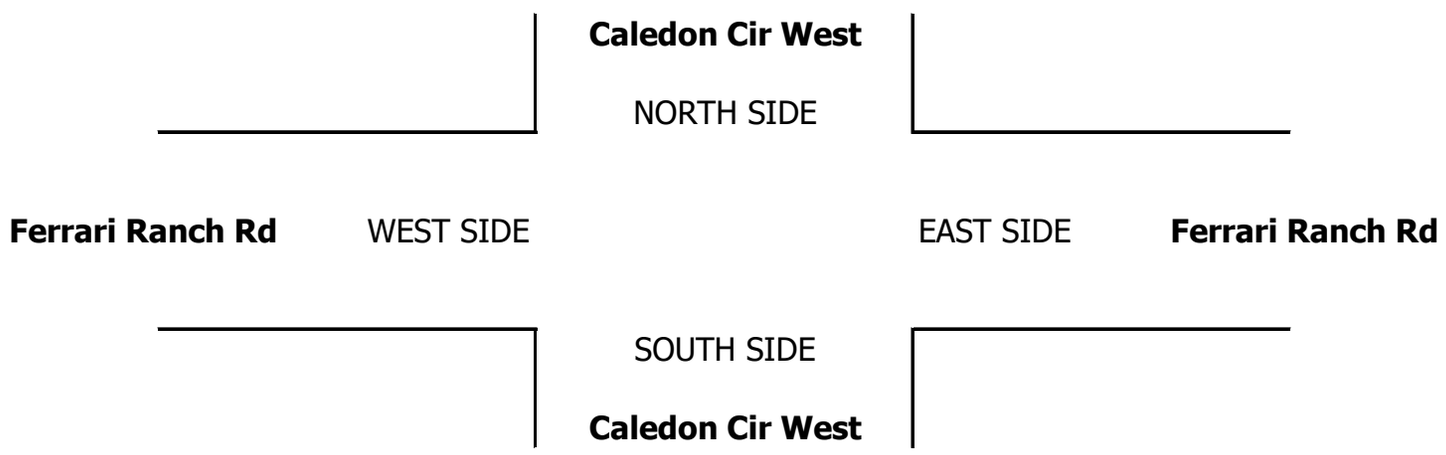
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

	NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	X	1	X	X	X	X	2	0	1	2	X						
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
7:15 AM	0	0	3	0	0	0	0	1	0	1	1	0	6	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	1	0	2	1	0	5	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	2	3	0	6	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	0	3	0	1	1	0	7	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	1	0	1	4	0	7	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	1	2	0	5	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
VOLUMES	0	0	7	0	0	0	0	9	0	9	15	0	40	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	38%	63%	0%						
APP/DEPART	7	/	0	0	/	9	9	/	16	24	/	15	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	4	0	0	0	0	6	0	6	9	0	25	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	40%	60%	0%						
PEAK HR FACTOR		0.500			0.000			0.500			0.750		0.893					
APP/DEPART	4	/	0	0	/	6	6	/	10	15	/	9	0					
03:00 PM	0	0	1	0	0	0	0	3	0	1	1	0	6	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	1	0	1	0	0	3	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	2	0	1	1	0	4	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0	0	1	1	0	4	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	5	0	0	0	0	10	0	8	4	0	28	0	0	0	1	1
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	62%	31%	0%						
APP/DEPART	5	/	0	0	/	8	10	/	16	13	/	4	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.375		0.333					
APP/DEPART	0	/	0	0	/	3	1	/	1	3	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

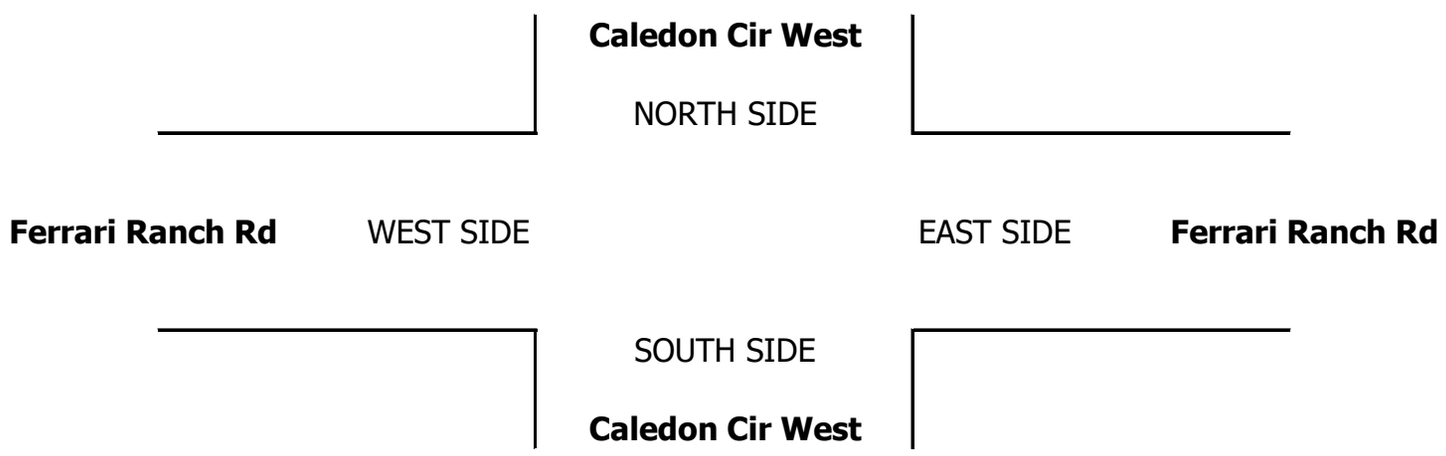
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM | PM | MD | OTHER | OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	X	1	X	X	X	X	2	0	1	2	X						
AM																		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	12	0	1	2	0	16	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
APP/DEPART	1	/	0	0	/	1	12	/	13	3	/	2	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	1	0	0	0	0	7	0	0	0	0	8	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.438			0.000		0.500					
APP/DEPART	1	/	0	0	/	0	7	/	8	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
APP/DEPART	1	/	0	0	/	0	1	/	2	0	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

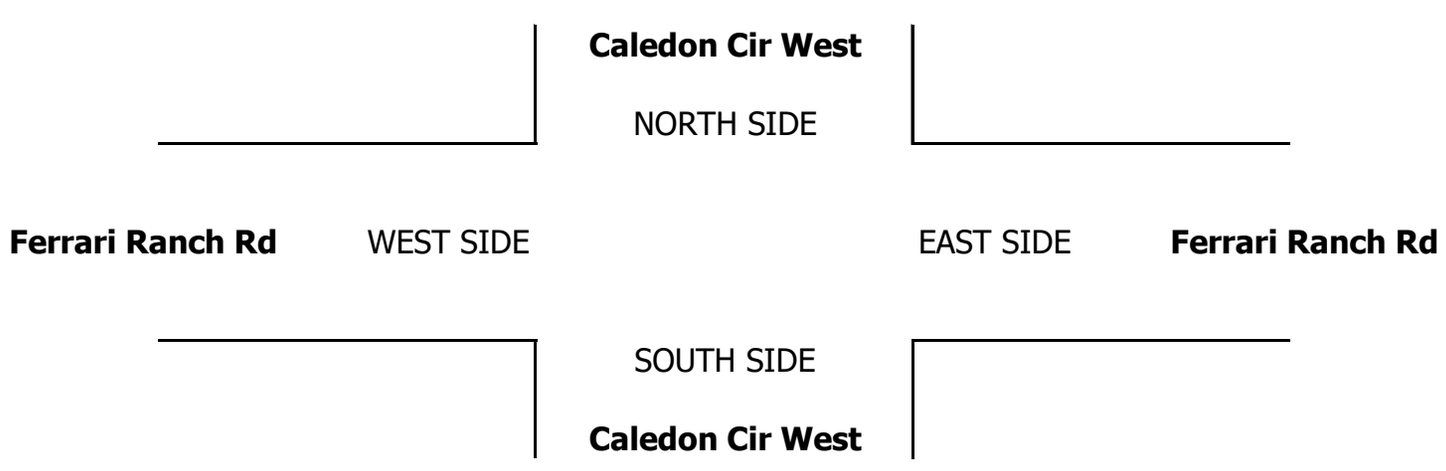
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
	8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	1	0	0	25	0	28	0	0	1	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	50%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	0	/	0	2	/	2	25	/	26	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	1	0	0	0	0	0	0	0	14	0	15	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.500		0.536					
	APP/DEPART	1	/	0	0	/	0	0	/	1	14	/	14	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	5	0	3	0	0	9	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
	APP/DEPART	1	/	0	0	/	3	5	/	6	3	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500					
	APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

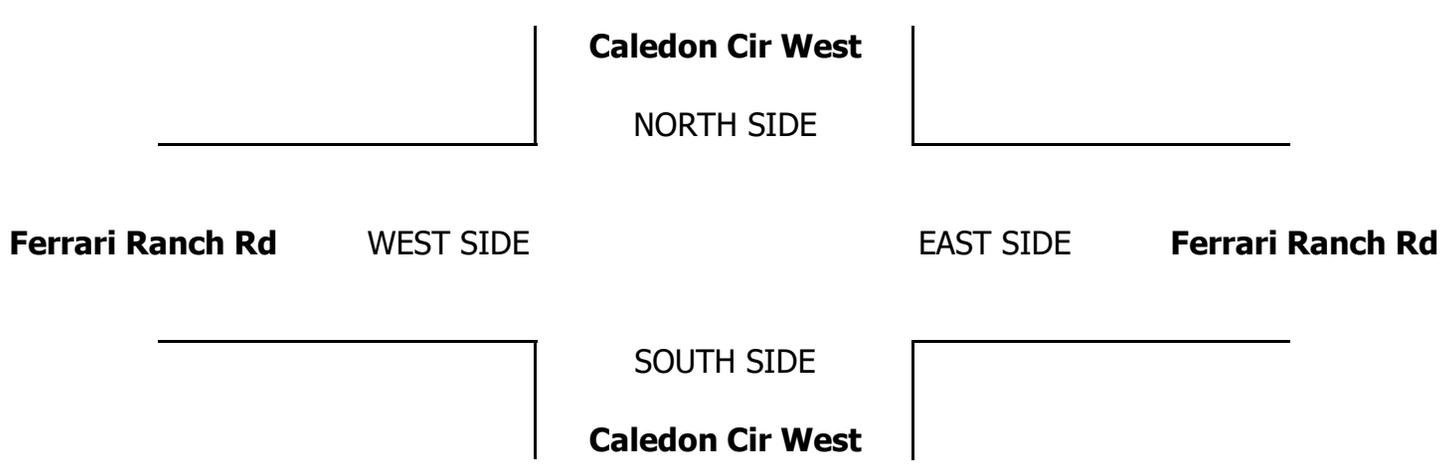
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	X	1	X	X	X	X	2	0	1	2	X						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

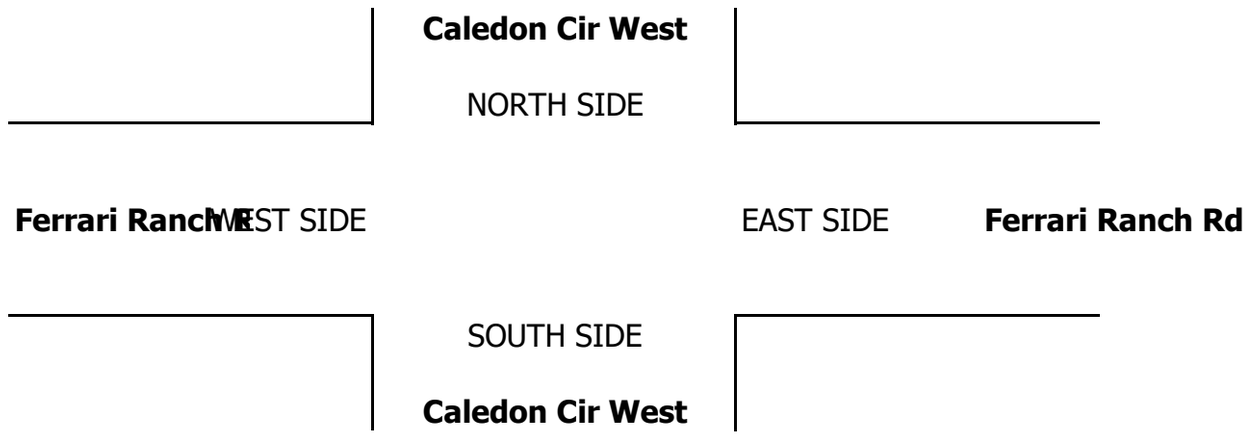
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Caledon Cir West	LOCATION #:	8
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir West			SOUTHBOUND Caledon Cir West			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	3	3
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%						
APP/DEPART	0	/	0	0	/	1	0	/	3	4	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.500		0.500					
APP/DEPART	0	/	0	0	/	0	0	/	2	2	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	0	5	5
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%						
APP/DEPART	0	/	0	0	/	1	0	/	5	6	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	0	0	/	0	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	38	0	3	2	22	0	0	15	22	102	0	0	0	0	0
	7:15 AM	0	0	0	52	0	2	2	19	0	0	13	19	107	0	0	0	0	0
	7:30 AM	0	0	0	114	0	4	2	37	0	0	14	17	188	0	0	0	2	2
	7:45 AM	0	0	0	128	0	4	4	59	0	0	23	44	262	0	0	0	0	0
	8:00 AM	0	0	0	85	0	10	4	45	0	0	32	59	235	0	0	1	0	1
	8:15 AM	0	0	0	54	0	3	2	31	0	0	31	53	174	0	0	0	0	0
	8:30 AM	0	0	0	28	0	2	2	20	0	0	22	42	116	0	0	0	0	0
	8:45 AM	0	0	0	50	0	3	1	18	0	0	20	29	121	0	0	0	0	0
	VOLUMES	0	0	0	549	0	31	19	251	0	0	170	285	1,308	0	0	1	2	3
	APPROACH %	0%	0%	0%	95%	0%	5%	7%	93%	0%	0%	37%	62%						
	APP/DEPART	0	/	304	580	/	0	271	/	802	457	/	202	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	381	0	21	12	172	0	0	100	173	862	0	0	1	2	
	APPROACH %	0%	0%	0%	95%	0%	5%	6%	93%	0%	0%	36%	63%						
	PEAK HR FACTOR		0.000			0.761			0.734			0.755		0.823					
	APP/DEPART	0	/	185	402	/	0	185	/	555	275	/	122	0					
PM	03:00 PM	0	0	0	45	0	4	2	28	0	0	31	54	164	0	0	0	0	0
	3:15 PM	0	0	0	38	0	0	2	26	0	0	33	67	166	0	0	0	0	0
	3:30 PM	0	0	0	52	0	0	6	29	0	0	41	63	191	0	0	0	0	0
	3:45 PM	0	0	0	53	0	2	2	19	0	0	36	67	179	0	0	1	0	1
	4:00 PM	0	0	0	48	0	5	1	20	0	0	38	71	183	0	0	0	0	0
	4:15 PM	0	0	0	51	0	3	1	27	0	0	31	59	172	0	0	0	0	0
	4:30 PM	0	0	0	53	0	3	0	23	0	0	36	69	184	0	1	1	0	2
	4:45 PM	0	0	0	55	0	2	4	19	0	0	25	67	172	0	0	0	0	0
	5:00 PM	0	0	0	59	0	3	1	19	0	0	40	70	192	0	0	0	0	0
	5:15 PM	0	0	0	56	0	4	2	39	0	0	41	62	204	0	1	0	0	1
	5:30 PM	0	0	0	48	0	4	2	25	0	0	29	53	161	0	0	0	0	0
	5:45 PM	0	0	0	57	0	1	4	17	0	0	36	60	175	0	0	0	0	0
	VOLUMES	0	0	0	615	0	31	27	291	0	0	417	762	2,147	0	2	2	0	4
	APPROACH %	0%	0%	0%	95%	0%	5%	8%	91%	0%	0%	35%	65%						
	APP/DEPART	0	/	791	648	/	0	320	/	906	1,179	/	450	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	223	0	12	7	100	0	0	142	268	755	0	2	1	0	
	APPROACH %	0%	0%	0%	94%	0%	5%	6%	93%	0%	0%	35%	65%						
	PEAK HR FACTOR		0.000			0.956			0.659			0.932		0.921					
	APP/DEPART	0	/	277	237	/	0	108	/	323	410	/	155	0					

Sorrento Pkwy

NORTH LEG

Ferrari Ranch Rd WEST LEG EAST LEG **Ferrari Ranch Rd**

SOUTH LEG

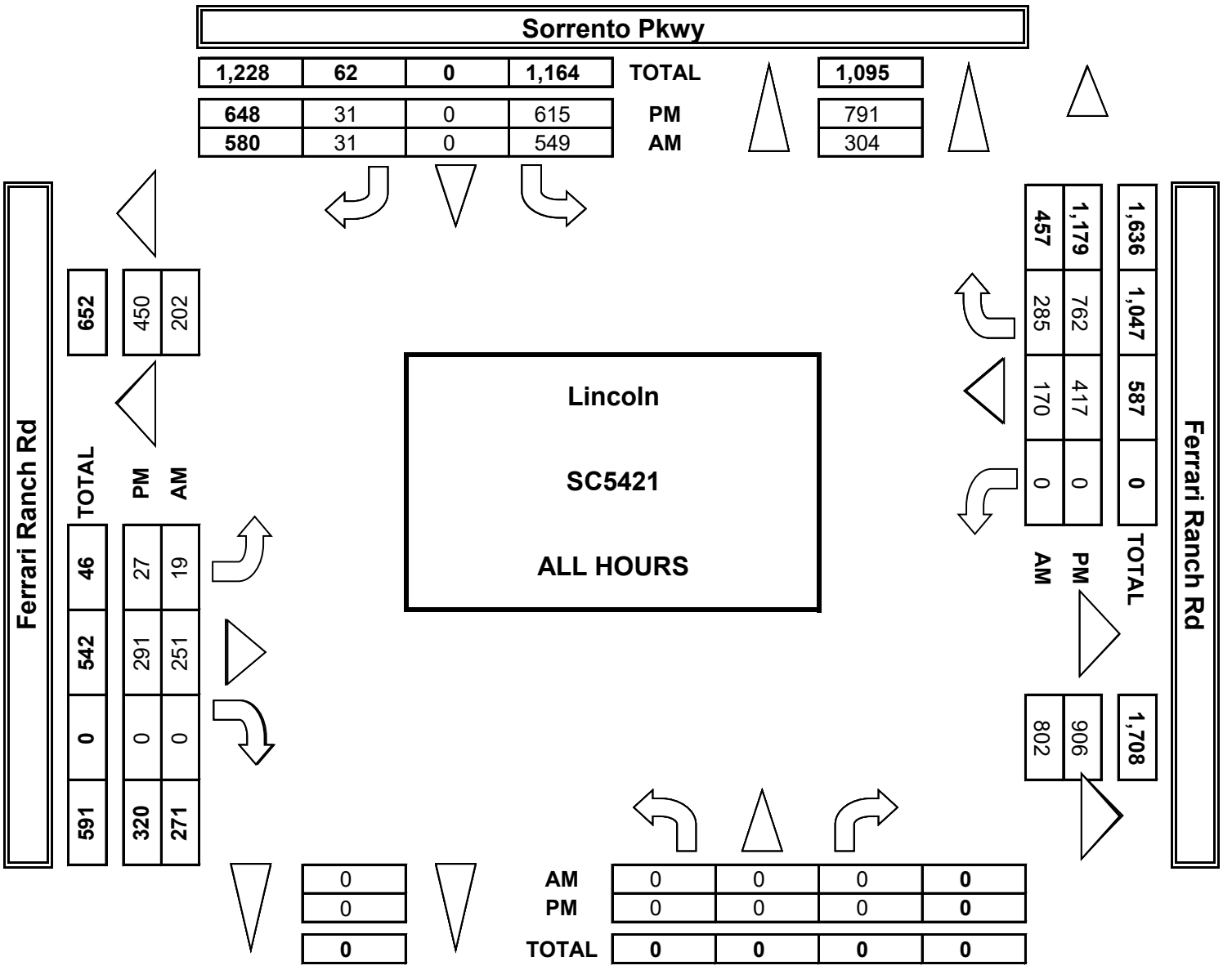
Sorrento Pkwy

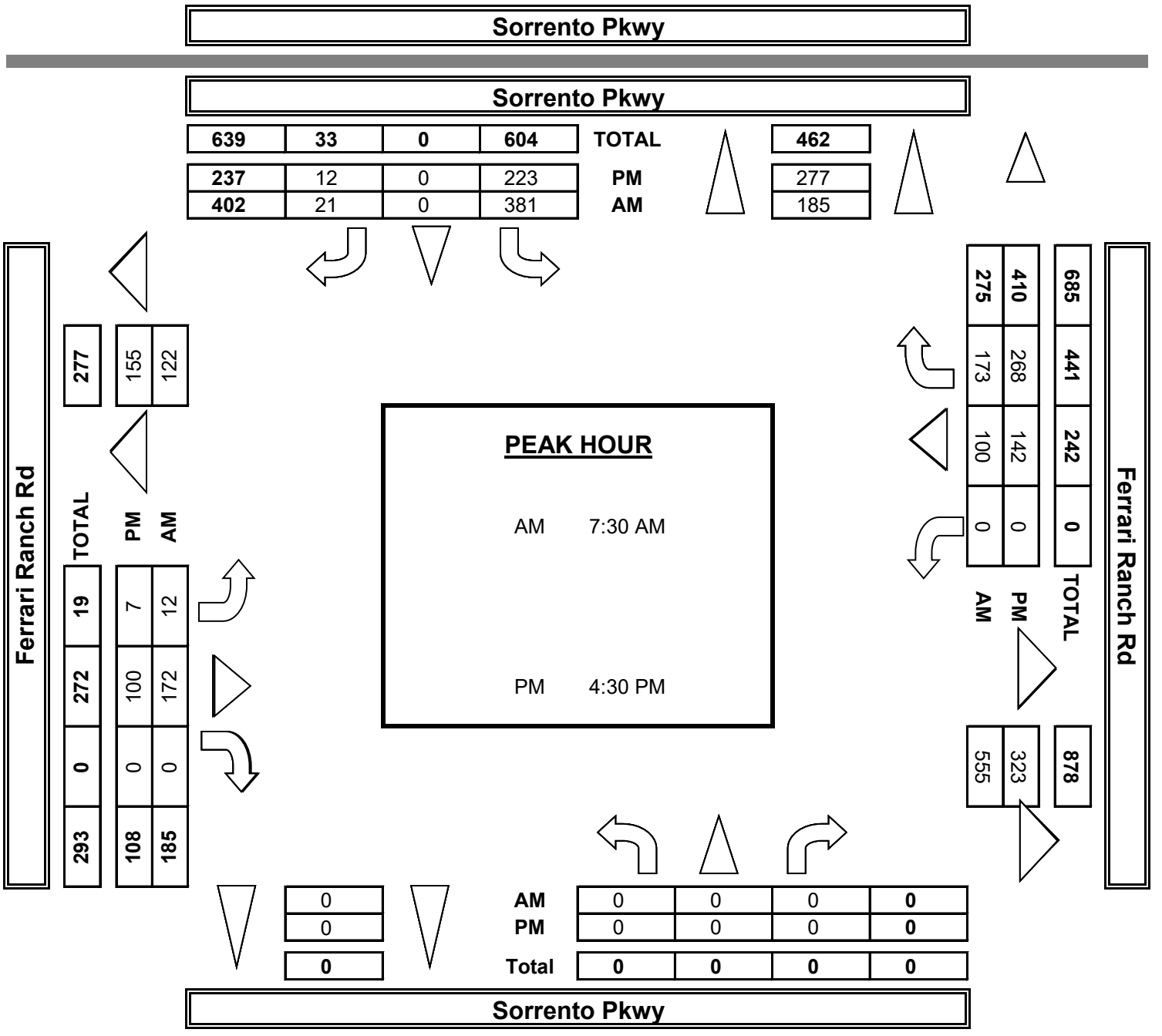
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	1	0	0	2	3	1	0	0	2	3	0	0	0	0	0
	7:15 AM	2	0	0	2	4	2	0	0	2	4	0	0	0	0	0
	7:30 AM	2	0	0	3	5	2	0	0	3	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	8:45 AM	1	0	0	3	4	1	0	0	3	4	0	0	0	0	0
	TOTAL	7	0	0	13	20	7	0	0	13	20	0	0	0	0	0
PM	3:00 PM	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0
	3:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	3:30 PM	2	0	0	2	4	2	0	0	0	2	0	0	0	2	2
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	4:00 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	4:15 PM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	4:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	6	2	9	0	0	0	1	1	1	0	6	1	8
	TOTAL	4	2	6	19	31	3	0	0	13	16	1	2	6	6	15

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9	
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	38	0	3	2	25	0	0	27	25	119					0
7:15 AM	0	0	0	54	0	3	2	21	0	0	23	21	122					0
7:30 AM	0	0	0	116	0	5	2	40	0	0	22	18	202					0
7:45 AM	0	0	0	130	0	4	4	67	0	0	28	46	278					0
8:00 AM	0	0	0	88	0	10	4	50	0	0	48	62	261					0
8:15 AM	0	0	0	55	0	4	2	32	0	0	39	54	185					0
8:30 AM	0	0	0	30	0	2	2	23	0	0	27	47	131					0
8:45 AM	0	0	0	51	0	4	1	21	0	0	26	30	132					0
VOLUMES	0	0	0	561	0	33	19	279	0	0	237	301	1,429	0	0	0	0	0
APPROACH %	0%	0%	0%	94%	0%	6%	6%	94%	0%	0%	44%	56%						
APP/DEPART	0	/	320	594	/	0	298	/	839	538	/	270	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	388	0	22	12	189	0	0	136	179	926					
APPROACH %	0%	0%	0%	95%	0%	5%	6%	94%	0%	0%	43%	57%						
PEAK HR FACTOR		0.000			0.765			0.711			0.722		0.832					
APP/DEPART	0	/	191	410	/	0	201	/	577	315	/	158	0					
PM 03:00 PM	0	0	0	48	0	5	3	31	0	0	34	56	175					0
3:15 PM	0	0	0	41	0	0	2	31	0	0	34	72	179					0
3:30 PM	0	0	0	55	0	0	6	35	0	0	42	66	204					0
3:45 PM	0	0	0	55	0	2	2	20	0	0	38	72	188					0
4:00 PM	0	0	0	51	0	6	1	23	0	0	42	73	195					0
4:15 PM	0	0	0	55	0	3	1	30	0	0	32	61	181					0
4:30 PM	0	0	0	54	0	3	0	26	0	0	36	71	189					0
4:45 PM	0	0	0	58	0	2	5	20	0	0	26	70	180					0
5:00 PM	0	0	0	64	0	5	1	20	0	0	42	71	202					0
5:15 PM	0	0	0	57	0	5	2	42	0	0	42	62	209					0
5:30 PM	0	0	0	50	0	4	2	25	0	0	29	54	164					0
5:45 PM	0	0	0	58	0	1	4	17	0	0	36	60	176					0
VOLUMES	0	0	0	642	0	35	29	317	0	0	432	785	2,238	0	0	0	0	0
APPROACH %	0%	0%	0%	95%	0%	5%	8%	92%	0%	0%	35%	65%						
APP/DEPART	0	/	814	677	/	0	345	/	959	1,217	/	466	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	232	0	15	8	107	0	0	146	273	779					
APPROACH %	0%	0%	0%	94%	0%	6%	7%	93%	0%	0%	35%	65%						
PEAK HR FACTOR		0.000			0.900			0.658			0.933		0.934					
APP/DEPART	0	/	281	247	/	0	115	/	339	418	/	160	0					

Sorrento Pkwy

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

Sorrento Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

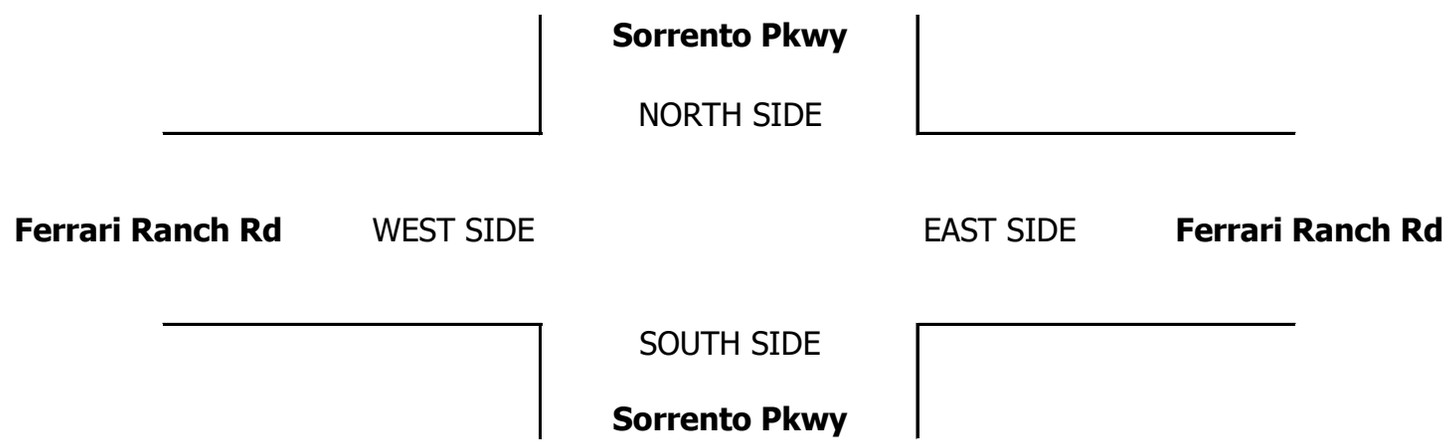
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
														NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					
	X	X	X	2	X	1	1	2	X	X	2	1						
7:00 AM	0	0	0	38	0	3	2	19	0	0	6	19	87	0	0	0	0	0
7:15 AM	0	0	0	50	0	1	2	15	0	0	7	17	92	0	0	0	0	0
7:30 AM	0	0	0	112	0	3	2	33	0	0	8	16	174	0	0	0	2	2
7:45 AM	0	0	0	124	0	4	4	52	0	0	17	41	242	0	0	0	0	0
8:00 AM	0	0	0	81	0	10	4	38	0	0	23	56	212	0	0	0	0	0
8:15 AM	0	0	0	53	0	2	2	29	0	0	24	51	161	0	0	0	0	0
8:30 AM	0	0	0	26	0	2	2	16	0	0	17	36	99	0	0	0	0	0
8:45 AM	0	0	0	48	0	2	1	16	0	0	16	27	110	0	0	0	0	0
VOLUMES	0	0	0	532	0	27	19	218	0	0	118	263	1,179	0	0	0	2	2
APPROACH %	0%	0%	0%	95%	0%	5%	8%	92%	0%	0%	31%	69%						
APP/DEPART	0	/	282	559	/	0	237	/	752	383	/	145	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	370	0	19	12	152	0	0	72	164	791	0	0	0	2	
APPROACH %	0%	0%	0%	95%	0%	5%	7%	93%	0%	0%	30%	69%						
PEAK HR FACTOR		0.000			0.760			0.732			0.753		0.817					
APP/DEPART	0	/	176	389	/	0	164	/	524	238	/	91	0					
03:00 PM	0	0	0	40	0	3	1	24	0	0	29	51	148	0	0	0	0	0
3:15 PM	0	0	0	34	0	0	2	21	0	0	32	60	149	0	0	0	0	0
3:30 PM	0	0	0	48	0	0	6	24	0	0	40	58	176	0	0	0	0	0
3:45 PM	0	0	0	50	0	2	2	18	0	0	35	61	168	0	0	1	0	1
4:00 PM	0	0	0	45	0	4	1	16	0	0	33	68	167	0	0	0	0	0
4:15 PM	0	0	0	46	0	3	1	25	0	0	30	57	162	0	0	0	0	0
4:30 PM	0	0	0	51	0	3	0	21	0	0	36	66	177	0	1	1	0	2
4:45 PM	0	0	0	51	0	2	3	18	0	0	23	64	161	0	0	0	0	0
5:00 PM	0	0	0	55	0	2	1	18	0	0	38	69	183	0	0	0	0	0
5:15 PM	0	0	0	55	0	3	2	37	0	0	39	62	198	0	1	0	0	1
5:30 PM	0	0	0	46	0	4	2	25	0	0	29	51	157	0	0	0	0	0
5:45 PM	0	0	0	55	0	1	4	17	0	0	36	60	173	0	0	0	0	0
VOLUMES	0	0	0	576	0	27	25	264	0	0	400	727	2,023	0	2	2	0	4
APPROACH %	0%	0%	0%	95%	0%	4%	9%	91%	0%	0%	35%	65%						
APP/DEPART	0	/	754	605	/	0	291	/	840	1,127	/	429	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	212	0	10	6	94	0	0	136	261	722	0	2	1	0	
APPROACH %	0%	0%	0%	95%	0%	4%	6%	93%	0%	0%	34%	66%						
PEAK HR FACTOR		0.000			0.949			0.647			0.928		0.907					
APP/DEPART	0	/	269	224	/	0	101	/	306	397	/	147	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

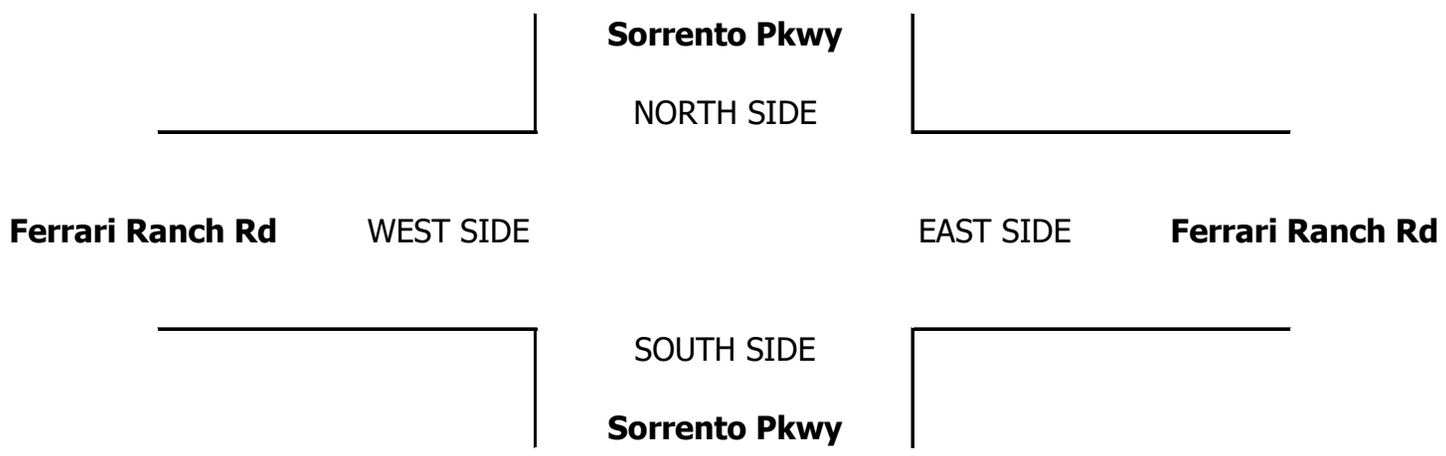
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	2	X	1	1	2	X	X	2	1						
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0
7:15 AM	0	0	0	1	0	1	0	4	0	0	1	1	8	0	0	0	0	0
7:30 AM	0	0	0	1	0	1	0	2	0	0	2	1	7	0	0	0	0	0
7:45 AM	0	0	0	4	0	0	0	1	0	0	5	2	12	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	4	0	0	1	1	8	0	0	1	0	1
8:15 AM	0	0	0	1	0	1	0	2	0	0	4	2	10	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	3	4	9	0	0	0	0	0
8:45 AM	0	0	0	2	0	1	0	0	0	0	1	2	6	0	0	0	0	0
VOLUMES	0	0	0	11	0	4	0	15	0	0	20	14	65	0	0	1	0	1
APPROACH %	0%	0%	0%	73%	0%	27%	0%	94%	0%	0%	59%	41%						
APP/DEPART	0	/	14	15	/	0	16	/	26	34	/	25	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	8	0	2	0	9	0	0	12	6	38	0	0	1	0	
APPROACH %	0%	0%	0%	80%	0%	20%	0%	90%	0%	0%	67%	33%						
PEAK HR FACTOR		0.000			0.625			0.500			0.643		0.792					
APP/DEPART	0	/	6	10	/	0	10	/	17	18	/	15	0					
03:00 PM	0	0	0	5	0	1	1	3	0	0	0	3	13	0	0	0	0	0
3:15 PM	0	0	0	3	0	0	0	3	0	0	1	4	11	0	0	0	0	0
3:30 PM	0	0	0	2	0	0	0	2	0	0	0	5	9	0	0	0	0	0
3:45 PM	0	0	0	3	0	0	0	1	0	0	0	4	8	0	0	0	0	0
4:00 PM	0	0	0	1	0	1	0	2	0	0	2	3	9	0	0	0	0	0
4:15 PM	0	0	0	3	0	0	0	1	0	0	1	0	5	0	0	0	0	0
4:30 PM	0	0	0	2	0	0	0	1	0	0	0	3	6	0	0	0	0	0
4:45 PM	0	0	0	2	0	0	0	1	0	0	2	1	6	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0
5:15 PM	0	0	0	1	0	1	0	1	0	0	2	0	5	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	0	0	26	0	3	1	15	0	0	9	26	80	0	0	0	0	0
APPROACH %	0%	0%	0%	90%	0%	10%	6%	94%	0%	0%	26%	74%						
APP/DEPART	0	/	27	29	/	0	16	/	41	35	/	12	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	6	0	1	0	3	0	0	5	5	20	0	0	0	0	
APPROACH %	0%	0%	0%	86%	0%	14%	0%	100%	0%	0%	50%	50%						
PEAK HR FACTOR		0.000			0.875			0.750			0.833		0.833					
APP/DEPART	0	/	5	7	/	0	3	/	9	10	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

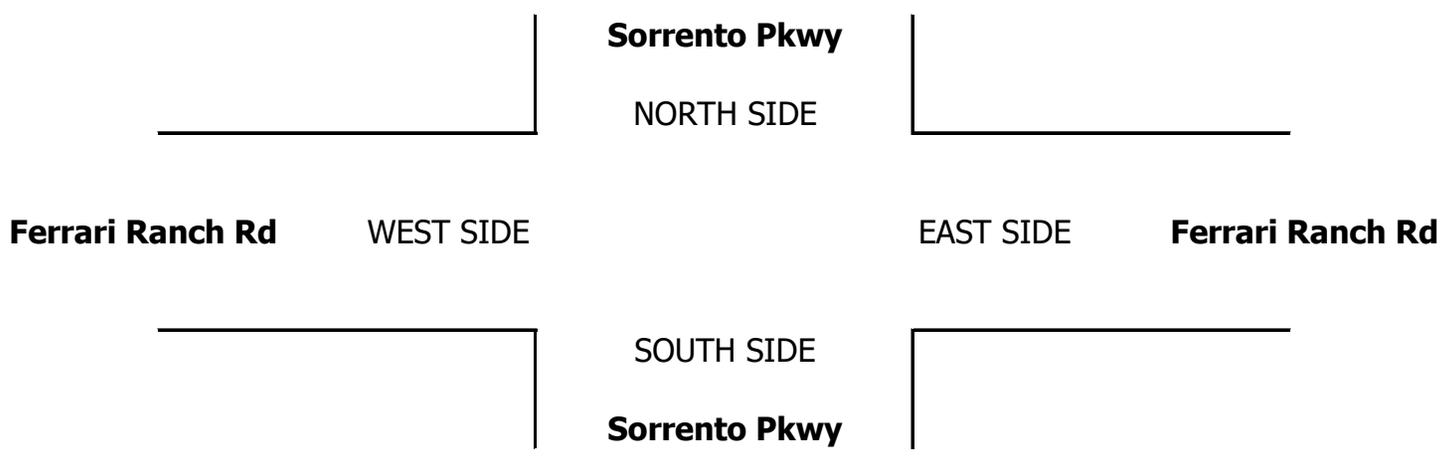
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	2	X	1	1	2	X	X	2	1						
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	4	0	0	0	1	5	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	2	0	0	0	2	6	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	0	0	0	2	0	0	1	1	6	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	0	6	0	0	0	13	0	0	3	6	28	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	33%	67%						
APP/DEPART	0	/	6	6	/	0	13	/	19	9	/	3	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	3	0	0	0	8	0	0	0	3	14	0	0	0	0	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.375			0.500			0.375		0.583					
APP/DEPART	0	/	3	3	/	0	8	/	11	3	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0
3:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	1	0	0	0	0	1	3	0	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	10	0	0	1	1	0	0	0	6	18	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%	100%						
APP/DEPART	0	/	7	10	/	0	2	/	11	6	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	3	0	0	1	0	0	0	0	1	5	0	0	0	0	
APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.375			0.250			0.250		0.417					
APP/DEPART	0	/	2	3	/	0	1	/	3	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

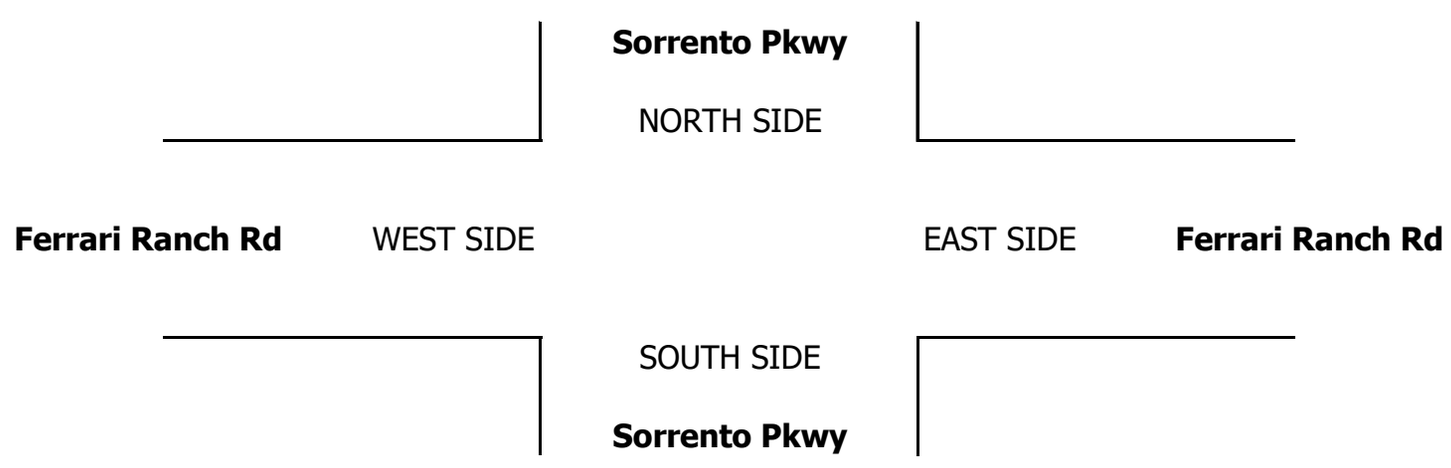
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	2	X	1	1	2	X	X	2	1						
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	25	1	28	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	96%	4%						
APP/DEPART	0	/	1	0	/	0	2	/	2	26	/	25	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	1	0	0	14	0	15	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.536					
APP/DEPART	0	/	0	0	/	0	1	/	1	14	/	14	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	1	0	1	0	6	0	0	2	1	11	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	67%	33%						
APP/DEPART	0	/	1	2	/	0	6	/	7	3	/	3	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	1	0	1	0	2	0	0	0	0	4	0	0	0	0	
APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.500			0.000		0.500					
APP/DEPART	0	/	0	2	/	0	2	/	3	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

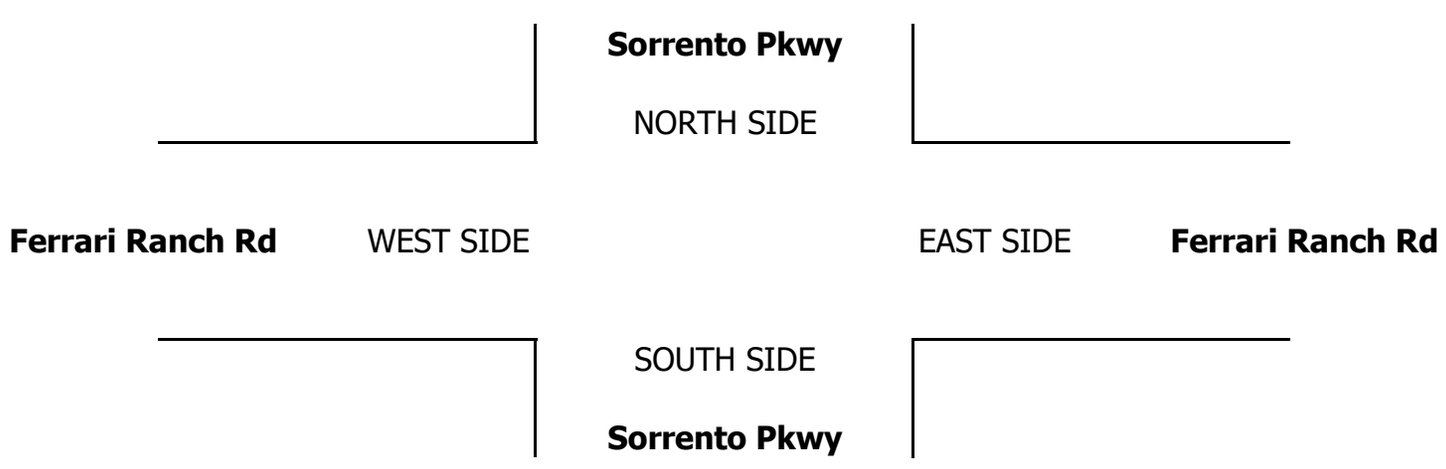
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	2	X	1	1	2	X	X	2	1						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

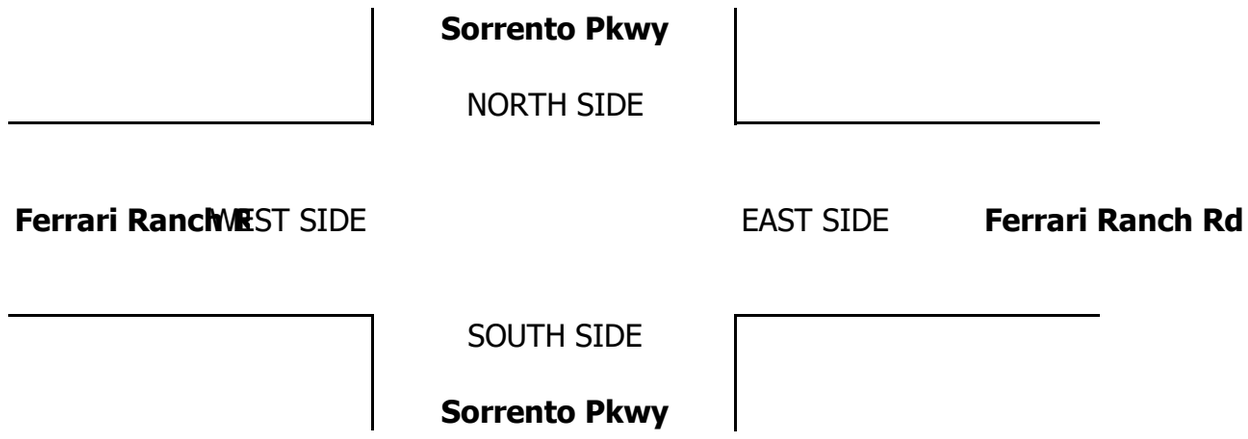
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Sorrento Pkwy	LOCATION #:	9
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Sorrento Pkwy			SOUTHBOUND Sorrento Pkwy			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	3	0	0	4	1	8	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	80%	20%						
APP/DEPART	0	/	1	0	/	0	3	/	3	5	/	4	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.500					
APP/DEPART	0	/	0	0	/	0	2	/	2	2	/	2	0					
03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	2	0	0	0	5	0	0	6	2	15	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	75%	25%						
APP/DEPART	0	/	2	2	/	0	5	/	7	8	/	6	0					
BEGIN PEAK HR	4:30 PM																	
VOLUMES	0	0	0	1	0	0	0	1	0	0	1	1	4	0	0	0	0	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	50%	50%						
PEAK HR FACTOR		0.000			0.250			0.250			0.500		0.500					
APP/DEPART	0	/	1	1	/	0	1	/	2	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, May 29, 25

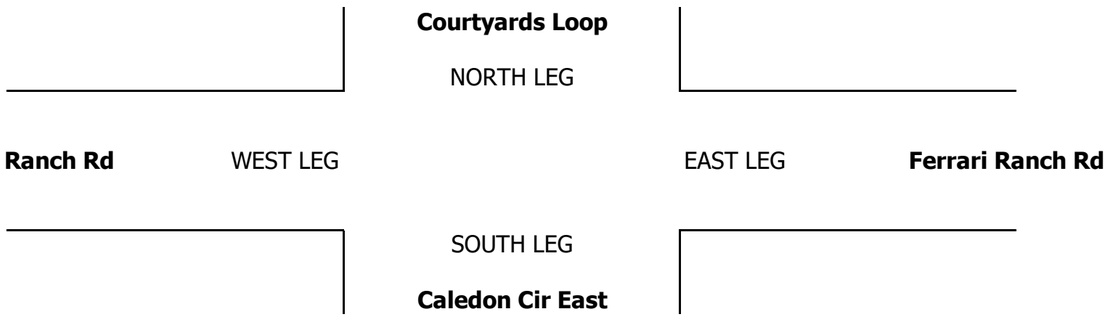
LOCATION: Lincoln
NORTH & SOUTH: Courtyards Loop
EAST & WEST: Ferrari Ranch Rd

PROJECT #: SC5421
LOCATION #: 10
CONTROL: SIGNAL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	6	0	88	16	1	0	0	58	2	27	31	0	229	0	0	0	0	0
	7:15 AM	3	1	115	14	1	0	0	71	0	30	29	4	268	0	0	0	0	0
	7:30 AM	6	1	170	9	1	2	0	141	12	56	26	4	428	0	0	0	0	0
	7:45 AM	5	2	176	13	6	0	0	178	8	94	62	5	549	0	0	0	0	0
	8:00 AM	8	2	212	12	4	0	0	123	7	104	83	4	559	0	0	0	1	1
	8:15 AM	4	0	143	17	0	0	1	81	3	110	80	8	447	0	0	0	0	0
	8:30 AM	4	0	93	6	0	0	0	45	3	63	61	12	287	0	0	0	0	0
	8:45 AM	2	0	85	9	0	0	0	62	4	57	47	4	270	0	0	0	1	1
	VOLUMES	38	6	1,082	96	13	2	1	759	39	541	419	41	3,039	0	0	0	2	2
	APPROACH %	3%	1%	96%	86%	12%	2%	0%	95%	5%	54%	42%	4%						
	APP/DEPART	1,126	/	48	111	/	593	799	/	1,939	1,003	/	459	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	23	5	701	51	11	2	1	523	30	364	251	21	1,984	0	0	0	1	
	APPROACH %	3%	1%	96%	80%	17%	3%	0%	94%	5%	57%	39%	3%						
	PEAK HR FACTOR		0.821			0.842			0.745			0.804		0.886					
	APP/DEPART	729	/	27	64	/	405	554	/	1,276	637	/	276	0					
PM	03:00 PM	3	0	82	4	0	0	0	70	3	109	82	12	365	0	0	0	1	1
	3:15 PM	5	2	93	10	0	0	0	62	2	111	95	10	390	0	0	0	1	1
	3:30 PM	0	2	108	12	1	0	1	75	5	132	104	11	451	0	0	0	0	0
	3:45 PM	2	1	86	11	1	0	0	65	6	167	101	17	457	1	0	0	0	1
	4:00 PM	7	1	81	9	0	0	0	60	8	114	103	14	397	0	0	0	0	0
	4:15 PM	4	0	89	1	0	1	0	71	7	118	85	8	384	0	0	0	0	0
	4:30 PM	4	0	92	8	0	1	0	70	6	124	100	9	414	0	0	0	1	1
	4:45 PM	3	2	86	9	0	0	0	66	6	103	89	6	370	0	0	2	0	2
	5:00 PM	2	0	92	9	1	0	1	69	8	116	108	9	415	0	0	0	2	2
	5:15 PM	1	0	110	5	0	0	2	87	3	114	101	11	434	0	0	1	0	1
	5:30 PM	6	0	89	4	1	1	0	70	3	123	76	12	385	0	0	0	1	1
	5:45 PM	2	0	97	7	0	2	0	68	4	118	92	7	397	0	0	0	1	1
	VOLUMES	39	8	1,105	89	4	5	4	833	61	1,449	1,136	126	4,870	1	0	3	7	11
	APPROACH %	3%	1%	96%	91%	4%	5%	0%	92%	7%	53%	42%	5%						
	APP/DEPART	1,153	/	138	98	/	1,515	901	/	2,034	2,718	/	1,183	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	14	6	368	42	2	0	1	262	21	524	403	52	1,697	1	0	0	1	
	APPROACH %	4%	2%	95%	95%	5%	0%	0%	92%	7%	53%	41%	5%						
	PEAK HR FACTOR		0.884			0.846			0.877			0.860		0.926					
	APP/DEPART	389	/	59	44	/	548	284	/	673	980	/	417	0					

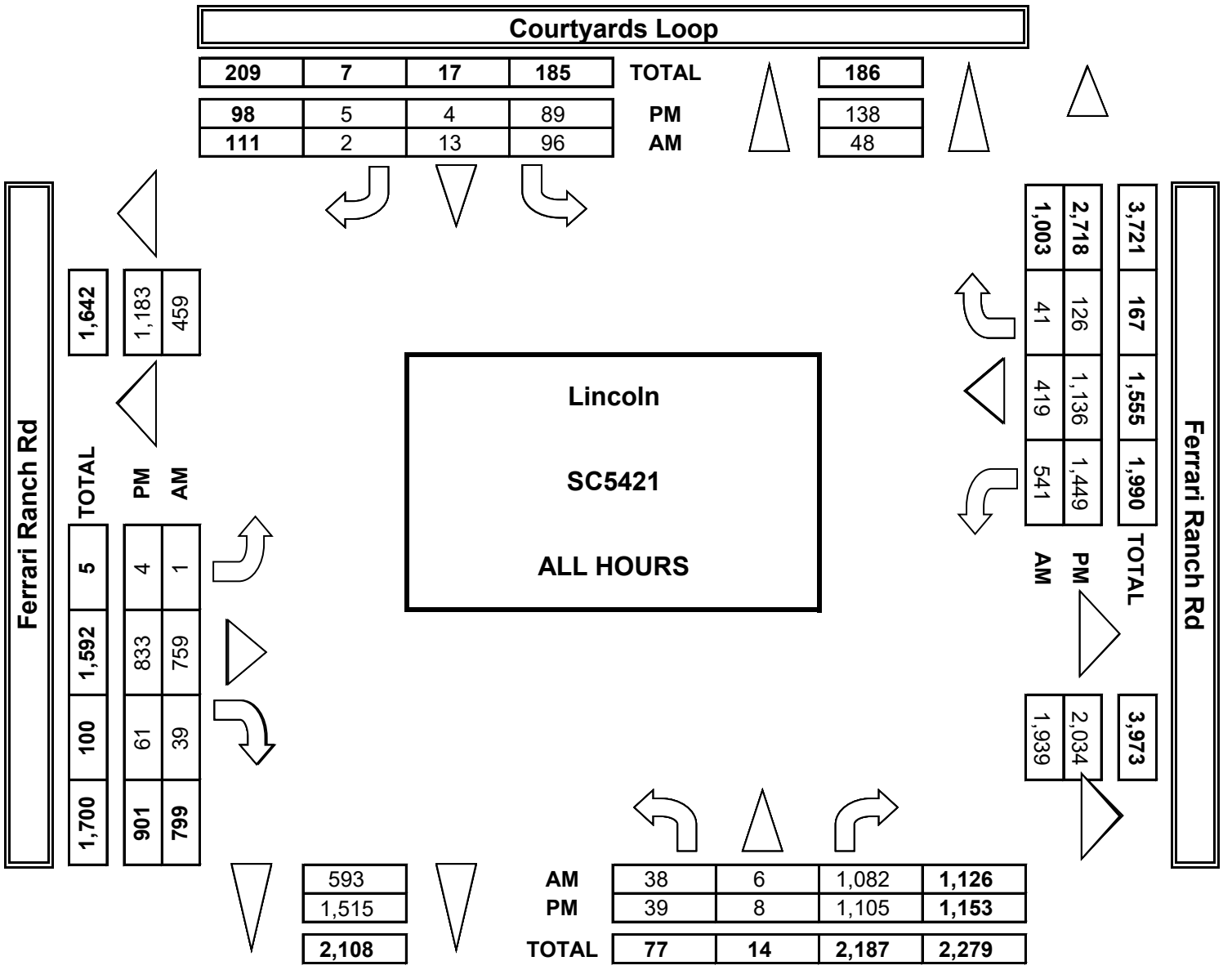


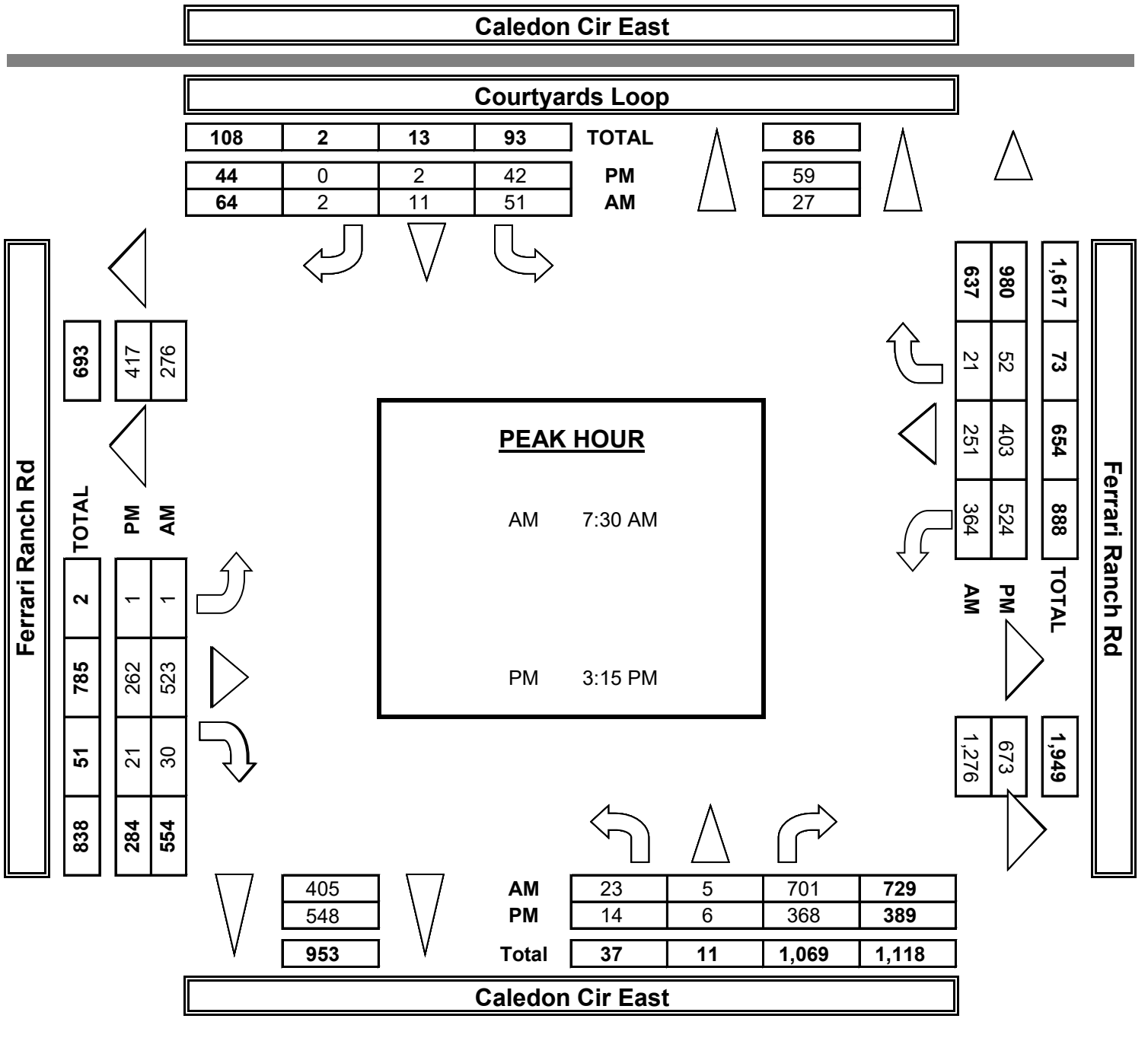
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	7:30 AM	0	10	0	4	14	0	10	0	1	11	0	0	0	3	3
	7:45 AM	1	3	0	2	6	1	2	0	1	4	0	1	0	1	2
	8:00 AM	2	1	0	2	5	2	1	0	2	5	0	0	0	0	0
	8:15 AM	0	5	0	1	6	0	5	0	1	6	0	0	0	0	0
	8:30 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0
	8:45 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	TOTAL	3	26	0	9	38	3	25	0	5	33	0	1	0	4	5
PM	3:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	5	0	1	6	0	5	0	1	6	0	0	0	0	0
	3:45 PM	1	3	0	0	4	1	1	0	0	2	0	2	0	0	2
	4:00 PM	3	3	0	3	9	0	3	0	0	3	3	0	0	3	6
	4:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	3	0	2	6	0	1	0	1	2	1	2	0	1	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
	TOTAL	5	23	0	6	34	1	16	0	2	19	4	7	0	4	15

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10	
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0.5	0.5	1	0.5	0.5	1	1	2	1	2	2	1						
AM 7:00 AM	6	0	93	16	1	0	0	61	2	30	45	0	253					0
7:15 AM	4	1	118	15	1	0	0	75	0	34	40	4	289					0
7:30 AM	6	1	174	9	1	2	0	144	14	60	35	4	448					0
7:45 AM	5	2	178	14	6	0	0	188	8	99	69	5	572					0
8:00 AM	8	2	217	12	4	0	0	130	8	106	101	5	592					0
8:15 AM	4	0	145	17	0	0	1	83	3	113	89	8	462					0
8:30 AM	5	0	96	6	0	0	0	50	3	66	70	12	307					0
8:45 AM	3	0	87	9	0	0	0	66	4	62	53	6	290					0
VOLUMES	40	6	1,105	97	13	2	1	796	42	568	500	44	3,212	0	0	0	0	0
APPROACH %	3%	1%	96%	87%	12%	2%	0%	95%	5%	51%	45%	4%						
APP/DEPART	1,151	/	51	112	/	622	838	/	1,998	1,111	/	542	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	23	5	713	52	11	2	1	544	33	377	293	22	2,074					
APPROACH %	3%	1%	96%	80%	17%	3%	0%	94%	6%	54%	42%	3%						
PEAK HR FACTOR		0.817			0.827			0.738			0.817		0.876					
APP/DEPART	741	/	28	65	/	420	578	/	1,308	691	/	318	0					
PM 03:00 PM	3	0	84	4	0	0	0	75	4	113	87	13	381					0
3:15 PM	7	2	95	10	0	0	0	69	3	115	99	10	408					0
3:30 PM	0	2	111	12	1	0	1	84	5	133	108	11	468					0
3:45 PM	2	1	89	11	1	0	0	67	7	171	108	17	473					0
4:00 PM	7	1	83	10	0	0	0	66	8	115	109	14	411					0
4:15 PM	6	0	91	1	0	1	0	76	8	123	86	8	399					0
4:30 PM	4	0	94	8	0	1	0	73	7	124	102	9	421					0
4:45 PM	3	2	88	9	0	0	0	70	6	107	93	6	382					0
5:00 PM	2	0	93	9	1	0	1	73	10	116	110	9	424					0
5:15 PM	1	0	112	5	0	0	2	90	4	117	102	11	443					0
5:30 PM	6	0	93	4	1	1	0	72	3	123	77	12	392					0
5:45 PM	2	0	98	7	0	2	0	69	4	121	92	8	402					0
VOLUMES	42	8	1,128	90	4	5	4	880	67	1,476	1,171	127	5,000	0	0	0	0	0
APPROACH %	4%	1%	96%	91%	4%	5%	0%	93%	7%	53%	42%	5%						
APP/DEPART	1,178	/	139	99	/	1,547	951	/	2,097	2,773	/	1,218	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	16	6	378	43	2	0	1	285	22	533	423	52	1,759					
APPROACH %	4%	2%	95%	96%	4%	0%	0%	93%	7%	53%	42%	5%						
PEAK HR FACTOR		0.883			0.856			0.854			0.853		0.931					
APP/DEPART	399	/	59	45	/	557	308	/	705	1,008	/	439	0					

Courtyards Loop

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

Caledon Cir East

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

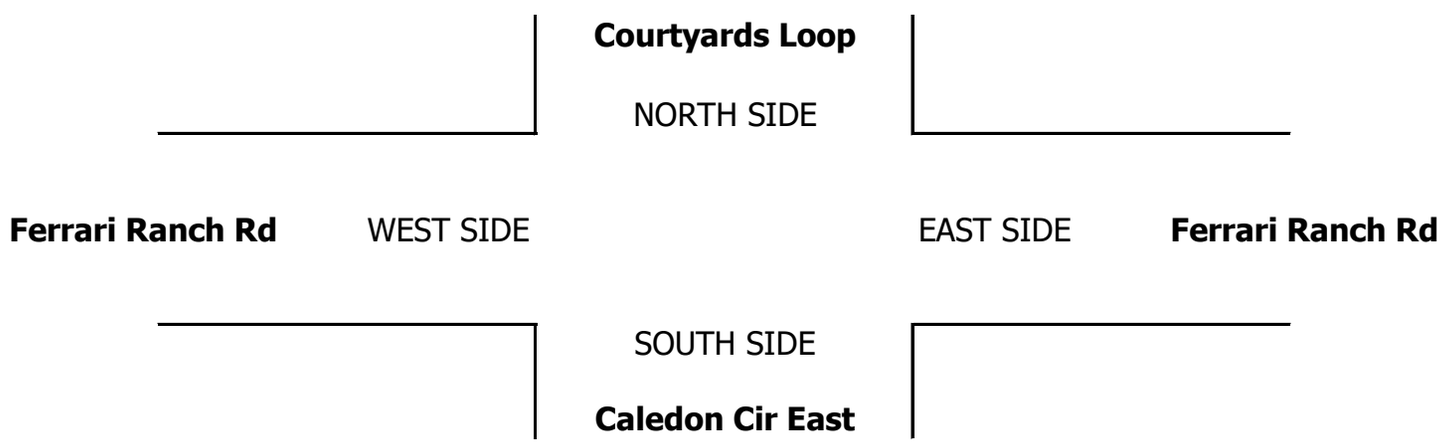
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0.5	0.5	1	0.5	0.5	1	1	2	1	2	2	1						
AM																		
7:00 AM	6	0	83	16	1	0	0	55	2	24	19	0	206	0	0	0	0	0
7:15 AM	2	1	111	13	1	0	0	65	0	27	22	4	246	0	0	0	0	0
7:30 AM	6	1	164	9	1	2	0	137	10	51	19	4	404	0	0	0	0	0
7:45 AM	5	2	172	12	6	0	0	167	8	90	53	5	520	0	0	0	0	0
8:00 AM	8	2	208	12	4	0	0	113	6	100	71	3	527	0	0	0	1	1
8:15 AM	4	0	141	17	0	0	1	78	3	106	71	8	429	0	0	0	0	0
8:30 AM	3	0	89	6	0	0	0	39	3	60	51	12	263	0	0	0	0	0
8:45 AM	1	0	82	9	0	0	0	58	4	51	42	3	250	0	0	0	1	1
VOLUMES	35	6	1,050	94	13	2	1	712	36	509	348	39	2,847	0	0	0	2	2
APPROACH %	3%	1%	96%	86%	12%	2%	0%	95%	5%	57%	39%	4%						
APP/DEPART	1,091	/	46	109	/	558	749	/	1,858	898	/	385	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	23	5	685	50	11	2	1	495	27	347	214	20	1,881	0	0	0	1	
APPROACH %	3%	1%	96%	79%	17%	3%	0%	95%	5%	60%	37%	3%						
PEAK HR FACTOR		0.818			0.875			0.747			0.786		0.891					
APP/DEPART	713	/	26	63	/	385	523	/	1,231	582	/	239	0					
PM																		
03:00 PM	3	0	80	4	0	0	0	62	2	105	77	11	344	0	0	0	1	1
3:15 PM	3	2	90	10	0	0	0	54	1	106	89	10	365	0	0	0	1	1
3:30 PM	0	2	104	12	1	0	1	66	5	130	98	11	430	0	0	0	0	0
3:45 PM	2	1	84	11	1	0	0	62	5	161	94	17	438	1	0	0	0	1
4:00 PM	7	1	79	8	0	0	0	53	8	112	95	14	377	0	0	0	0	0
4:15 PM	2	0	87	1	0	1	0	65	6	114	84	8	368	0	0	0	0	0
4:30 PM	4	0	90	8	0	1	0	68	4	124	97	9	405	0	0	0	1	1
4:45 PM	3	2	84	9	0	0	0	61	6	99	84	6	354	0	0	2	0	2
5:00 PM	2	0	90	9	1	0	1	66	6	116	105	9	405	0	0	0	2	2
5:15 PM	1	0	108	5	0	0	2	85	2	111	99	11	424	0	0	1	0	1
5:30 PM	6	0	87	4	1	1	0	68	3	123	74	12	379	0	0	0	1	1
5:45 PM	2	0	96	7	0	2	0	66	4	116	92	6	391	0	0	0	1	1
VOLUMES	35	8	1,079	88	4	5	4	776	52	1,417	1,088	124	4,691	1	0	3	7	11
APPROACH %	3%	1%	96%	91%	4%	5%	0%	93%	6%	54%	41%	5%						
APP/DEPART	1,123	/	136	97	/	1,474	835	/	1,950	2,636	/	1,131	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	12	6	357	41	2	0	1	235	19	509	376	52	1,612	1	0	0	1	
APPROACH %	3%	2%	95%	95%	5%	0%	0%	92%	7%	54%	40%	6%						
PEAK HR FACTOR		0.887			0.827			0.885			0.862		0.918					
APP/DEPART	376	/	59	43	/	531	255	/	634	938	/	388	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

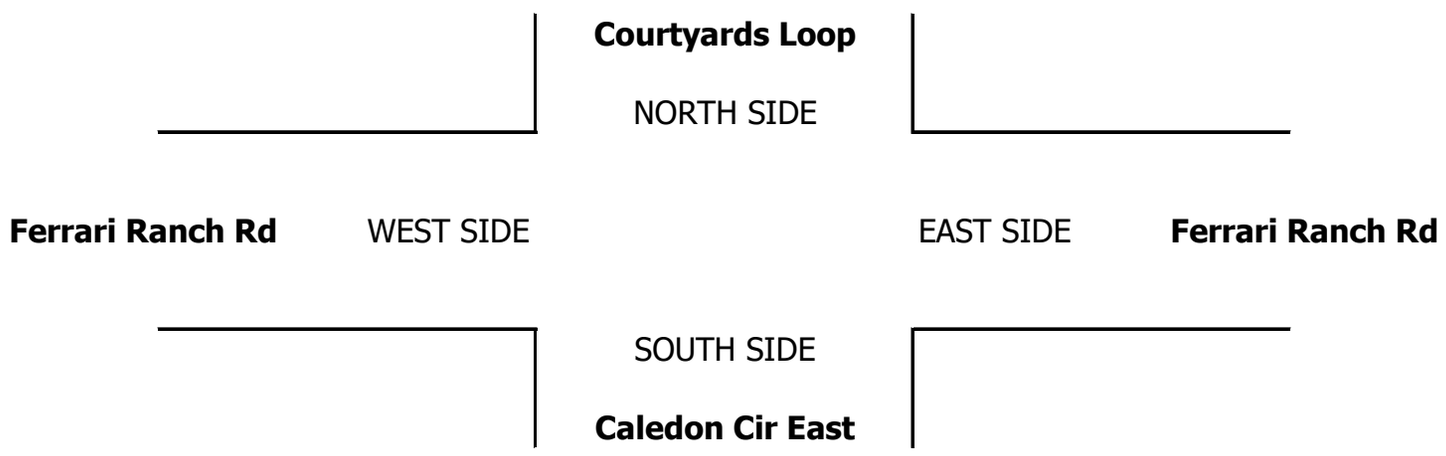
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0.5	0.5	1	0.5	0.5	1	1	2	1	2	2	1						
7:00 AM	0	0	3	0	0	0	0	0	0	1	4	0	8	0	0	0	0	0
7:15 AM	1	0	3	1	0	0	0	5	0	1	1	0	12	0	0	0	0	0
7:30 AM	0	0	5	0	0	0	0	2	1	3	3	0	14	0	0	0	0	0
7:45 AM	0	0	4	1	0	0	0	5	0	1	7	0	18	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	6	0	4	2	1	14	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	3	0	3	6	0	13	0	0	0	0	0
8:30 AM	0	0	3	0	0	0	0	2	0	0	7	0	12	0	0	0	0	0
8:45 AM	1	0	2	0	0	0	0	2	0	2	2	0	9	0	0	0	0	0
VOLUMES	2	0	22	2	0	0	0	25	1	15	32	1	100	0	0	0	0	0
APPROACH %	8%	0%	92%	100%	0%	0%	0%	96%	4%	31%	67%	2%						
APP/DEPART	24	/	1	2	/	16	26	/	49	48	/	34	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	11	1	0	0	0	16	1	11	18	1	59	0	0	0	0	
APPROACH %	0%	0%	100%	100%	0%	0%	0%	94%	6%	37%	60%	3%						
PEAK HR FACTOR		0.550			0.250			0.708			0.833		0.819					
APP/DEPART	11	/	1	1	/	12	17	/	28	30	/	18	0					
03:00 PM	0	0	1	0	0	0	0	7	1	2	3	1	15	0	0	0	0	0
3:15 PM	1	0	2	0	0	0	0	5	1	3	4	0	16	0	0	0	0	0
3:30 PM	0	0	2	0	0	0	0	4	0	2	5	0	13	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	3	1	5	4	0	13	0	0	0	0	0
4:00 PM	0	0	1	1	0	0	0	3	0	2	5	0	12	0	0	0	0	0
4:15 PM	1	0	1	0	0	0	0	4	0	1	0	0	7	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	1	2	0	3	0	7	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	3	0	3	3	0	10	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	1	0	0	2	0	5	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	2	2	0	6	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	2	0	1	0	1	5	0	0	0	0	0
VOLUMES	2	0	12	1	0	0	0	35	6	21	33	2	112	0	0	0	0	0
APPROACH %	14%	0%	86%	100%	0%	0%	0%	85%	15%	38%	59%	4%						
APP/DEPART	14	/	2	1	/	27	41	/	48	56	/	35	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	1	0	5	1	0	0	0	15	2	12	18	0	54	0	0	0	0	
APPROACH %	17%	0%	83%	100%	0%	0%	0%	88%	12%	40%	60%	0%						
PEAK HR FACTOR		0.500			0.250			0.708			0.833		0.844					
APP/DEPART	6	/	0	1	/	14	17	/	21	30	/	19	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

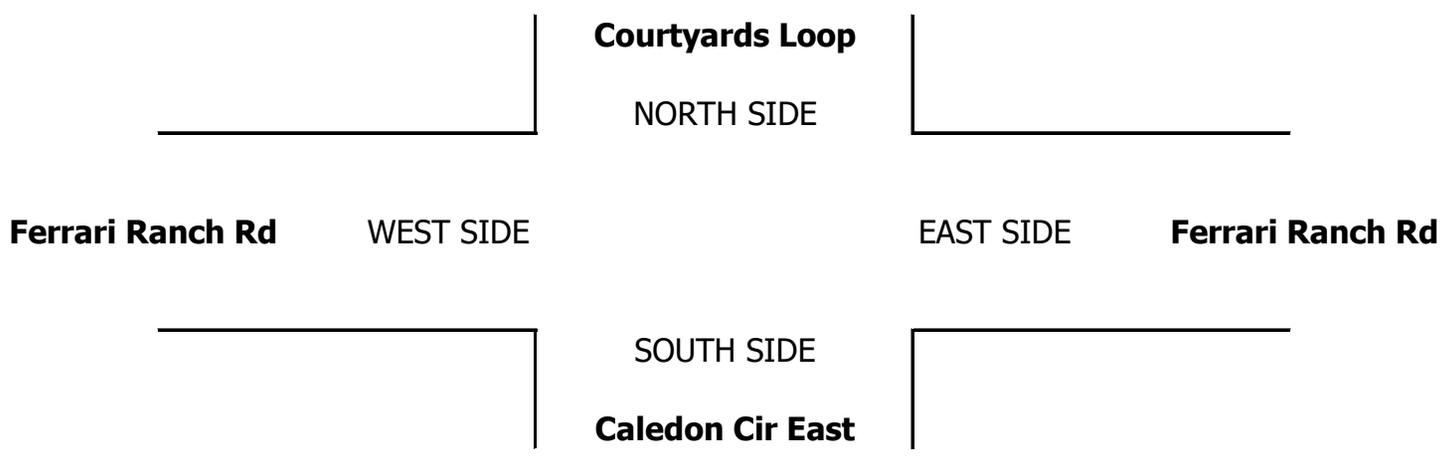
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	1	1	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	1	2	0	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	4	0	1	1	0	6	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	3	1	0	2	0	7	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	4	0	2	1	0	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	3	1	0	5	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	0	17	2	10	8	0	40	0	0	0	0	0
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	89%	11%	56%	44%	0%						
	APP/DEPART	3	/	0	0	/	12	19	/	19	18	/	9	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	2	0	0	0	0	9	2	4	3	0	20	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	82%	18%	57%	43%	0%						
	PEAK HR FACTOR		0.500			0.000			0.688			0.875		0.714					
	APP/DEPART	2	/	0	0	/	6	11	/	11	7	/	3	0					
PM	03:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	3:15 PM	1	0	1	0	0	0	0	1	0	1	1	0	5	0	0	0	0	0
	3:30 PM	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	3:45 PM	0	0	1	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	1	1	2	1	0	6	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	9	0	0	0	0	8	3	5	4	0	31	0	0	0	0	0
	APPROACH %	18%	0%	82%	0%	0%	0%	0%	73%	27%	56%	44%	0%						
	APP/DEPART	11	/	0	0	/	8	11	/	17	9	/	6	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	1	0	4	0	0	0	0	5	0	2	2	0	14	0	0	0	0	
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.625			0.000			0.625			0.500		0.700					
	APP/DEPART	5	/	0	0	/	2	5	/	9	4	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0.5	0.5	1	0.5	0.5	1	1	2	1	2	2	1						
AM																		
7:00 AM	0	0	1	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	7	0	8	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
VOLUMES	0	0	2	0	0	0	0	2	0	2	26	1	33	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	7%	90%	3%						
APP/DEPART	2	/	1	0	/	2	2	/	4	29	/	26	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	1	0	0	0	0	1	0	1	14	0	17	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	7%	93%	0%						
PEAK HR FACTOR		0.250			0.000			0.250			0.536		0.531					
APP/DEPART	1	/	0	0	/	1	1	/	2	15	/	14	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
VOLUMES	0	0	3	0	0	0	0	7	0	5	3	0	18	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	63%	38%	0%						
APP/DEPART	3	/	0	0	/	5	7	/	10	8	/	3	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	1	0	0	0	0	3	0	0	2	0	6	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.250			0.000			0.375			0.250		0.500					
APP/DEPART	1	/	0	0	/	0	3	/	4	2	/	2	0					

Courtyards Loop

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

Caledon Cir East

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0.5	0.5	1	0.5	0.5	1	1	2	1	2	2	1						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Courtyards Loop

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

Caledon Cir East

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

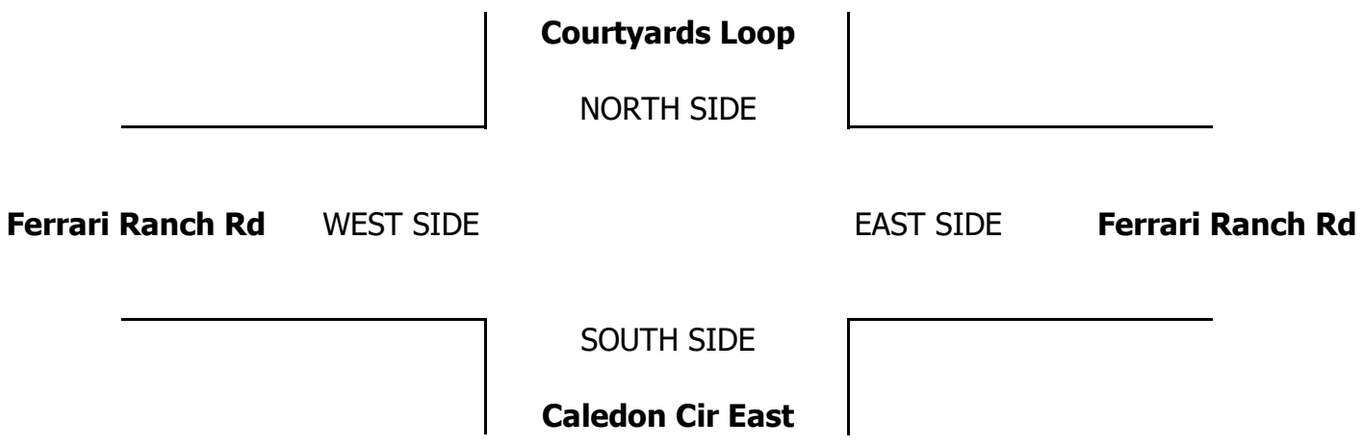
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Courtyards Loop	LOCATION #:	10
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Caledon Cir East			SOUTHBOUND Courtyards Loop			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL 0.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	1	0	0	0	0	1	0	1	3	0	6	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
VOLUMES	0	0	6	0	0	0	0	3	0	5	5	0	19	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
APP/DEPART	6	/	0	0	/	5	3	/	9	10	/	5	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	0	0	2	0	0	0	0	2	0	1	2	0	7	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
PEAK HR FACTOR		0.500			0.000			0.500			0.750		0.583					
APP/DEPART	2	/	0	0	/	1	2	/	4	3	/	2	0					
03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	2	0	0	0	0	7	0	1	8	0	18	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	11%	89%	0%						
APP/DEPART	2	/	0	0	/	1	7	/	9	9	/	8	0					
BEGIN PEAK HR	3:15 PM																	
VOLUMES	0	0	1	0	0	0	0	4	0	1	5	0	11	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	17%	83%	0%						
PEAK HR FACTOR		0.250			0.000			0.500			0.500		0.550					
APP/DEPART	1	/	0	0	/	1	4	/	5	6	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST 0.5	SR 1	EL X	ET 1.5	ER 0.5	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	21	0	6	0	70	101	0	50	111	359	0	0	0	0	0
	7:15 AM	0	0	0	22	0	3	0	68	125	0	65	130	413	0	0	0	0	0
	7:30 AM	0	0	0	23	0	7	0	92	204	0	84	143	553	0	0	0	0	0
	7:45 AM	0	0	0	35	0	9	0	134	233	0	159	133	703	0	0	0	0	0
	8:00 AM	0	0	0	26	0	7	0	139	220	0	175	167	734	0	0	0	0	0
	8:15 AM	0	0	0	37	0	3	0	81	171	0	194	124	610	0	0	0	0	0
	8:30 AM	0	0	0	19	0	4	0	63	78	0	132	115	411	0	0	0	0	0
	8:45 AM	0	0	0	25	0	6	0	68	86	0	104	82	371	0	0	0	0	0
	VOLUMES	0	0	0	208	0	45	0	715	1,218	0	963	1,005	4,154	0	0	0	0	0
	APPROACH %	0%	0%	0%	82%	0%	18%	0%	37%	63%	0%	49%	51%						
	APP/DEPART	0	/	1,005	253	/	1,218	1,933	/	923	1,968	/	1,008	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	121	0	26	0	446	828	0	612	567	2,600	0	0	0	0	
	APPROACH %	0%	0%	0%	82%	0%	18%	0%	35%	65%	0%	52%	48%						
	PEAK HR FACTOR		0.000			0.835			0.868			0.862		0.886					
	APP/DEPART	0	/	567	147	/	828	1,274	/	567	1,179	/	638	0					
PM	03:00 PM	0	0	0	34	0	11	0	72	79	0	186	91	473	0	0	0	0	0
	3:15 PM	0	0	0	17	0	4	0	80	92	0	200	115	508	0	0	0	0	0
	3:30 PM	0	0	0	31	0	12	0	82	108	0	240	93	566	0	0	0	0	0
	3:45 PM	0	0	0	32	0	8	0	83	77	0	288	99	587	0	0	0	0	0
	4:00 PM	0	0	0	26	0	7	0	84	66	0	224	79	486	0	0	0	0	0
	4:15 PM	0	0	0	33	0	9	0	83	75	0	196	92	488	0	0	0	0	0
	4:30 PM	0	0	0	32	0	13	0	96	74	0	225	79	519	0	0	0	0	0
	4:45 PM	0	0	0	39	1	10	0	79	77	0	200	87	493	0	0	0	0	0
	5:00 PM	0	0	0	36	0	8	0	91	79	0	214	73	501	0	0	0	0	0
	5:15 PM	0	0	0	37	0	13	0	102	98	0	205	82	537	0	0	0	0	0
	5:30 PM	0	0	0	29	0	11	0	96	76	0	216	103	531	0	0	0	0	0
	5:45 PM	0	0	0	23	0	4	0	94	85	0	221	83	510	0	0	0	0	0
	VOLUMES	0	0	0	369	1	110	0	1,042	986	0	2,615	1,076	6,199	0	0	0	0	0
	APPROACH %	0%	0%	0%	77%	0%	23%	0%	51%	49%	0%	71%	29%						
	APP/DEPART	0	/	1,076	480	/	987	2,028	/	1,411	3,691	/	2,725	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	0	0	106	0	31	0	329	343	0	952	386	2,147	0	0	0	0	
	APPROACH %	0%	0%	0%	77%	0%	23%	0%	49%	51%	0%	71%	29%						
	PEAK HR FACTOR		0.000			0.797			0.884			0.864		0.914					
	APP/DEPART	0	/	386	137	/	343	672	/	435	1,338	/	983	0					

SR-65 SB Ramps

NORTH LEG

Ferrari Ranch Rd WEST LEG EAST LEG **Ferrari Ranch Rd**

SOUTH LEG

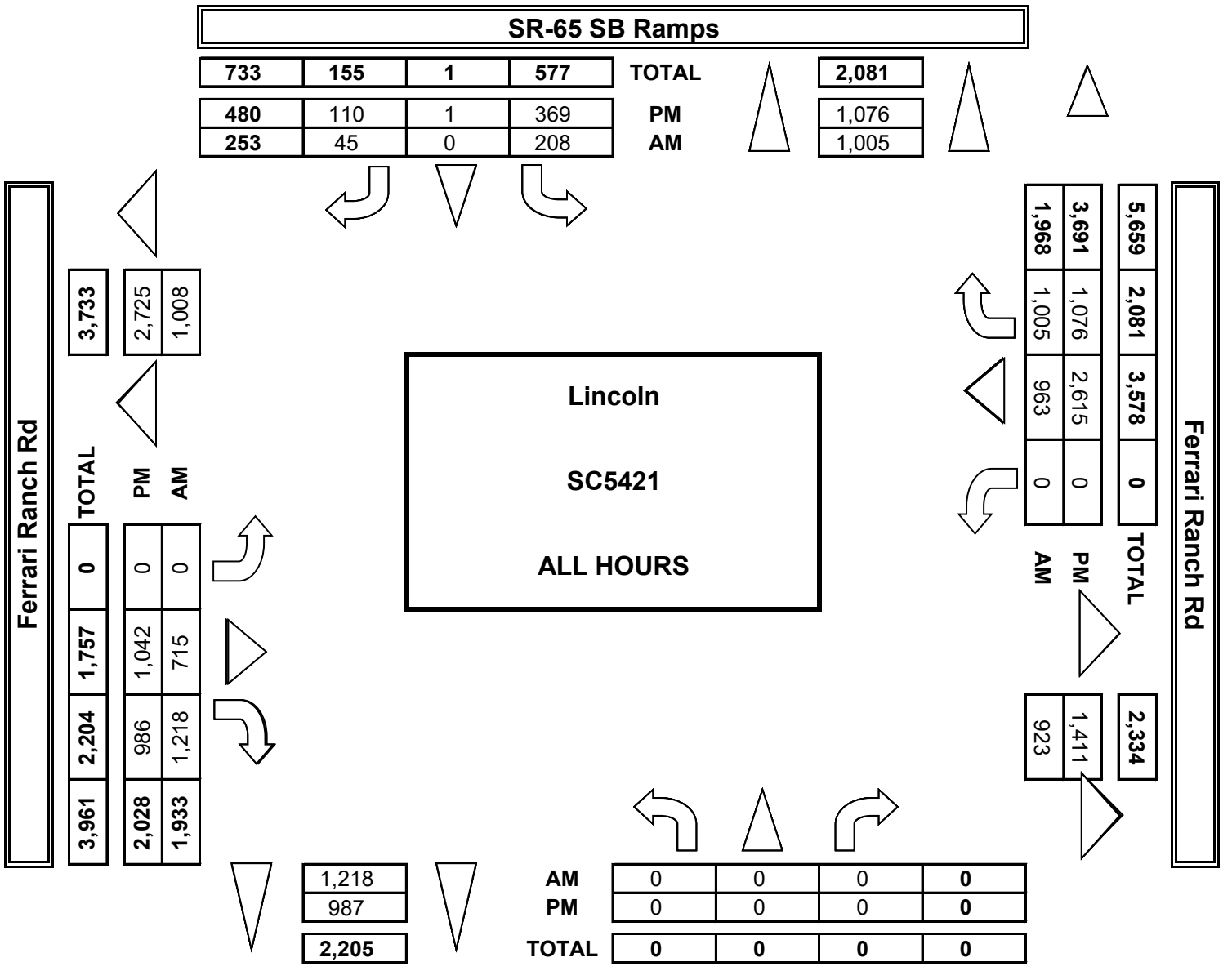
SR-65 SB Ramps

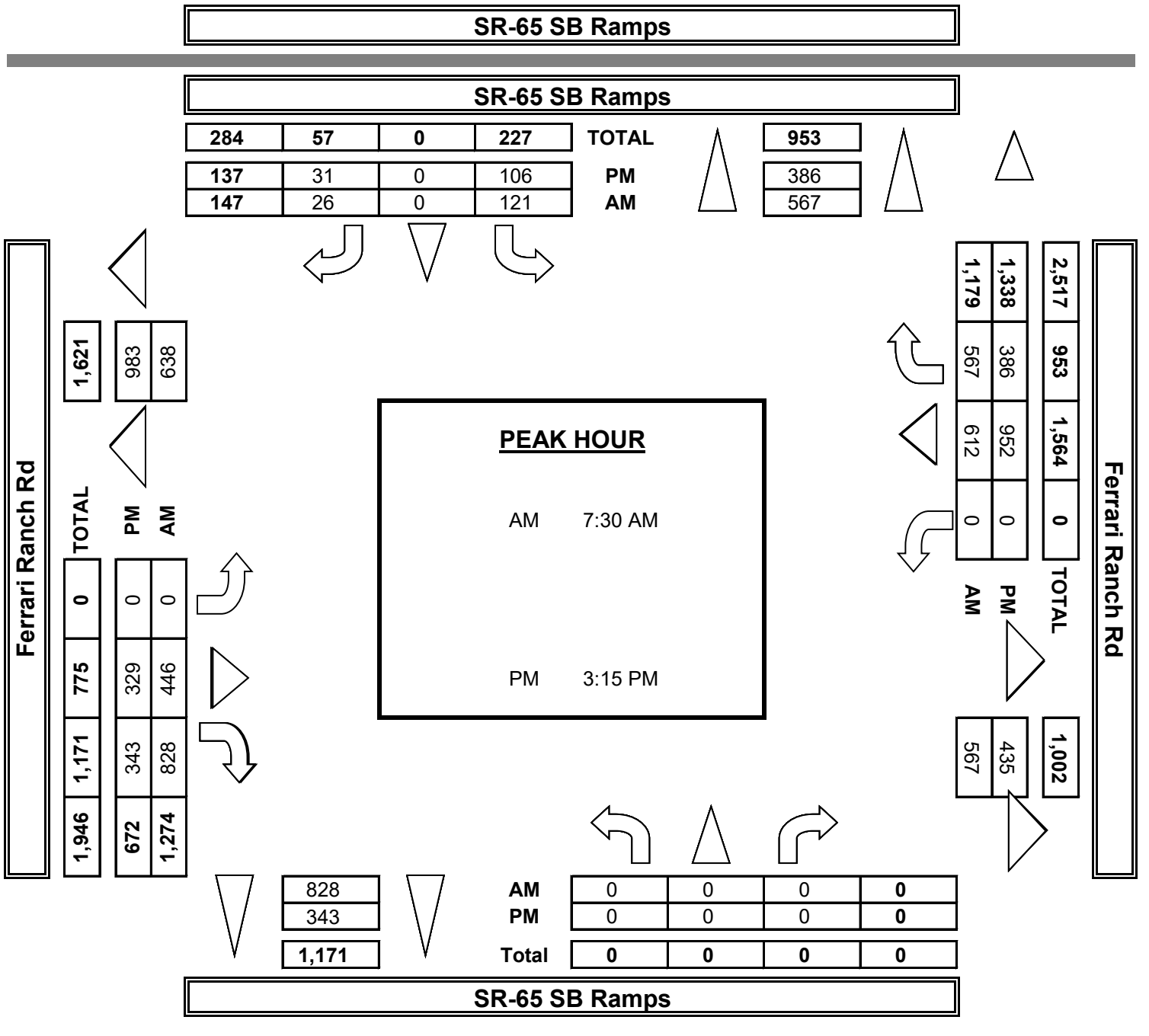
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	TOTAL	0	11	0	0	11	0	10	0	0	10	0	1	0	0	1
PM	3:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2
	4:00 PM	4	1	0	0	5	1	1	0	0	2	3	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	4:45 PM	1	3	0	0	4	0	1	0	0	1	1	2	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0
	5:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	5:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
	TOTAL	5	17	0	0	22	1	9	0	0	10	4	8	0	0	12

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11	
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0.5	ST 0.5	SR 1	EL X	ET 1.5	ER 0.5	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	23	0	8	0	74	106	0	65	116	391					0
7:15 AM	0	0	0	23	0	5	0	70	130	0	77	139	443					0
7:30 AM	0	0	0	24	0	10	0	92	210	0	94	148	577					0
7:45 AM	0	0	0	36	0	11	0	136	241	0	168	139	729					0
8:00 AM	0	0	0	27	0	10	0	144	229	0	194	170	773					0
8:15 AM	0	0	0	40	0	3	0	84	173	0	206	130	634					0
8:30 AM	0	0	0	22	0	5	0	64	83	0	143	122	438					0
8:45 AM	0	0	0	26	0	9	0	72	90	0	114	86	396					0
VOLUMES	0	0	0	219	0	60	0	734	1,260	0	1,058	1,049	4,379	0	0	0	0	0
APPROACH %	0%	0%	0%	78%	0%	22%	0%	37%	63%	0%	50%	50%						
APP/DEPART	0	/	1,049	279	/	1,260	1,994	/	953	2,107	/	1,118	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	126	0	33	0	456	852	0	660	587	2,712					
APPROACH %	0%	0%	0%	79%	0%	21%	0%	35%	65%	0%	53%	47%						
PEAK HR FACTOR		0.000			0.861			0.868			0.857		0.877					
APP/DEPART	0	/	587	159	/	852	1,307	/	581	1,247	/	693	0					
PM																		
03:00 PM	0	0	0	36	0	15	0	74	82	0	191	95	492					0
3:15 PM	0	0	0	17	0	5	0	82	100	0	206	117	526					0
3:30 PM	0	0	0	31	0	13	0	85	116	0	244	96	584					0
3:45 PM	0	0	0	32	0	9	0	85	80	0	299	104	608					0
4:00 PM	0	0	0	26	0	8	0	90	68	0	230	83	504					0
4:15 PM	0	0	0	33	0	9	0	87	79	0	201	95	503					0
4:30 PM	0	0	0	32	0	14	0	98	77	0	227	81	528					0
4:45 PM	0	0	0	40	1	10	0	81	79	0	207	93	510					0
5:00 PM	0	0	0	36	0	9	0	94	82	0	216	75	510					0
5:15 PM	0	0	0	38	0	13	0	105	99	0	209	83	546					0
5:30 PM	0	0	0	29	0	11	0	97	77	0	217	104	534					0
5:45 PM	0	0	0	23	0	5	0	100	85	0	224	87	523					0
VOLUMES	0	0	0	372	1	119	0	1,077	1,022	0	2,668	1,109	6,367	0	0	0	0	0
APPROACH %	0%	0%	0%	76%	0%	24%	0%	51%	49%	0%	71%	29%						
APP/DEPART	0	/	1,109	492	/	1,023	2,098	/	1,448	3,777	/	2,787	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	106	0	35	0	342	363	0	978	399	2,222					
APPROACH %	0%	0%	0%	75%	0%	25%	0%	49%	51%	0%	71%	29%						
PEAK HR FACTOR		0.000			0.798			0.876			0.855		0.913					
APP/DEPART	0	/	399	141	/	363	705	/	448	1,377	/	1,012	0					

SR-65 SB Ramps

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

SR-65 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	0.5	1	X	1.5	0.5	X	3	1						
7:00 AM	0	0	0	18	0	5	0	67	94	0	36	107	327	0	0	0	0	0
7:15 AM	0	0	0	20	0	2	0	66	117	0	56	120	381	0	0	0	0	0
7:30 AM	0	0	0	22	0	5	0	92	195	0	74	137	525	0	0	0	0	0
7:45 AM	0	0	0	34	0	6	0	130	225	0	150	128	673	0	0	0	0	0
8:00 AM	0	0	0	24	0	5	0	133	209	0	159	162	692	0	0	0	0	0
8:15 AM	0	0	0	33	0	3	0	77	168	0	181	117	579	0	0	0	0	0
8:30 AM	0	0	0	15	0	2	0	62	71	0	121	111	382	0	0	0	0	0
8:45 AM	0	0	0	24	0	4	0	63	83	0	94	78	346	0	0	0	0	0
VOLUMES	0	0	0	190	0	32	0	690	1,162	0	871	960	3,905	0	0	0	0	0
APPROACH %	0%	0%	0%	86%	0%	14%	0%	37%	63%	0%	48%	52%						
APP/DEPART	0	/	960	222	/	1,162	1,852	/	880	1,831	/	903	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	113	0	19	0	432	797	0	564	544	2,469	0	0	0	0	
APPROACH %	0%	0%	0%	86%	0%	14%	0%	35%	65%	0%	51%	49%						
PEAK HR FACTOR		0.000			0.825			0.865			0.863		0.892					
APP/DEPART	0	/	544	132	/	797	1,229	/	545	1,108	/	583	0					
03:00 PM	0	0	0	31	0	9	0	69	73	0	179	84	445	0	0	0	0	0
3:15 PM	0	0	0	17	0	3	0	77	83	0	191	111	482	0	0	0	0	0
3:30 PM	0	0	0	31	0	10	0	79	100	0	234	91	545	0	0	0	0	0
3:45 PM	0	0	0	32	0	6	0	80	75	0	276	93	562	0	0	0	0	0
4:00 PM	0	0	0	26	0	5	0	75	64	0	216	75	461	0	0	0	0	0
4:15 PM	0	0	0	33	0	9	0	79	70	0	192	87	470	0	0	0	0	0
4:30 PM	0	0	0	32	0	12	0	94	71	0	222	77	508	0	0	0	0	0
4:45 PM	0	0	0	38	1	10	0	77	73	0	191	78	468	0	0	0	0	0
5:00 PM	0	0	0	36	0	7	0	88	77	0	212	71	491	0	0	0	0	0
5:15 PM	0	0	0	36	0	13	0	99	97	0	200	81	526	0	0	0	0	0
5:30 PM	0	0	0	29	0	11	0	95	75	0	214	102	526	0	0	0	0	0
5:45 PM	0	0	0	23	0	3	0	89	85	0	218	80	498	0	0	0	0	0
VOLUMES	0	0	0	364	1	98	0	1,001	943	0	2,545	1,030	5,982	0	0	0	0	0
APPROACH %	0%	0%	0%	79%	0%	21%	0%	51%	49%	0%	71%	29%						
APP/DEPART	0	/	1,030	463	/	944	1,944	/	1,365	3,575	/	2,643	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	106	0	24	0	311	322	0	917	370	2,050	0	0	0	0	
APPROACH %	0%	0%	0%	82%	0%	18%	0%	49%	51%	0%	71%	29%						
PEAK HR FACTOR		0.000			0.793			0.884			0.872		0.912					
APP/DEPART	0	/	370	130	/	322	633	/	417	1,287	/	941	0					

AM
PM

SR-65 SB Ramps

NORTH SIDE

Ferrari Ranch Rd WEST SIDE EAST SIDE **Ferrari Ranch Rd**

SOUTH SIDE

SR-65 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

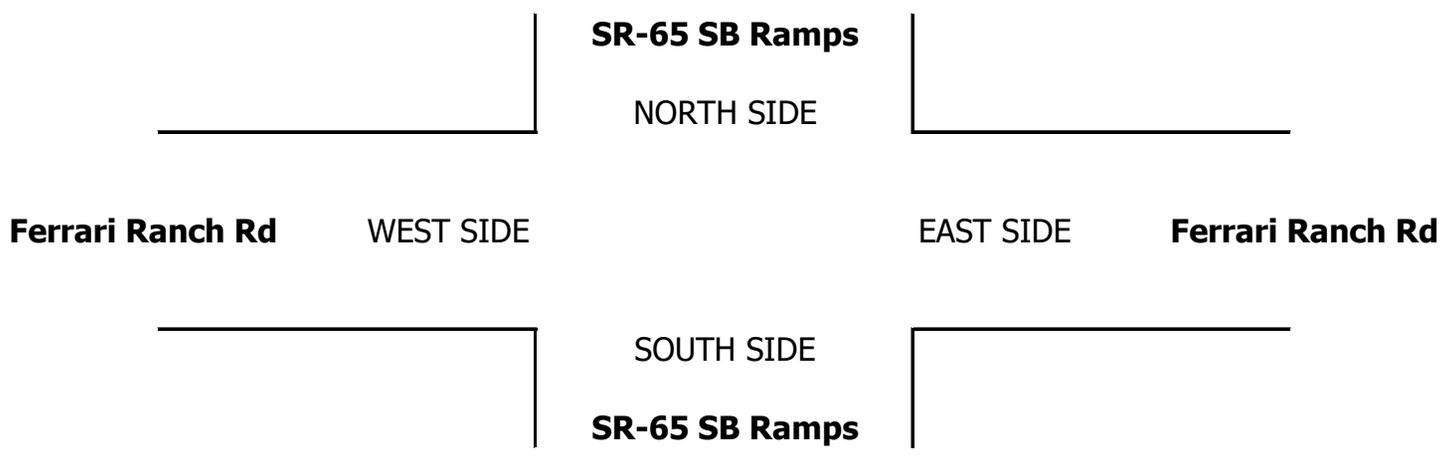
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	0.5	1	X	1.5	0.5	X	3	1						
7:00 AM	0	0	0	2	0	0	0	1	4	0	5	1	13	0	0	0	0	0
7:15 AM	0	0	0	2	0	0	0	1	7	0	2	6	18	0	0	0	0	0
7:30 AM	0	0	0	1	0	1	0	0	6	0	5	4	17	0	0	0	0	0
7:45 AM	0	0	0	1	0	3	0	4	3	0	5	1	17	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	2	7	0	7	4	22	0	0	0	0	0
8:15 AM	0	0	0	3	0	0	0	3	3	0	9	4	22	0	0	0	0	0
8:30 AM	0	0	0	3	0	2	0	0	4	0	5	1	15	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	3	1	0	4	2	11	0	0	0	0	0
VOLUMES	0	0	0	15	0	6	0	14	35	0	42	23	135	0	0	0	0	0
APPROACH %	0%	0%	0%	71%	0%	29%	0%	29%	71%	0%	65%	35%						
APP/DEPART	0	/	23	21	/	35	49	/	29	65	/	48	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	7	0	4	0	9	19	0	26	13	78	0	0	0	0	
APPROACH %	0%	0%	0%	64%	0%	36%	0%	32%	68%	0%	67%	33%						
PEAK HR FACTOR		0.000			0.688			0.778			0.750		0.886					
APP/DEPART	0	/	13	11	/	19	28	/	16	39	/	30	0					
03:00 PM	0	0	0	3	0	0	0	2	6	0	5	6	22	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	2	5	0	6	4	18	0	0	0	0	0
3:30 PM	0	0	0	0	0	2	0	0	4	0	5	1	12	0	0	0	0	0
3:45 PM	0	0	0	0	0	2	0	2	1	0	7	4	16	0	0	0	0	0
4:00 PM	0	0	0	0	0	2	0	6	1	0	5	3	17	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	4	0	1	4	10	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	2	0	2	1	6	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	4	0	6	7	18	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	2	1	0	1	1	6	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	1	0	4	1	7	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	3	0	0	2	1	7	0	0	0	0	0
VOLUMES	0	0	0	5	0	10	0	19	29	0	46	34	143	0	0	0	0	0
APPROACH %	0%	0%	0%	33%	0%	67%	0%	40%	60%	0%	58%	43%						
APP/DEPART	0	/	34	15	/	29	48	/	24	80	/	56	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	0	0	7	0	10	11	0	23	12	63	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	48%	52%	0%	66%	34%						
PEAK HR FACTOR		0.000			0.875			0.750			0.795		0.875					
APP/DEPART	0	/	12	7	/	11	21	/	10	35	/	30	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

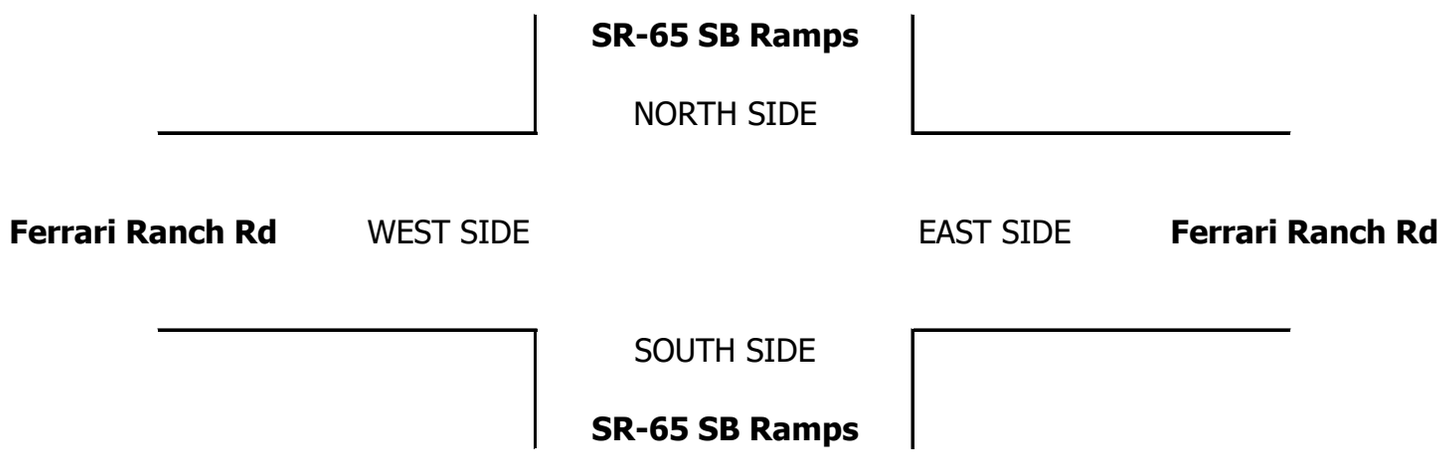
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	0.5	1	X	1.5	0.5	X	3	1						
AM																		
7:00 AM	0	0	0	1	0	0	0	0	2	0	2	1	6	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	2	2	5	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	2	0	2	1	5	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	3	2	0	2	1	9	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	1	0	0	1	2	5	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	3	0	3	0	7	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	2	0	0	3	0	6	0	0	0	0	0
VOLUMES	0	0	0	3	0	2	0	6	13	0	16	7	47	0	0	0	0	0
APPROACH %	0%	0%	0%	60%	0%	40%	0%	32%	68%	0%	70%	30%						
APP/DEPART	0	/	7	5	/	13	19	/	9	23	/	18	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	1	0	1	0	4	7	0	6	4	23	0	0	0	0	
APPROACH %	0%	0%	0%	50%	0%	50%	0%	36%	64%	0%	60%	40%						
PEAK HR FACTOR		0.000			0.500			0.550			0.833		0.639					
APP/DEPART	0	/	4	2	/	7	11	/	5	10	/	7	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	13	4	0	9	5	31	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	76%	24%	0%	64%	36%						
APP/DEPART	0	/	5	0	/	4	17	/	13	14	/	9	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	0	0	0	0	6	3	0	4	0	13	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.750			0.333		0.813					
APP/DEPART	0	/	0	0	/	3	9	/	6	4	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

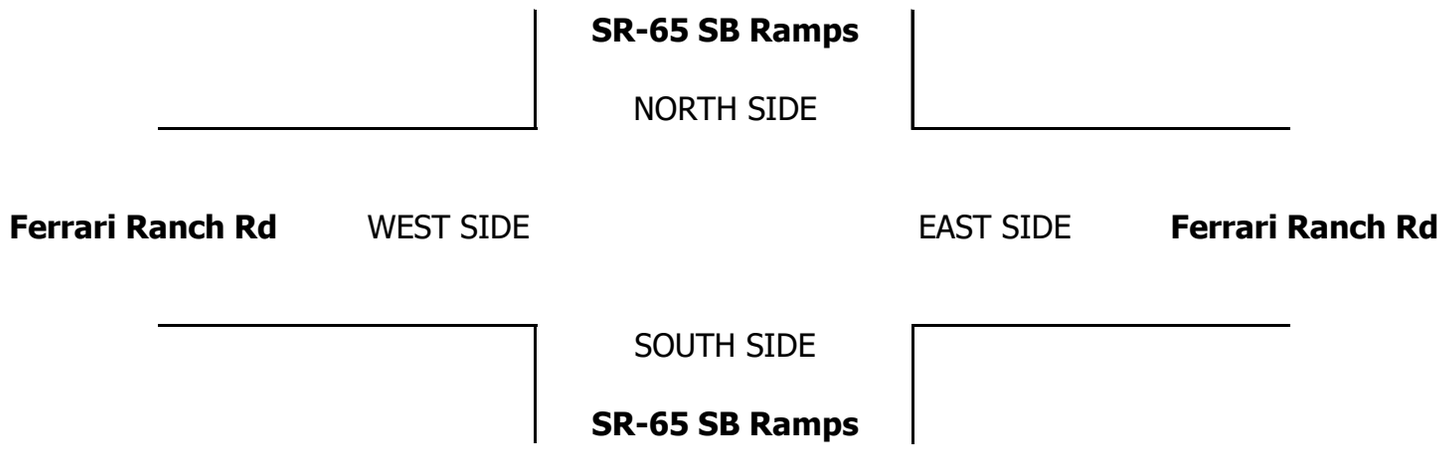
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	0.5	1	X	1.5	0.5	X	3	1						
7:00 AM	0	0	0	0	0	1	0	1	0	0	3	1	6	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	4	2	7	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	2	1	4	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	2	1	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	1	0	6	0	8	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1	0	2	1	5	0	0	0	0	0
VOLUMES	0	0	0	0	0	5	0	1	3	0	24	10	43	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%	71%	29%						
APP/DEPART	0	/	10	5	/	3	4	/	1	34	/	29	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	2	0	0	2	0	13	3	20	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	81%	19%						
PEAK HR FACTOR		0.000			0.500			0.500			0.667		0.625					
APP/DEPART	0	/	3	2	/	2	2	/	0	16	/	15	0					
03:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	0	2	1	4	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
VOLUMES	0	0	0	0	0	2	0	3	7	0	6	4	22	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	30%	70%	0%	60%	40%						
APP/DEPART	0	/	4	2	/	7	10	/	3	10	/	8	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	4	0	2	3	9	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	40%	60%						
PEAK HR FACTOR		0.000			0.000			0.500			0.417		0.563					
APP/DEPART	0	/	3	0	/	4	4	/	0	5	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

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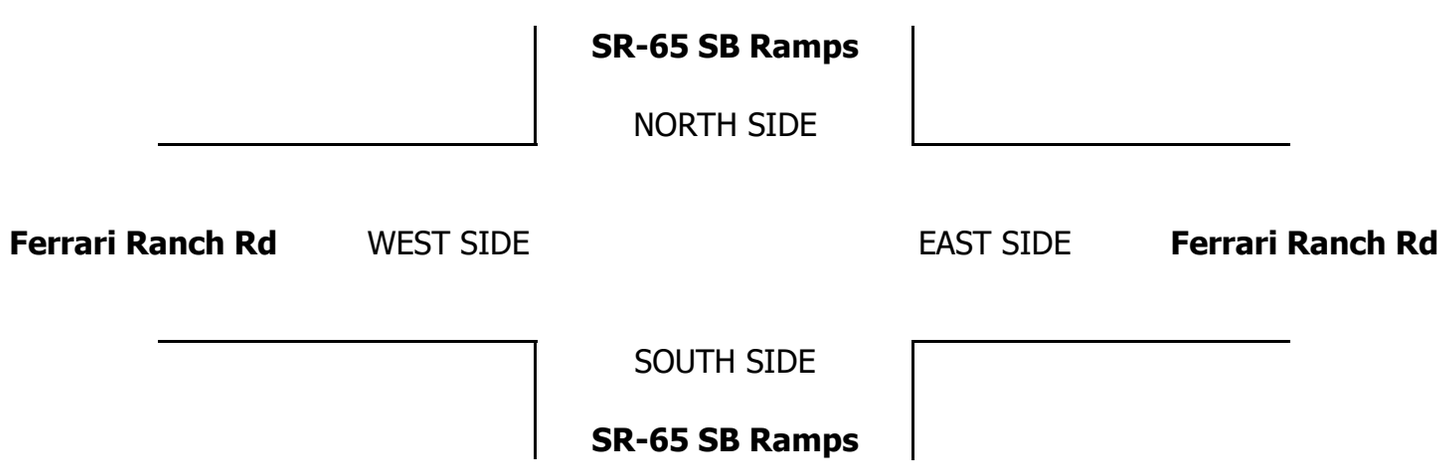
		NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST 0.5	SR 1	EL X	ET 1.5	ER 0.5	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

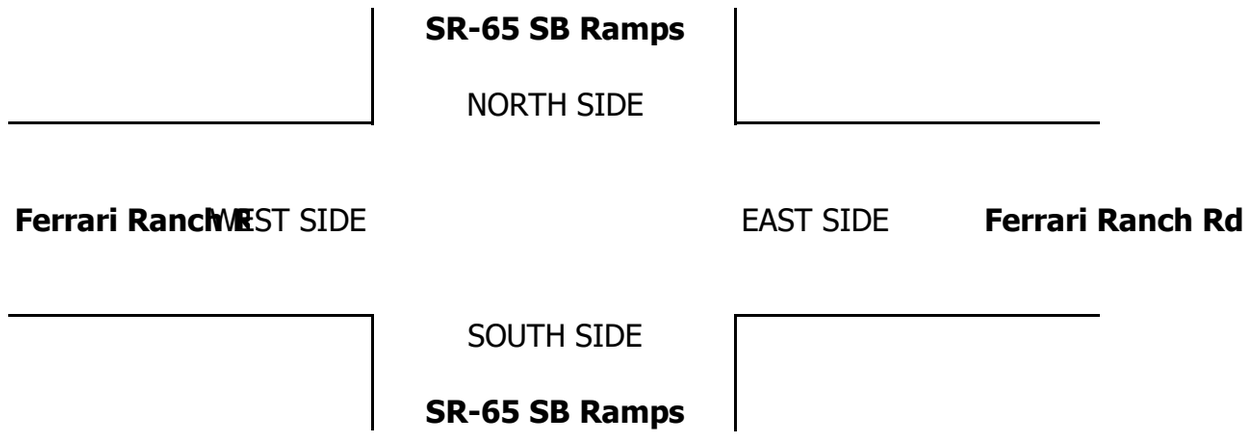
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 SB Ramps	LOCATION #:	11
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

◄ W E ► ▲ N S ▼

	NORTHBOUND SR-65 SB Ramps			SOUTHBOUND SR-65 SB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	X	X	X	0.5	0.5	1	X	1.5	0.5	X	3	1						
7:00 AM	0	0	0	0	0	0	0	1	1	0	4	1	7	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	1	3	5	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	4	5	0	10	5	24	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	44%	56%	0%	67%	33%						
APP/DEPART	0	/	5	0	/	5	9	/	4	15	/	10	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	1	3	0	3	3	10	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	25%	75%	0%	50%	50%						
PEAK HR FACTOR		0.000			0.000			0.500			0.375		0.500					
APP/DEPART	0	/	3	0	/	3	4	/	1	6	/	3	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	1	0	2	0	4	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	6	3	0	9	3	21	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	75%	25%						
APP/DEPART	0	/	3	0	/	3	9	/	6	12	/	9	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	0	0	0	0	2	3	0	6	1	12	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	40%	60%	0%	86%	14%						
PEAK HR FACTOR		0.000			0.000			0.625			0.583		0.750					
APP/DEPART	0	/	1	0	/	3	5	/	2	7	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL 1.5	NT 0.5	NR 2	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	26	0	37	0	0	0	15	74	0	0	135	18	305	0	0	0	0	0
	7:15 AM	29	0	45	0	0	0	10	79	0	0	167	29	359	0	0	1	0	1
	7:30 AM	43	0	53	0	0	0	6	109	0	0	184	19	414	0	0	0	0	0
	7:45 AM	93	0	83	0	0	0	15	154	0	0	199	23	567	0	0	0	0	0
	8:00 AM	102	0	96	0	0	0	16	149	0	0	240	13	616	0	0	0	0	0
	8:15 AM	115	0	107	0	0	0	6	111	0	0	202	35	576	0	0	1	0	1
	8:30 AM	73	0	106	0	0	0	6	74	0	0	176	20	455	0	0	0	0	0
	8:45 AM	43	0	84	0	0	0	6	87	0	0	143	13	376	0	0	0	0	0
	VOLUMES	524	0	611	0	0	0	80	837	0	0	1,446	170	3,670	0	0	2	0	2
	APPROACH %	46%	0%	54%	0%	0%	0%	9%	91%	0%	0%	89%	11%						
	APP/DEPART	1,135	/	250	0	/	0	919	/	1,448	1,616	/	1,972	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	383	0	392	0	0	0	43	488	0	0	817	91	2,215	0	0	1	0	
	APPROACH %	49%	0%	51%	0%	0%	0%	8%	92%	0%	0%	90%	10%						
	PEAK HR FACTOR		0.873			0.000			0.787			0.897		0.899					
	APP/DEPART	775	/	134	0	/	0	532	/	880	908	/	1,201	0					
PM	03:00 PM	115	0	135	0	0	0	3	103	0	0	162	23	541	0	0	0	0	0
	3:15 PM	151	0	171	0	0	0	7	88	0	0	166	23	606	0	0	0	0	0
	3:30 PM	152	0	191	0	0	0	6	107	0	0	181	32	669	0	0	0	0	0
	3:45 PM	171	0	195	0	0	0	3	112	0	0	216	43	740	0	0	0	0	0
	4:00 PM	113	0	133	0	0	0	7	102	0	0	189	47	591	0	0	1	0	1
	4:15 PM	107	0	160	0	0	0	5	109	0	0	179	34	594	0	0	2	0	2
	4:30 PM	114	1	160	0	0	0	8	119	0	0	190	33	625	0	0	0	0	0
	4:45 PM	103	0	142	0	0	0	3	115	0	0	184	36	583	0	0	0	0	0
	5:00 PM	100	0	157	0	0	0	6	121	0	0	187	32	603	0	0	0	0	0
	5:15 PM	109	0	177	0	0	0	11	128	0	0	178	42	645	0	0	0	0	0
	5:30 PM	99	0	136	0	0	0	5	117	0	0	222	38	617	0	0	1	0	1
	5:45 PM	111	0	151	0	0	0	2	115	0	0	193	35	607	0	0	0	0	0
	VOLUMES	1,445	1	1,908	0	0	0	66	1,336	0	0	2,247	418	7,425	0	0	4	0	4
	APPROACH %	43%	0%	57%	0%	0%	0%	5%	95%	0%	0%	84%	16%						
	APP/DEPART	3,354	/	485	0	/	0	1,406	/	3,244	2,665	/	3,696	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	587	0	690	0	0	0	23	409	0	0	752	145	2,607	0	0	1	0	
	APPROACH %	46%	0%	54%	0%	0%	0%	5%	94%	0%	0%	84%	16%						
	PEAK HR FACTOR		0.872			0.000			0.941			0.866		0.881					
	APP/DEPART	1,277	/	168	0	/	0	433	/	1,099	897	/	1,340	0					

SR-65 NB Ramps

NORTH LEG

Ferrari Ranch Rd WEST LEG EAST LEG **Ferrari Ranch Rd**

SOUTH LEG

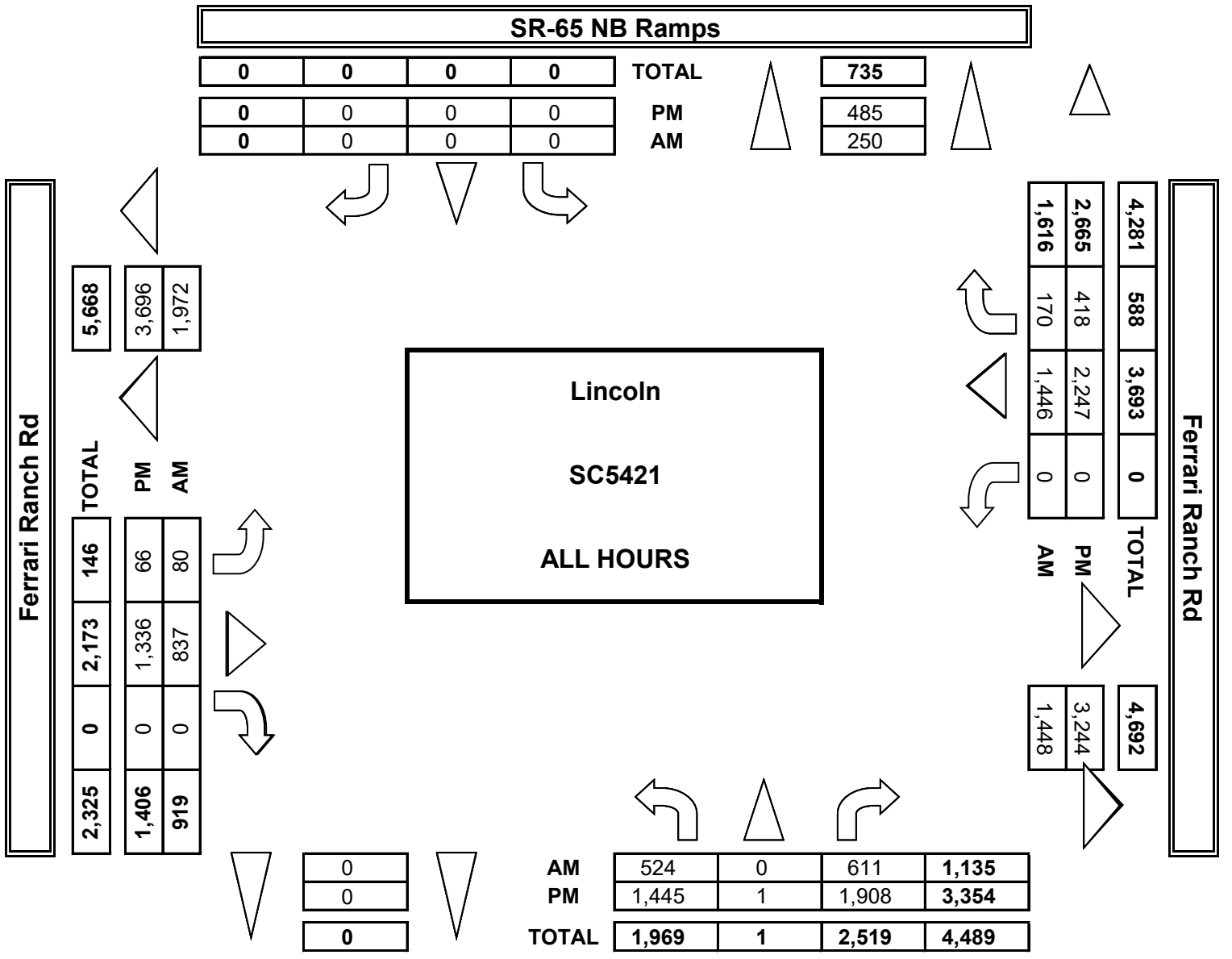
SR-65 NB Ramps

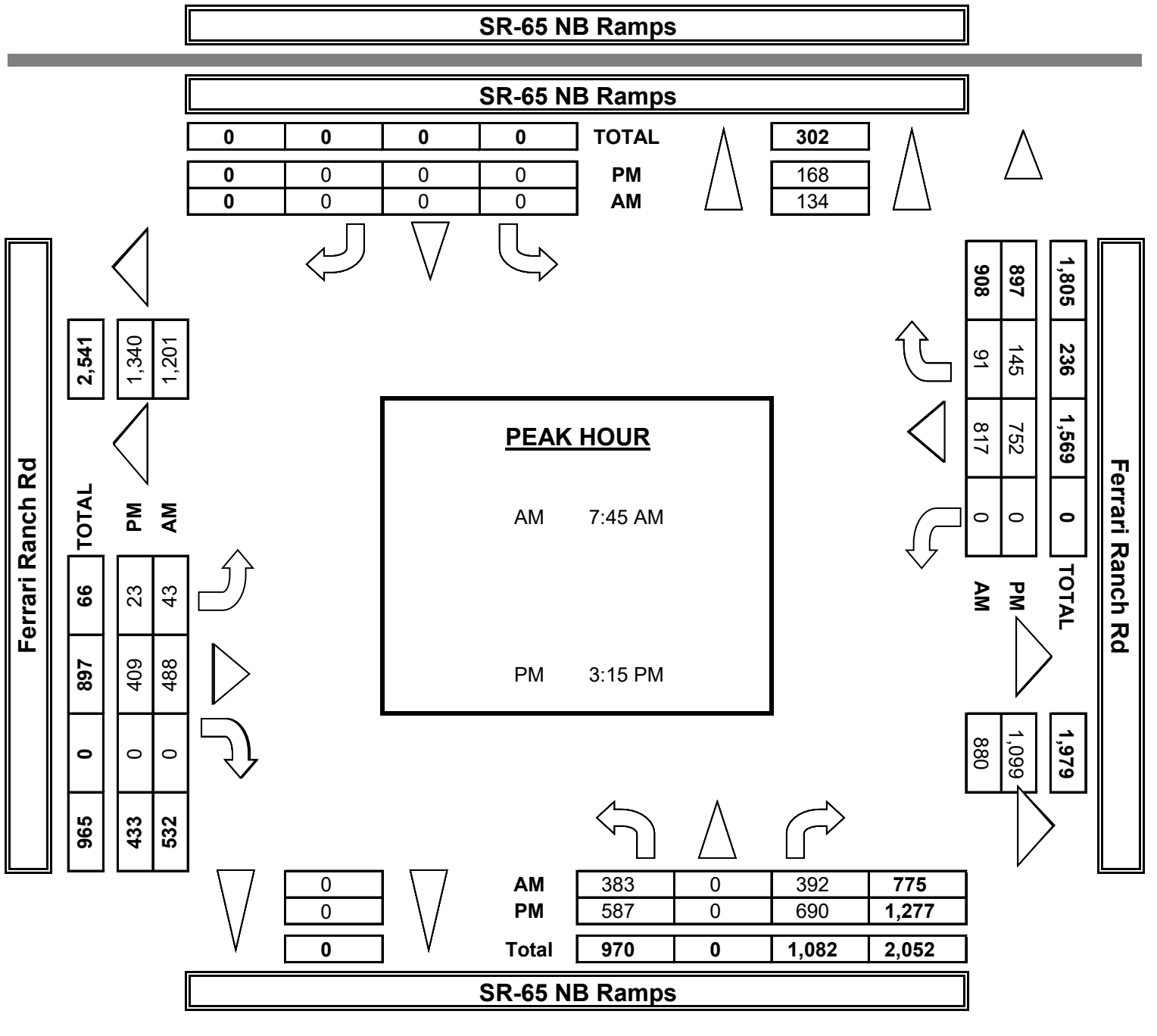
		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	6	0	1	8	1	6	0	1	8	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	4:00 PM	3	2	0	1	6	0	2	0	1	3	3	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	4:45 PM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0
	5:30 PM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	5:45 PM	1	3	0	1	5	0	0	0	0	0	1	3	0	1	5
	TOTAL	6	14	0	3	23	1	7	0	2	10	5	7	0	1	13

Attachment 6

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

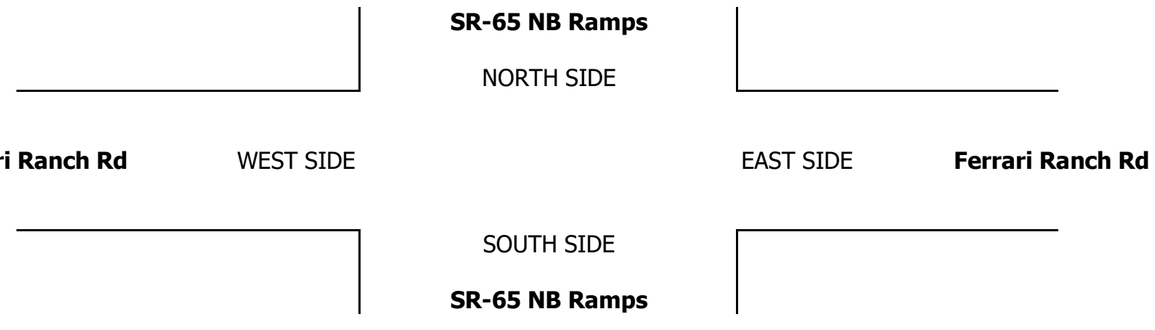
DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12	
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

◄ W E ► N S ▲ ▼

		NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	LANES:	NL 1.5	NT 0.5	NR 2	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	34	0	41	0	0	0	16	79	0	0	146	19	334					0
	7:15 AM	40	0	51	0	0	0	10	82	0	0	177	32	391					0
	7:30 AM	49	0	62	0	0	0	6	110	0	0	193	22	441					0
	7:45 AM	99	0	89	0	0	0	16	156	0	0	208	27	593					0
	8:00 AM	116	0	104	0	0	0	16	155	0	0	248	14	652					0
	8:15 AM	124	0	111	0	0	0	7	116	0	0	211	36	604					0
	8:30 AM	78	0	115	0	0	0	7	77	0	0	188	24	488					0
	8:45 AM	48	0	90	0	0	0	6	91	0	0	153	16	403					0
	VOLUMES	586	0	662	0	0	0	83	864	0	0	1,523	188	3,904	0	0	0	0	0
	APPROACH %	47%	0%	53%	0%	0%	0%	9%	91%	0%	0%	89%	11%						
	APP/DEPART	1,248	/	270	0	/	0	947	/	1,526	1,710	/	2,109	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	416	0	418	0	0	0	45	503	0	0	855	100	2,336					
	APPROACH %	50%	0%	50%	0%	0%	0%	8%	92%	0%	0%	90%	10%						
	PEAK HR FACTOR		0.889			0.000			0.799			0.913		0.896					
	APP/DEPART	834	/	145	0	/	0	548	/	921	955	/	1,270	0					
PM	03:00 PM	118	0	140	0	0	0	3	107	0	0	168	27	562					0
	3:15 PM	154	0	174	0	0	0	7	90	0	0	172	26	622					0
	3:30 PM	154	0	197	0	0	0	6	110	0	0	185	35	687					0
	3:45 PM	174	0	203	0	0	0	3	114	0	0	230	47	769					0
	4:00 PM	114	0	137	0	0	0	8	107	0	0	198	53	616					0
	4:15 PM	111	0	163	0	0	0	6	112	0	0	183	35	609					0
	4:30 PM	115	1	164	0	0	0	8	121	0	0	193	33	635					0
	4:45 PM	107	0	144	0	0	0	4	117	0	0	194	37	601					0
	5:00 PM	100	0	159	0	0	0	6	124	0	0	190	32	611					0
	5:15 PM	111	0	178	0	0	0	11	132	0	0	181	43	654					0
	5:30 PM	100	0	141	0	0	0	5	118	0	0	223	39	625					0
	5:45 PM	111	0	157	0	0	0	2	121	0	0	199	35	624					0
	VOLUMES	1,466	1	1,954	0	0	0	69	1,370	0	0	2,313	440	7,612	0	0	0	0	0
	APPROACH %	43%	0%	57%	0%	0%	0%	5%	95%	0%	0%	84%	16%						
	APP/DEPART	3,420	/	510	0	/	0	1,439	/	3,324	2,753	/	3,778	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	594	0	710	0	0	0	24	421	0	0	784	160	2,693					
	APPROACH %	46%	0%	54%	0%	0%	0%	5%	95%	0%	0%	83%	17%						
	PEAK HR FACTOR		0.867			0.000			0.951			0.855		0.875					
	APP/DEPART	1,304	/	184	0	/	0	445	/	1,131	944	/	1,378	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

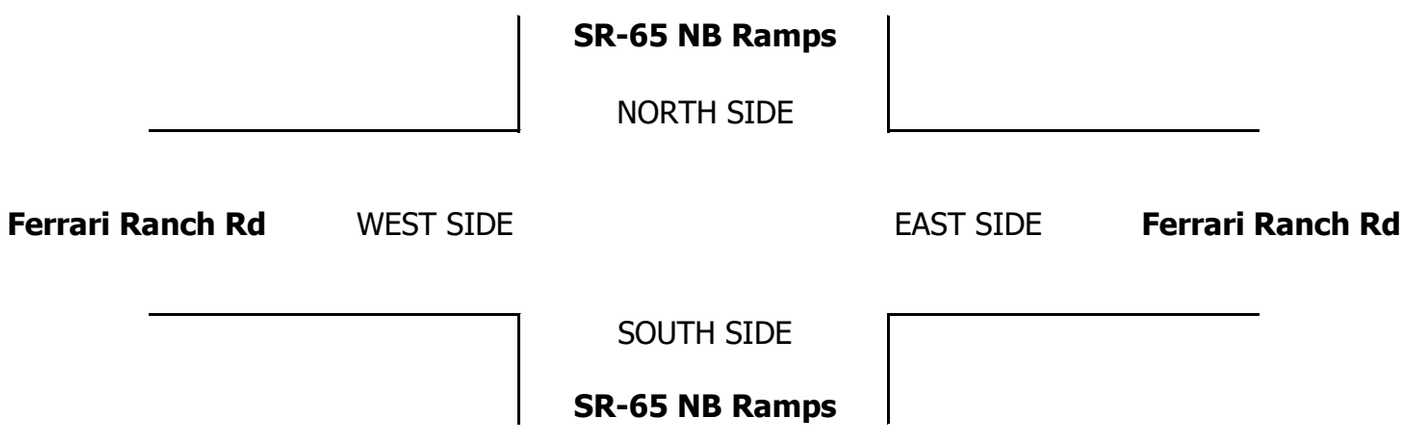
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1.5	0.5	2	X	X	X	1	2	X	X	3	1						
AM 7:00 AM	19	0	33	0	0	0	14	69	0	0	124	17	276	0	0	0	0	0
7:15 AM	22	0	40	0	0	0	10	75	0	0	155	27	329	0	0	1	0	1
7:30 AM	37	0	45	0	0	0	6	108	0	0	174	16	386	0	0	0	0	0
7:45 AM	88	0	80	0	0	0	14	150	0	0	190	19	541	0	0	0	0	0
8:00 AM	91	0	89	0	0	0	16	141	0	0	230	12	579	0	0	0	0	0
8:15 AM	107	0	102	0	0	0	5	104	0	0	190	33	541	0	0	1	0	1
8:30 AM	68	0	95	0	0	0	5	70	0	0	166	16	420	0	0	0	0	0
8:45 AM	38	0	76	0	0	0	6	81	0	0	134	11	346	0	0	0	0	0
VOLUMES	470	0	560	0	0	0	76	798	0	0	1,363	151	3,420	0	0	2	0	2
APPROACH %	46%	0%	54%	0%	0%	0%	9%	91%	0%	0%	90%	10%						
APP/DEPART	1,030	/	227	0	/	0	876	/	1,358	1,514	/	1,835	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	354	0	366	0	0	0	40	465	0	0	776	80	2,082	0	0	1	0	
APPROACH %	49%	0%	51%	0%	0%	0%	8%	92%	0%	0%	91%	9%						
PEAK HR FACTOR	0.861			0.000			0.771			0.884			0.899					
APP/DEPART	720	/	120	0	/	0	506	/	831	856	/	1,131	0					
PM 03:00 PM	110	0	128	0	0	0	3	97	0	0	152	19	509	0	0	0	0	0
3:15 PM	147	0	166	0	0	0	7	85	0	0	157	21	583	0	0	0	0	0
3:30 PM	149	0	183	0	0	0	6	104	0	0	177	30	649	0	0	0	0	0
3:45 PM	166	0	184	0	0	0	3	109	0	0	202	39	703	0	0	0	0	0
4:00 PM	112	0	129	0	0	0	6	94	0	0	178	41	560	0	0	1	0	1
4:15 PM	103	0	156	0	0	0	4	106	0	0	174	33	576	0	0	2	0	2
4:30 PM	113	1	155	0	0	0	8	117	0	0	186	33	613	0	0	0	0	0
4:45 PM	100	0	139	0	0	0	2	113	0	0	168	35	557	0	0	0	0	0
5:00 PM	100	0	154	0	0	0	6	118	0	0	184	32	594	0	0	0	0	0
5:15 PM	105	0	176	0	0	0	11	124	0	0	176	41	633	0	0	0	0	0
5:30 PM	98	0	133	0	0	0	5	116	0	0	220	37	609	0	0	1	0	1
5:45 PM	111	0	147	0	0	0	2	110	0	0	188	35	593	0	0	0	0	0
VOLUMES	1,414	1	1,850	0	0	0	63	1,293	0	0	2,162	396	7,183	0	0	4	0	4
APPROACH %	43%	0%	57%	0%	0%	0%	5%	95%	0%	0%	85%	15%						
APP/DEPART	3,265	/	460	0	/	0	1,360	/	3,143	2,558	/	3,580	0					
BEGIN PEAK HR	3:15 PM																	
VOLUMES	574	0	662	0	0	0	22	392	0	0	714	131	2,496	0	0	1	0	
APPROACH %	46%	0%	54%	0%	0%	0%	5%	94%	0%	0%	84%	16%						
PEAK HR FACTOR	0.883			0.000			0.926			0.877			0.888					
APP/DEPART	1,236	/	153	0	/	0	415	/	1,054	845	/	1,289	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

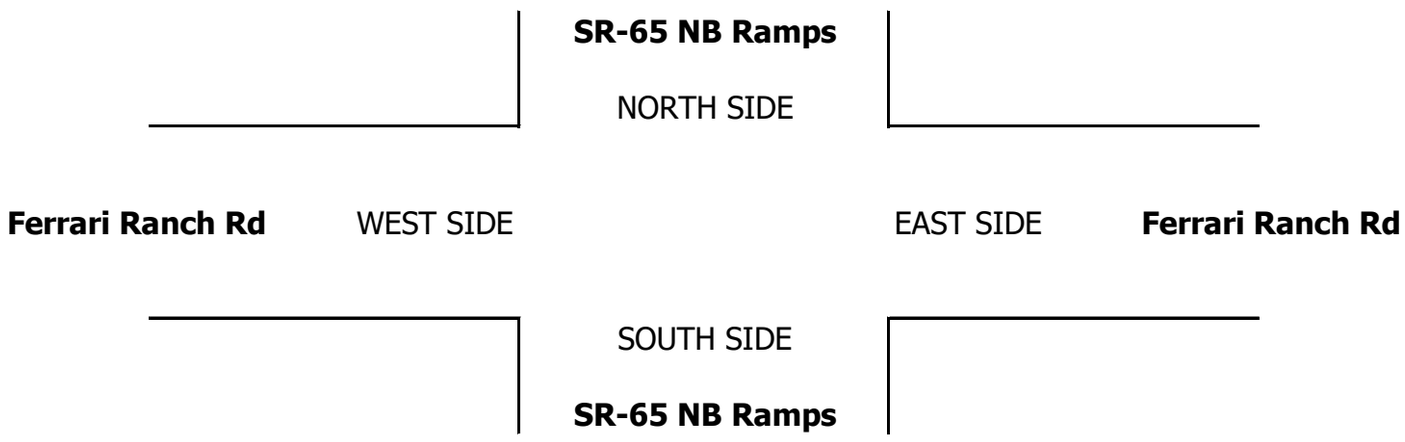
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1.5	0.5	2	X	X	X	1	2	X	X	3	1						
7:00 AM	2	0	1	0	0	0	1	2	0	0	4	1	11	0	0	0	0	0
7:15 AM	2	0	2	0	0	0	0	3	0	0	6	1	14	0	0	0	0	0
7:30 AM	4	0	4	0	0	0	0	1	0	0	5	2	16	0	0	0	0	0
7:45 AM	3	0	0	0	0	0	1	4	0	0	3	3	14	0	0	0	0	0
8:00 AM	5	0	3	0	0	0	0	4	0	0	6	1	19	0	0	0	0	0
8:15 AM	5	0	4	0	0	0	1	5	0	0	8	2	25	0	0	0	0	0
8:30 AM	2	0	7	0	0	0	0	3	0	0	4	2	18	0	0	0	0	0
8:45 AM	3	0	6	0	0	0	0	4	0	0	3	1	17	0	0	0	0	0
VOLUMES	26	0	27	0	0	0	3	26	0	0	39	13	134	0	0	0	0	0
APPROACH %	49%	0%	51%	0%	0%	0%	10%	90%	0%	0%	75%	25%						
APP/DEPART	53	/	16	0	/	0	29	/	53	52	/	65	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	15	0	14	0	0	0	2	16	0	0	21	8	76	0	0	0	0	
APPROACH %	52%	0%	48%	0%	0%	0%	11%	89%	0%	0%	72%	28%						
PEAK HR FACTOR	0.806			0.000			0.750			0.725			0.760					
APP/DEPART	29	/	10	0	/	0	18	/	30	29	/	36	0					
03:00 PM	4	0	5	0	0	0	0	5	0	0	8	2	24	0	0	0	0	0
3:15 PM	3	0	4	0	0	0	0	2	0	0	7	1	17	0	0	0	0	0
3:30 PM	3	0	6	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0
3:45 PM	5	0	9	0	0	0	0	2	0	0	7	3	26	0	0	0	0	0
4:00 PM	1	0	1	0	0	0	0	6	0	0	7	2	17	0	0	0	0	0
4:15 PM	2	0	2	0	0	0	0	1	0	0	3	1	9	0	0	0	0	0
4:30 PM	1	0	4	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0
4:45 PM	1	0	3	0	0	0	0	1	0	0	13	0	18	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	2	0	0	1	0	5	0	0	0	0	0
5:15 PM	4	0	1	0	0	0	0	1	0	0	1	1	8	0	0	0	0	0
5:30 PM	1	0	1	0	0	0	0	1	0	0	2	0	5	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	3	0	0	2	0	6	0	0	0	0	0
VOLUMES	25	0	39	0	0	0	0	24	0	0	55	10	153	0	0	0	0	0
APPROACH %	39%	0%	61%	0%	0%	0%	0%	100%	0%	0%	85%	15%						
APP/DEPART	64	/	10	0	/	0	24	/	63	65	/	80	0					
BEGIN PEAK HR	3:15 PM																	
VOLUMES	12	0	20	0	0	0	0	10	0	0	23	6	71	0	0	0	0	
APPROACH %	38%	0%	63%	0%	0%	0%	0%	100%	0%	0%	79%	21%						
PEAK HR FACTOR	0.571			0.000			0.417			0.725			0.683					
APP/DEPART	32	/	6	0	/	0	10	/	30	29	/	35	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

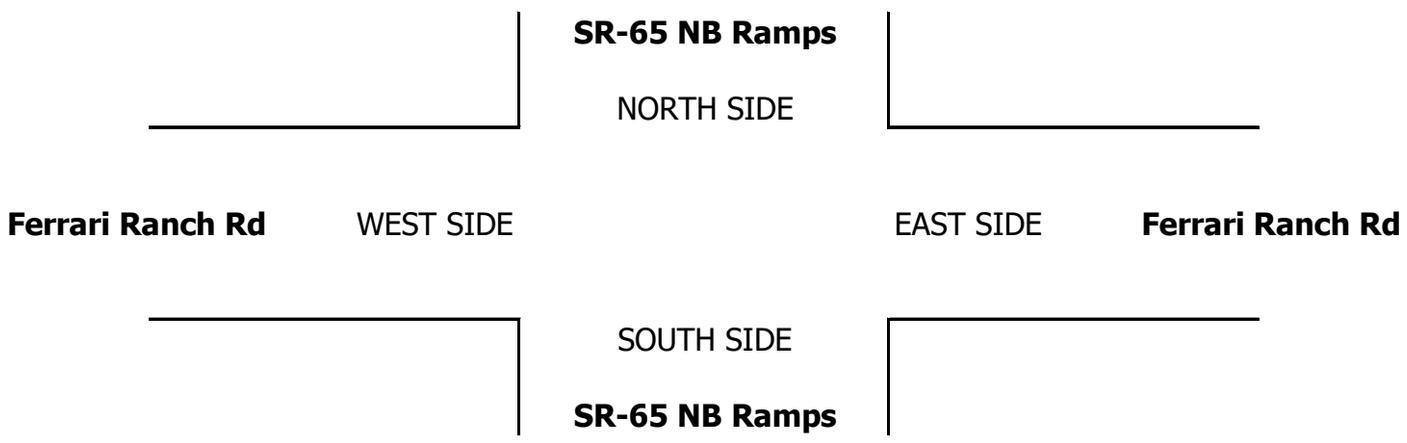
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1.5	0.5	2	X	X	X	1	2	X	X	3	1						
7:00 AM	1	0	3	0	0	0	0	1	0	0	2	0	7	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:00 AM	1	0	2	0	0	0	0	3	0	0	2	0	8	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	0	0	0	0	0
8:30 AM	1	0	3	0	0	0	0	1	0	0	2	1	8	0	0	0	0	0
8:45 AM	1	0	1	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0
AM VOLUMES	4	0	11	0	0	0	0	9	0	0	19	1	44	0	0	0	0	0
AM APPROACH %	27%	0%	73%	0%	0%	0%	0%	100%	0%	0%	95%	5%						
AM APP/DEPART	15	/	1	0	/	0	9	/	20	20	/	23	0					
BEGIN PEAK HR	7:45 AM																	
AM VOLUMES	2	0	5	0	0	0	0	6	0	0	8	1	22	0	0	0	0	
AM APPROACH %	29%	0%	71%	0%	0%	0%	0%	100%	0%	0%	89%	11%						
AM PEAK HR FACTOR	0.438			0.000			0.500			0.750			0.688					
AM APP/DEPART	7	/	1	0	/	0	6	/	11	9	/	10	0					
03:00 PM	1	0	0	0	0	0	0	1	0	0	1	1	4	0	0	0	0	0
3:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
4:00 PM	0	0	2	0	0	0	1	1	0	0	0	3	7	0	0	0	0	0
4:15 PM	1	0	2	0	0	0	0	1	0	0	2	0	6	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PM VOLUMES	3	0	8	0	0	0	1	12	0	0	11	7	42	0	0	0	0	0
PM APPROACH %	27%	0%	73%	0%	0%	0%	8%	92%	0%	0%	61%	39%						
PM APP/DEPART	11	/	8	0	/	0	13	/	20	18	/	14	0					
BEGIN PEAK HR	3:15 PM																	
PM VOLUMES	1	0	4	0	0	0	1	5	0	0	3	4	18	0	0	0	0	
PM APPROACH %	20%	0%	80%	0%	0%	0%	17%	83%	0%	0%	43%	57%						
PM PEAK HR FACTOR	0.625			0.000			0.500			0.583			0.643					
PM APP/DEPART	5	/	5	0	/	0	6	/	9	7	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

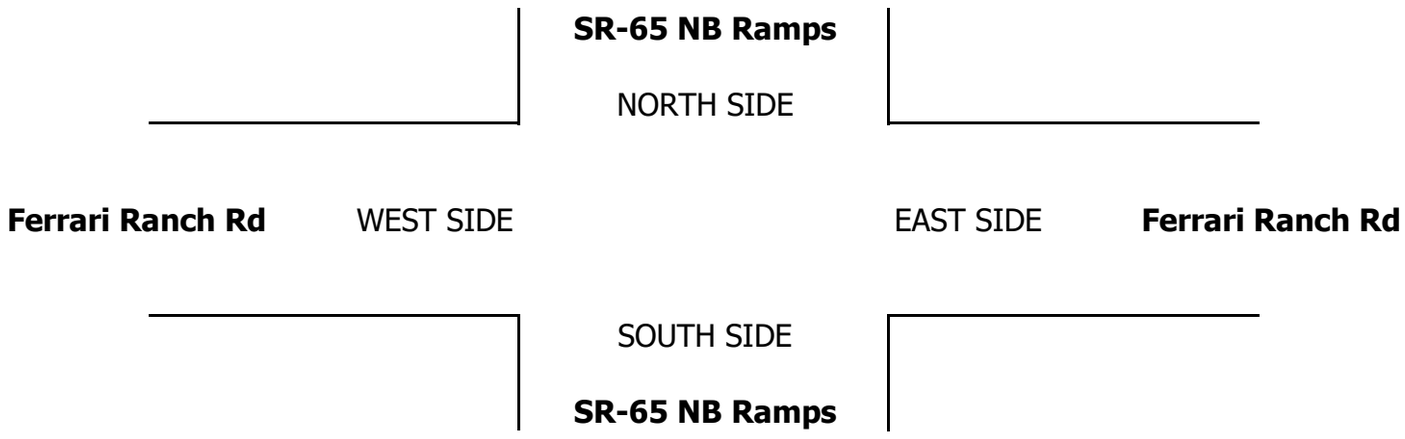
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1.5	0.5	2	X	X	X	1	2	X	X	3	1						
7:00 AM	2	0	0	0	0	0	0	1	0	0	2	0	5	0	0	0	0	0
7:15 AM	5	0	2	0	0	0	0	0	0	0	1	1	9	0	0	0	0	0
7:30 AM	2	0	3	0	0	0	0	0	0	0	1	1	7	0	0	0	0	0
7:45 AM	2	0	3	0	0	0	0	0	0	0	1	1	7	0	0	0	0	0
8:00 AM	5	0	2	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0
8:15 AM	3	0	1	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0
8:30 AM	1	0	1	0	0	0	0	0	0	0	4	1	7	0	0	0	0	0
8:45 AM	1	0	1	0	0	0	0	0	0	0	2	1	5	0	0	0	0	0
AM VOLUMES	21	0	13	0	0	0	0	1	0	0	13	5	53	0	0	0	0	0
AM APPROACH %	62%	0%	38%	0%	0%	0%	0%	100%	0%	0%	72%	28%						
AM APP/DEPART	34	/	5	0	/	0	1	/	14	18	/	34	0					
AM BEGIN PEAK HR	7:45 AM																	
AM VOLUMES	11	0	7	0	0	0	0	0	0	0	7	2	27	0	0	0	0	
AM APPROACH %	61%	0%	39%	0%	0%	0%	0%	0%	0%	0%	78%	22%						
AM PEAK HR FACTOR	0.643			0.000			0.000			0.450			0.844					
AM APP/DEPART	18	/	2	0	/	0	0	/	7	9	/	18	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	0	0	0	3	1	5	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0
PM VOLUMES	2	0	7	0	0	0	0	3	0	0	8	5	25	0	0	0	0	0
PM APPROACH %	22%	0%	78%	0%	0%	0%	0%	100%	0%	0%	62%	38%						
PM APP/DEPART	9	/	5	0	/	0	3	/	10	13	/	10	0					
PM BEGIN PEAK HR	3:15 PM																	
PM VOLUMES	0	0	2	0	0	0	0	0	0	0	5	4	11	0	0	0	0	
PM APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	56%	44%						
PM PEAK HR FACTOR	0.500			0.000			0.000			0.563			0.550					
PM APP/DEPART	2	/	4	0	/	0	0	/	2	9	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

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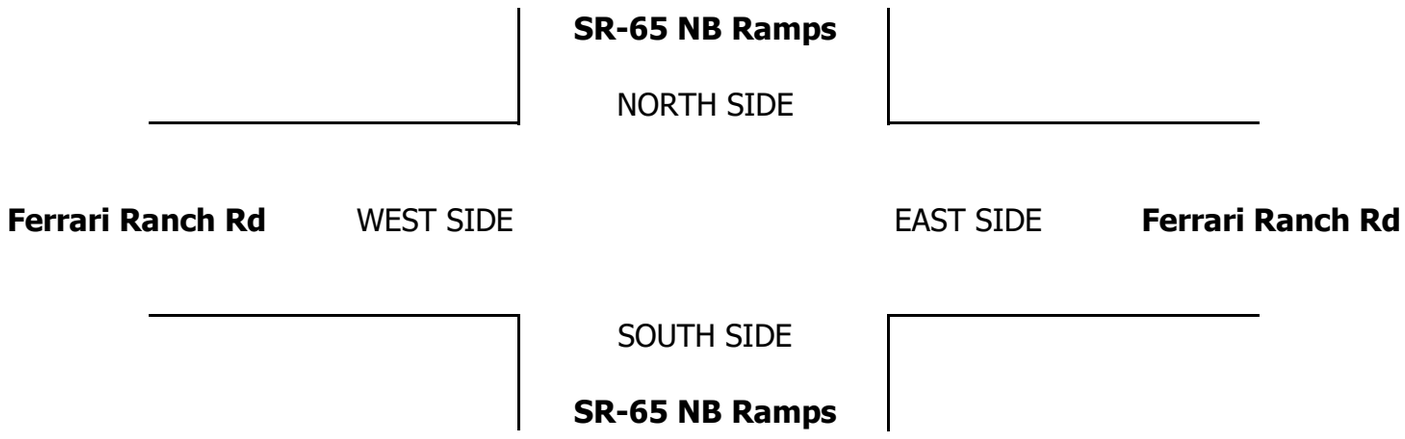
	NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1.5	0.5	2	X	X	X	1	2	X	X	3	1						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR	3:15 PM																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	SR-65 NB Ramps	LOCATION #:	12
	EAST & WEST:	Ferrari Ranch Rd	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

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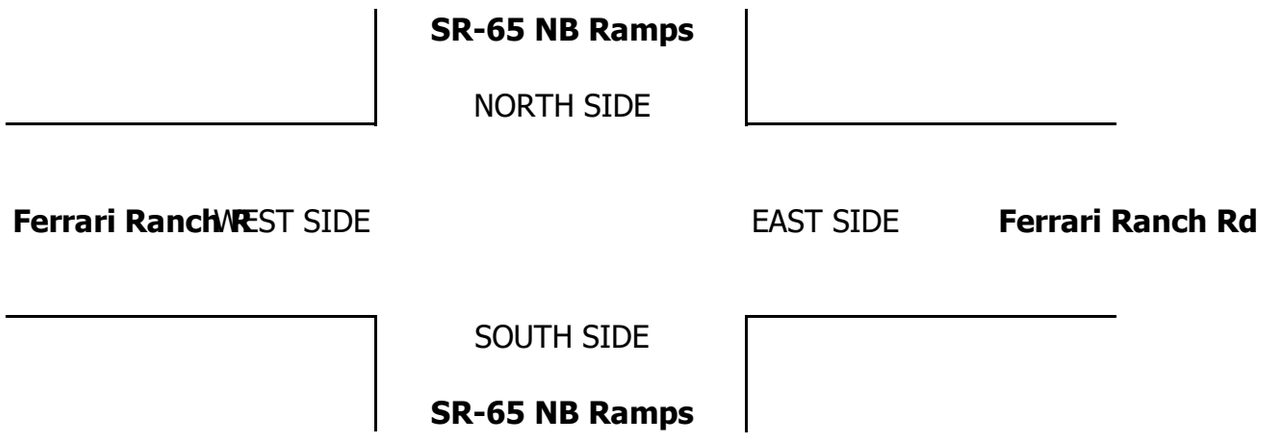
	NORTHBOUND SR-65 NB Ramps			SOUTHBOUND SR-65 NB Ramps			EASTBOUND Ferrari Ranch Rd			WESTBOUND Ferrari Ranch Rd				U-TURNS				
LANES:	NL 1.5	NT 0.5	NR 2	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	2	0	0	0	0	0	0	1	0	0	3	0	6	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
VOLUMES	3	0	0	0	0	0	1	3	0	0	12	0	19	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	0%	25%	75%	0%	0%	100%	0%						
APP/DEPART	3	/	1	0	/	0	4	/	3	12	/	15	0					
BEGIN PEAK HR	7:45 AM																	
VOLUMES	1	0	0	0	0	0	1	1	0	0	5	0	8	0	0	0	0	
APPROACH %	100%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
PEAK HR FACTOR	0.250			0.000			0.500			0.313			0.500					
APP/DEPART	1	/	1	0	/	0	2	/	1	5	/	6	0					
03:00 PM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	1	0	0	3	0	5	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
VOLUMES	1	0	4	0	0	0	2	4	0	0	11	0	22	0	0	0	0	0
APPROACH %	20%	0%	80%	0%	0%	0%	33%	67%	0%	0%	100%	0%						
APP/DEPART	5	/	2	0	/	0	6	/	8	11	/	12	0					
BEGIN PEAK HR	3:15 PM																	
VOLUMES	0	0	2	0	0	0	0	2	0	0	7	0	11	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR	0.500			0.000			0.500			0.583			0.550					
APP/DEPART	2	/	0	0	/	0	2	/	4	7	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	24	79	6	5	74	2	1	6	48	31	4	4	284	3	2	0	0	5
	7:15 AM	33	75	9	6	84	1	3	1	56	49	4	9	330	1	2	0	0	3
	7:30 AM	41	95	17	10	94	2	2	5	66	48	6	13	399	0	0	0	0	0
	7:45 AM	61	144	31	16	115	0	4	2	78	36	16	19	522	1	1	0	0	2
	8:00 AM	58	132	30	12	104	5	6	18	110	50	18	24	567	0	1	0	0	1
	8:15 AM	55	129	25	17	104	2	3	4	62	54	10	29	494	3	1	0	0	4
	8:30 AM	41	91	19	21	91	1	10	12	34	66	12	18	416	5	3	0	0	8
	8:45 AM	29	103	22	12	70	2	3	5	32	52	12	23	365	1	0	0	0	1
	VOLUMES	342	848	159	99	736	15	32	53	486	386	82	139	3,401	14	10	0	0	24
	APPROACH %	25%	62%	12%	12%	86%	2%	6%	9%	85%	64%	14%	23%						
	APP/DEPART	1,363	/	1,029	860	/	1,622	571	/	311	607	/	439	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	215	496	105	66	414	8	23	36	284	206	56	90	2,014	9	6	0	0	
	APPROACH %	26%	60%	13%	13%	84%	2%	7%	10%	83%	59%	16%	26%						
	PEAK HR FACTOR		0.870			0.936			0.640			0.917		0.886					
	APP/DEPART	825	/	615	494	/	913	343	/	207	352	/	279	0					
PM	03:00 PM	67	130	17	26	86	6	0	6	28	69	15	29	479	9	0	0	0	9
	3:15 PM	70	120	31	20	89	3	7	10	37	67	15	25	494	6	0	0	1	7
	3:30 PM	64	168	27	30	90	1	2	10	47	70	20	31	560	3	1	0	0	4
	3:45 PM	70	157	34	22	114	5	4	10	46	82	21	39	604	8	0	0	0	8
	4:00 PM	63	125	16	25	124	7	5	13	34	64	13	21	510	8	1	0	0	9
	4:15 PM	56	157	29	24	105	6	5	8	50	57	30	33	560	5	0	0	0	5
	4:30 PM	67	121	39	24	103	2	9	10	33	80	27	26	541	8	1	0	0	9
	4:45 PM	66	149	29	28	101	6	0	18	46	67	15	26	551	8	1	0	0	9
	5:00 PM	78	152	26	21	111	4	9	14	36	64	24	26	565	7	1	0	1	9
	5:15 PM	73	176	30	25	120	2	4	9	39	72	28	41	619	6	3	0	0	9
	5:30 PM	59	142	28	30	114	10	5	12	54	70	14	19	557	12	2	0	0	14
	5:45 PM	63	159	23	14	121	10	5	7	37	63	22	30	554	10	2	0	0	12
	VOLUMES	796	1,756	329	289	1,278	62	55	127	487	825	244	346	6,698	90	12	0	2	104
	APPROACH %	27%	59%	11%	18%	78%	4%	8%	19%	73%	58%	17%	24%						
	APP/DEPART	2,971	/	2,169	1,641	/	2,680	669	/	747	1,417	/	1,102	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	273	629	107	90	466	26	23	42	166	269	88	116	2,339	35	8	0	1	
	APPROACH %	26%	60%	10%	15%	79%	4%	10%	18%	72%	57%	19%	24%						
	PEAK HR FACTOR		0.916			0.946			0.813			0.840		0.931					
	APP/DEPART	1,044	/	776	590	/	936	231	/	240	474	/	387	0					

Ferrari Ranch Rd

NORTH LEG

Groveland Ln WEST LEG EAST LEG **Groveland Ln**

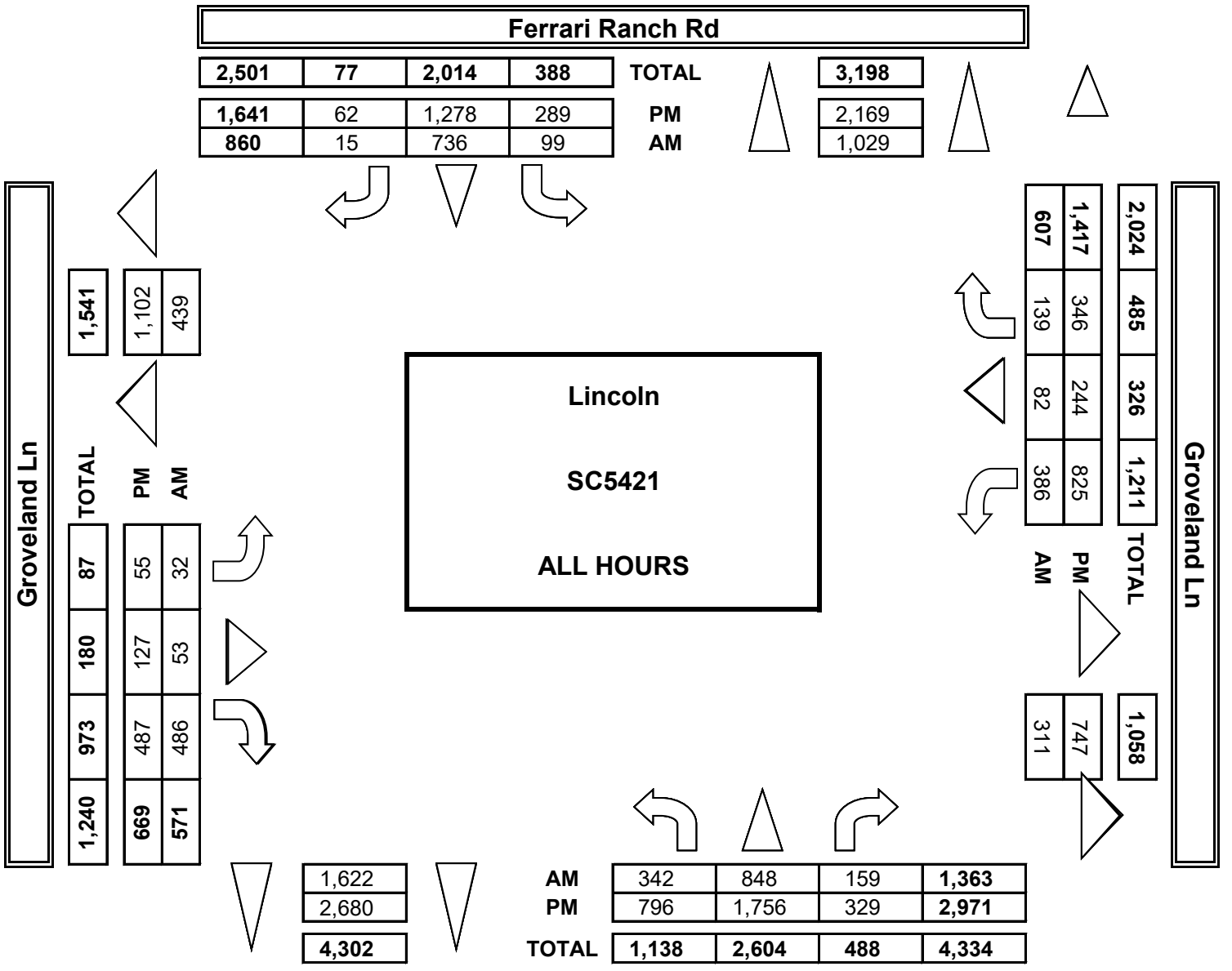
SOUTH LEG

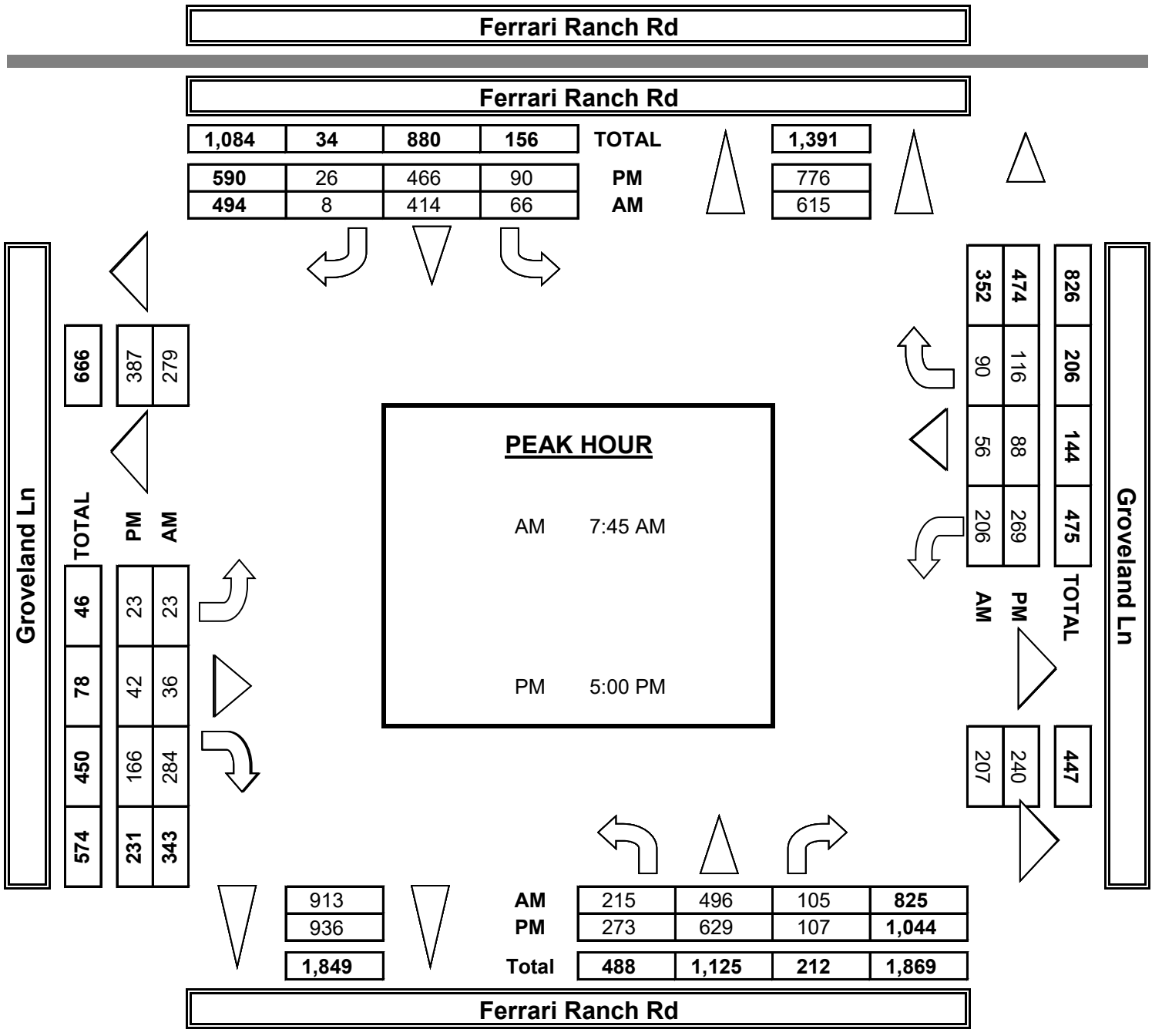
Ferrari Ranch Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	7:15 AM	3	0	0	2	5	3	0	0	2	5	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	8:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:15 AM	2	0	1	0	3	1	0	1	0	2	1	0	0	0	1
	8:30 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	0	0
	8:45 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	TOTAL	8	1	8	3	20	6	0	8	3	17	2	1	0	0	3
PM	3:00 PM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	3:45 PM	1	0	0	3	4	0	0	0	0	0	1	0	0	3	4
	4:00 PM	5	0	9	6	20	5	0	6	6	17	0	0	3	0	3
	4:15 PM	13	0	9	4	26	3	0	1	4	8	10	0	8	0	18
	4:30 PM	2	0	2	1	5	1	0	2	0	3	1	0	0	1	2
	4:45 PM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	5:00 PM	11	0	11	0	22	1	0	0	0	1	10	0	11	0	21
	5:15 PM	4	0	0	0	4	3	0	0	0	3	1	0	0	0	1
	5:30 PM	3	0	1	1	5	0	0	0	0	0	3	0	1	1	5
	5:45 PM	4	0	2	4	10	2	0	1	3	6	2	0	1	1	4
	TOTAL	45	0	36	22	103	17	0	11	16	44	28	0	25	6	59

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

PCE Adjusted	NOTES:								
	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	3	1	2	3	1	1	1	0	1.5	0.5	1						
7:00 AM	25	87	6	8	82	2	1	7	49	35	4	4	309					0
7:15 AM	34	82	10	7	94	1	3	1	59	51	5	10	355					0
7:30 AM	44	101	21	15	102	2	3	5	67	50	7	14	428					0
7:45 AM	62	146	37	18	121	0	4	3	82	39	16	21	549					0
8:00 AM	61	144	31	13	109	5	6	20	114	51	18	25	595					0
8:15 AM	57	136	27	20	110	2	3	4	63	59	10	32	521					0
8:30 AM	45	95	23	22	94	1	12	13	34	78	14	20	448					0
8:45 AM	30	108	27	13	79	3	3	6	33	56	12	24	392					0
VOLUMES	356	897	181	115	789	16	35	58	500	418	85	149	3,596	0	0	0	0	0
APPROACH %	25%	63%	13%	12%	86%	2%	6%	10%	84%	64%	13%	23%						
APP/DEPART	1,433	/	1,081	919	/	1,707	593	/	353	652	/	456	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	224	520	117	73	434	8	25	39	293	226	58	98	2,113					
APPROACH %	26%	60%	14%	14%	84%	2%	7%	11%	82%	59%	15%	26%						
PEAK HR FACTOR		0.879			0.924			0.639			0.858		0.888					
APP/DEPART	861	/	643	514	/	952	357	/	229	381	/	290	0					
03:00 PM	68	135	19	28	92	6	0	7	30	71	15	29	498					0
3:15 PM	71	123	32	20	92	3	7	10	39	69	16	25	505					0
3:30 PM	67	173	27	32	97	1	2	10	49	71	21	34	581					0
3:45 PM	72	160	38	24	125	5	4	11	47	85	21	39	628					0
4:00 PM	65	127	20	26	138	7	5	13	35	67	13	21	534					0
4:15 PM	58	159	29	25	105	6	5	8	51	59	31	33	568					0
4:30 PM	67	123	40	24	103	2	9	11	34	82	29	28	549					0
4:45 PM	67	152	29	31	109	6	0	18	47	69	15	28	569					0
5:00 PM	79	155	27	22	114	4	9	14	36	65	25	26	575					0
5:15 PM	74	183	31	26	122	2	4	9	39	73	29	42	631					0
5:30 PM	60	148	28	31	115	10	5	12	56	72	14	23	572					0
5:45 PM	63	167	26	14	124	10	5	7	37	64	22	31	569					0
VOLUMES	807	1,802	343	301	1,333	62	55	129	497	845	248	357	6,777	0	0	0	0	0
APPROACH %	27%	61%	12%	18%	79%	4%	8%	19%	73%	58%	17%	25%						
APP/DEPART	2,952	/	2,214	1,696	/	2,674	680	/	772	1,450	/	1,117	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	275	652	111	93	474	26	23	42	168	274	89	121	2,347					
APPROACH %	26%	63%	11%	16%	80%	4%	10%	18%	72%	57%	18%	25%						
PEAK HR FACTOR		0.904			0.953			0.802			0.848		0.930					
APP/DEPART	1,038	/	796	593	/	915	233	/	246	484	/	390	0					

Ferrari Ranch Rd

NORTH SIDE

Groveland Ln WEST SIDE EAST SIDE **Groveland Ln**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	3	1	2	3	1	1	1	0	1.5	0.5	1						
AM	7:00 AM	23	72	6	2	66	2	1	4	46	27	4	4	257	2	2	0	0	4
	7:15 AM	32	71	7	5	75	1	3	1	53	46	3	7	304	1	2	0	0	3
	7:30 AM	39	89	13	7	87	2	1	5	64	47	5	12	371	0	0	0	0	0
	7:45 AM	59	143	25	15	109	0	4	1	73	33	16	15	493	1	1	0	0	2
	8:00 AM	56	119	28	10	98	5	6	15	105	49	18	22	531	0	1	0	0	1
	8:15 AM	51	121	23	15	97	2	3	4	60	48	10	24	458	3	1	0	0	4
	8:30 AM	37	87	15	19	87	1	9	11	34	56	9	16	381	5	3	0	0	8
	8:45 AM	27	95	19	10	63	1	3	3	31	48	12	21	333	1	0	0	0	1
	VOLUMES	324	797	136	83	682	14	30	44	466	354	77	121	3,151	13	10	0	0	23
	APPROACH %	26%	63%	11%	11%	86%	2%	6%	8%	86%	64%	14%	22%						
	APP/DEPART	1,270	/	958	789	/	1,515	540	/	263	552	/	415	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	203	470	91	59	391	8	22	31	272	186	53	77	1,878	9	6	0	0	
	APPROACH %	26%	61%	12%	13%	84%	2%	7%	10%	84%	59%	17%	24%						
	PEAK HR FACTOR		0.848			0.928			0.645			0.888		0.883					
	APP/DEPART	773	/	575	464	/	858	325	/	181	316	/	264	0					
PM	03:00 PM	65	122	15	24	79	6	0	5	25	66	15	29	451	8	0	0	0	8
	3:15 PM	69	116	30	20	87	3	7	10	35	64	14	25	480	6	0	0	1	7
	3:30 PM	61	162	27	29	85	1	2	10	45	69	19	28	538	3	1	0	0	4
	3:45 PM	67	153	31	20	102	5	4	9	45	79	21	39	575	8	0	0	0	8
	4:00 PM	61	123	11	24	110	7	5	13	33	59	13	21	480	8	1	0	0	9
	4:15 PM	54	154	29	23	105	6	5	8	48	55	29	33	549	5	0	0	0	5
	4:30 PM	67	119	38	24	103	2	9	9	32	77	24	23	527	8	1	0	0	9
	4:45 PM	65	145	29	26	89	6	0	18	45	63	15	22	523	8	1	0	0	9
	5:00 PM	77	149	24	19	108	4	9	14	36	62	23	26	551	7	1	0	1	9
	5:15 PM	72	170	29	24	119	2	4	9	39	71	27	40	606	6	3	0	0	9
	5:30 PM	57	137	28	28	113	10	5	12	51	67	14	15	537	12	2	0	0	14
	5:45 PM	63	153	21	14	119	10	5	7	37	62	22	28	541	10	2	0	0	12
	VOLUMES	778	1,703	312	275	1,219	62	55	124	471	794	236	329	6,461	89	12	0	2	103
	APPROACH %	27%	59%	11%	18%	78%	4%	8%	19%	72%	58%	17%	24%						
	APP/DEPART	2,882	/	2,099	1,568	/	2,573	650	/	713	1,361	/	1,076	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	269	609	102	85	459	26	23	42	163	262	86	109	2,279	35	8	0	1	
	APPROACH %	27%	60%	10%	15%	79%	4%	10%	18%	71%	57%	19%	24%						
	PEAK HR FACTOR		0.916			0.944			0.838			0.830		0.926					
	APP/DEPART	1,015	/	749	578	/	919	228	/	230	458	/	381	0					

Ferrari Ranch Rd

NORTH SIDE

Groveland Ln WEST SIDE EAST SIDE **Groveland Ln**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

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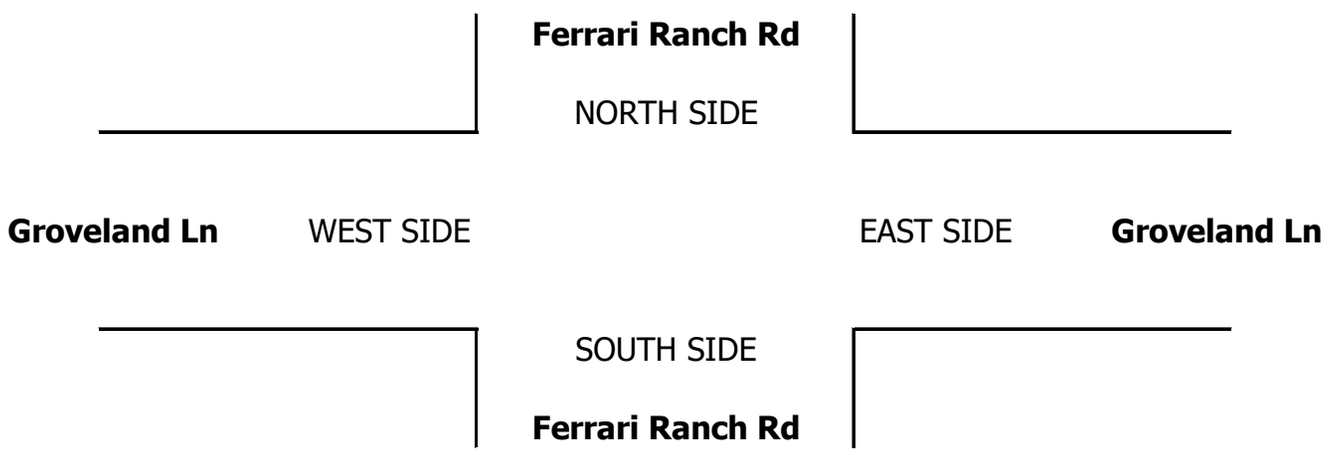
	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	3	1	2	3	1	1	1	0	1.5	0.5	1						
7:00 AM	1	1	0	2	3	0	0	2	2	2	0	0	13	1	0	0	0	1
7:15 AM	1	0	2	1	3	0	0	0	2	2	1	2	14	0	0	0	0	0
7:30 AM	1	4	3	1	3	0	1	0	2	0	1	1	17	0	0	0	0	0
7:45 AM	2	0	4	0	2	0	0	0	3	2	0	4	17	0	0	0	0	0
8:00 AM	1	6	2	2	3	0	0	3	4	1	0	2	24	0	0	0	0	0
8:15 AM	4	5	1	1	4	0	0	0	2	5	0	4	26	0	0	0	0	0
8:30 AM	3	3	3	2	2	0	0	1	0	4	3	1	22	0	0	0	0	0
8:45 AM	2	7	0	2	1	1	0	2	1	2	0	2	20	0	0	0	0	0
VOLUMES	15	26	15	11	21	1	1	8	16	18	5	16	154	1	0	0	0	1
APPROACH %	26%	46%	26%	33%	64%	3%	4%	32%	64%	46%	13%	41%						
APP/DEPART	57	/	43	33	/	56	25	/	34	39	/	21	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	10	14	10	5	11	0	0	4	9	12	3	11	89	0	0	0	0	
APPROACH %	29%	41%	29%	31%	69%	0%	0%	31%	69%	46%	12%	42%						
PEAK HR FACTOR		0.850			0.800			0.464			0.722		0.856					
APP/DEPART	34	/	25	16	/	32	13	/	19	26	/	13	0					
03:00 PM	2	6	1	1	5	0	0	1	2	3	0	0	21	1	0	0	0	1
3:15 PM	1	3	1	0	0	0	0	0	1	2	1	0	9	0	0	0	0	0
3:30 PM	1	4	0	0	1	0	0	0	1	1	1	1	10	0	0	0	0	0
3:45 PM	3	3	1	1	7	0	0	1	1	2	0	0	19	0	0	0	0	0
4:00 PM	1	0	3	1	5	0	0	0	1	5	0	0	16	0	0	0	0	0
4:15 PM	1	2	0	0	0	0	0	0	2	1	1	0	7	0	0	0	0	0
4:30 PM	0	1	1	0	0	0	0	1	1	2	3	3	12	0	0	0	0	0
4:45 PM	1	3	0	1	8	0	0	0	1	4	0	4	22	0	0	0	0	0
5:00 PM	1	2	2	2	1	0	0	0	0	2	1	0	11	0	0	0	0	0
5:15 PM	1	2	1	1	0	0	0	0	0	1	1	1	8	0	0	0	0	0
5:30 PM	2	3	0	2	1	0	0	0	3	2	0	3	16	0	0	0	0	0
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0
VOLUMES	14	32	11	9	28	0	0	3	13	25	8	14	158	1	0	0	0	1
APPROACH %	24%	55%	19%	24%	76%	0%	0%	19%	81%	53%	17%	30%						
APP/DEPART	58	/	46	37	/	67	16	/	23	47	/	22	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	4	10	4	5	2	0	0	0	3	5	2	6	41	0	0	0	0	
APPROACH %	22%	56%	22%	71%	29%	0%	0%	0%	100%	38%	15%	46%						
PEAK HR FACTOR		0.900			0.583			0.250			0.650		0.641					
APP/DEPART	18	/	16	7	/	10	3	/	9	13	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

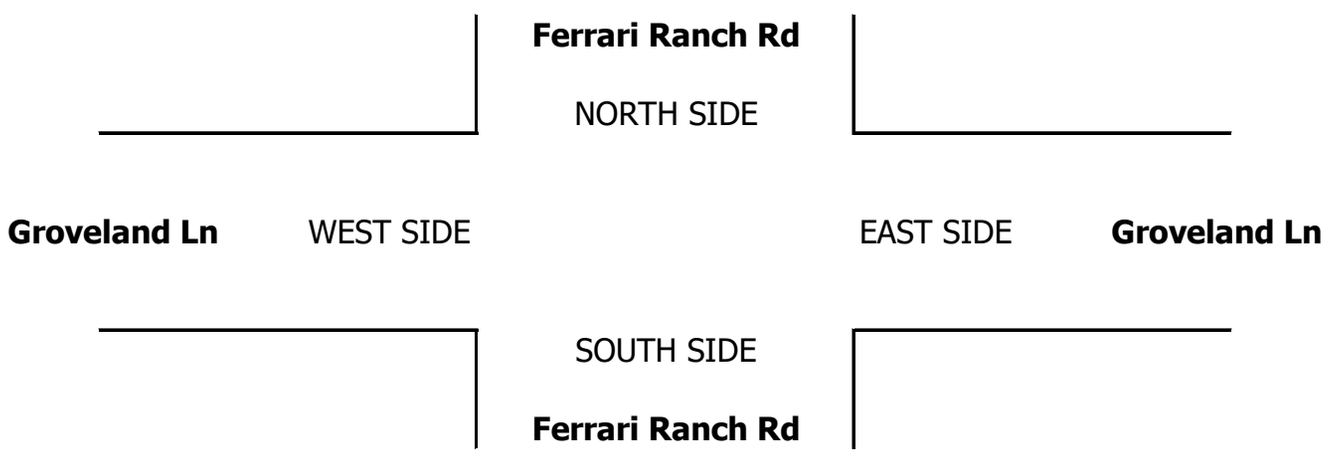
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	3	1	2	3	1	1	1	0	1.5	0.5	1						
AM	7:00 AM	0	4	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	0
	7:15 AM	0	0	0	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:15 AM	0	2	1	0	2	0	0	0	0	0	0	1	6	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	2	0	1	4	0	0	0	0	0
	8:45 AM	0	1	1	0	3	0	0	0	0	1	0	0	6	0	0	0	0	0
	VOLUMES	0	11	2	0	13	0	0	0	1	5	0	2	34	0	0	0	0	0
	APPROACH %	0%	85%	15%	0%	100%	0%	0%	0%	100%	71%	0%	29%						
	APP/DEPART	13	/	13	13	/	19	1	/	2	7	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	6	1	0	5	0	0	0	1	2	0	2	17	0	0	0	0	
	APPROACH %	0%	86%	14%	0%	100%	0%	0%	0%	100%	50%	0%	50%						
	PEAK HR FACTOR		0.438			0.625			0.250			0.333		0.708					
	APP/DEPART	7	/	8	5	/	8	1	/	1	4	/	0	0					
PM	03:00 PM	0	1	0	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	3:30 PM	1	1	0	0	1	0	0	0	1	0	0	1	5	0	0	0	0	0
	3:45 PM	0	1	1	1	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:00 PM	1	0	2	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0
	4:15 PM	1	0	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	VOLUMES	3	6	3	3	12	0	0	0	2	4	0	1	34	0	0	0	0	0
	APPROACH %	25%	50%	25%	20%	80%	0%	0%	0%	100%	80%	0%	20%						
	APP/DEPART	12	/	7	15	/	18	2	/	6	5	/	3	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	2	0	0	4	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.500		1.000					
	APP/DEPART	1	/	1	1	/	3	0	/	0	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 5/29/25 THURSDAY

LOCATION: Lincoln
NORTH & SOUTH: Ferrari Ranch Rd
EAST & WEST: Groveland Ln

PROJECT #: SC5421
LOCATION #: 13
CONTROL: SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM PM MD OTHER OTHER

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	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	3	1	2	3	1	1	1	0	1.5	0.5	1						
AM																		
7:00 AM	0	1	0	1	1	0	0	0	0	1	0	0	4	0	0	0	0	0
7:15 AM	0	3	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	0
7:30 AM	1	2	1	2	2	0	0	0	0	1	0	0	9	0	0	0	0	0
7:45 AM	0	1	2	1	1	0	0	0	0	1	0	0	6	0	0	0	0	0
8:00 AM	1	2	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
8:15 AM	0	1	0	1	1	0	0	0	0	1	0	0	4	0	0	0	0	0
8:30 AM	1	1	1	0	0	0	1	0	0	4	0	0	8	0	0	0	0	0
8:45 AM	0	0	2	0	2	0	0	0	0	1	0	0	5	0	0	0	0	0
VOLUMES	3	11	6	5	9	0	1	0	2	9	0	0	46	0	0	0	0	0
APPROACH %	15%	55%	30%	36%	64%	0%	33%	0%	67%	100%	0%	0%						
APP/DEPART	20	/	12	14	/	20	3	/	11	9	/	3	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	2	5	3	2	2	0	1	0	1	6	0	0	22	0	0	0	0	
APPROACH %	20%	50%	30%	50%	50%	0%	50%	0%	50%	100%	0%	0%						
PEAK HR FACTOR		0.833			0.500			0.500			0.375		0.688					
APP/DEPART	10	/	6	4	/	9	2	/	5	6	/	2	0					
PM																		
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
3:45 PM	0	0	1	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
5:45 PM	0	3	1	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
VOLUMES	0	9	2	2	10	0	0	0	0	1	0	1	25	0	0	0	0	0
APPROACH %	0%	82%	18%	17%	83%	0%	0%	0%	0%	50%	0%	50%						
APP/DEPART	11	/	10	12	/	11	0	/	4	2	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	8	1	0	2	0	0	0	0	0	0	1	12	0	0	0	0	
APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.563			0.500			0.000			0.250		0.600					
APP/DEPART	9	/	9	2	/	2	0	/	1	1	/	0	0					

Ferrari Ranch Rd

NORTH SIDE

Groveland Ln WEST SIDE EAST SIDE **Groveland Ln**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

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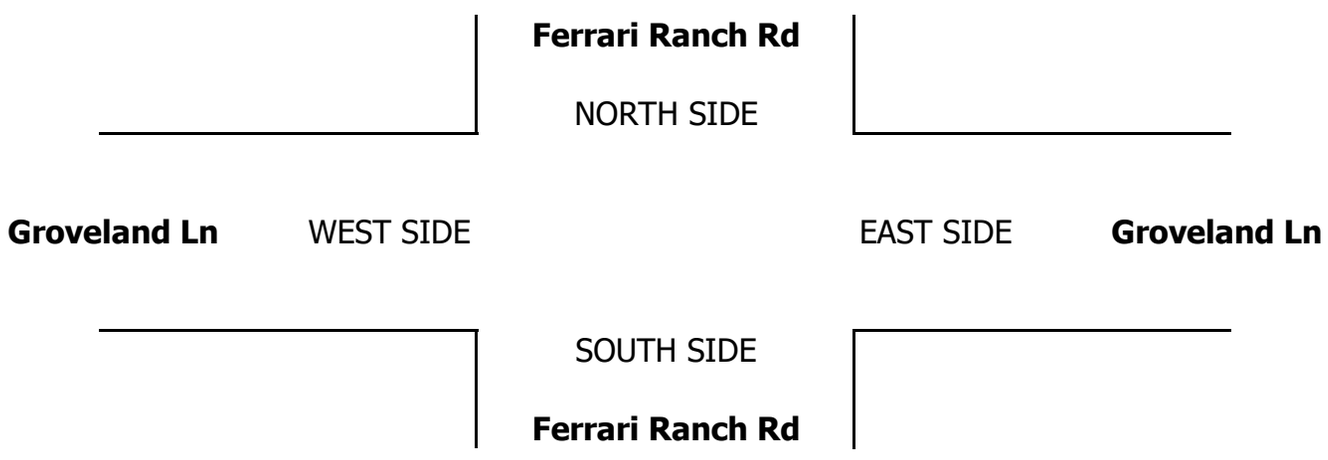
		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	3	1	2	3	1	1	1	0	1.5	0.5	1						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

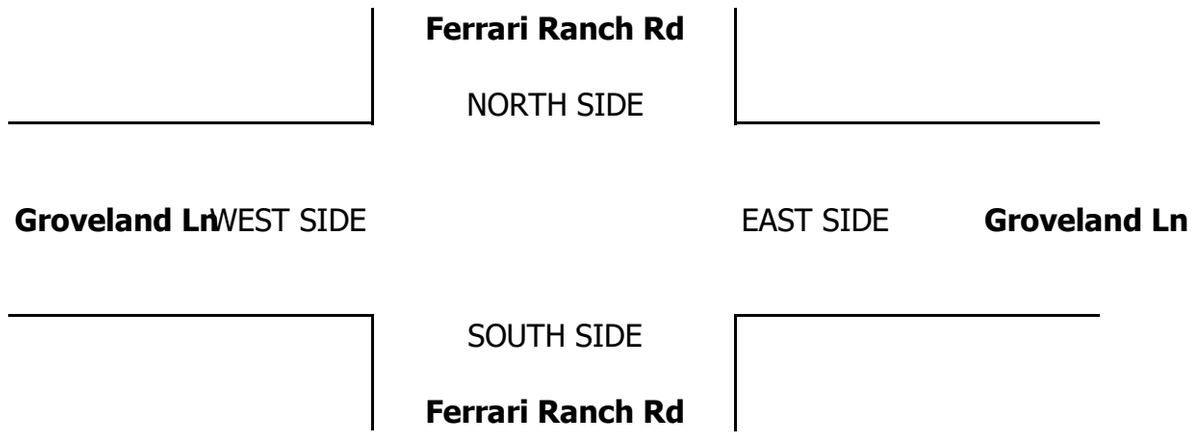
DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	13
	EAST & WEST:	Groveland Ln	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Groveland Ln			WESTBOUND Groveland Ln				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	3	0	0	1	1	0	0	0	5	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	0	0	11	0	0	1	1	0	0	0	16	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%						
	APP/DEPART	3	/	3	11	/	12	2	/	1	0	/	0	0					
	BEGIN PEAK HR	7:45 AM																	
	VOLUMES	0	1	0	0	5	0	0	1	1	0	0	0	8	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.417			0.250			0.000		0.400					
	APP/DEPART	1	/	1	5	/	6	2	/	1	0	/	0	0					
PM	03:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	3:15 PM	0	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0
	3:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	6	1	0	9	0	0	0	1	1	0	1	20	0	0	0	0	0
	APPROACH %	13%	75%	13%	0%	100%	0%	0%	0%	100%	50%	0%	50%						
	APP/DEPART	8	/	7	9	/	11	1	/	1	2	/	1	0					
	BEGIN PEAK HR	5:00 PM																	
	VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.500			0.000			0.000		0.750					
	APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T020624

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, May 29, 25	LOCATION:	Lincoln	PROJECT #:	SC5421
	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy			
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL
AM	7:00 AM	17	28	22	8	28	2	6	45	46	9	10	1	222
	7:15 AM	17	38	19	17	26	4	3	66	58	9	15	4	276
	7:30 AM	28	47	22	19	40	6	9	86	60	11	34	5	367
	7:45 AM	60	54	32	46	62	3	12	112	58	12	56	9	516
	8:00 AM	51	76	37	48	56	6	11	143	49	17	46	8	548
	8:15 AM	50	70	25	23	45	3	14	102	53	26	45	16	472
	8:30 AM	26	58	24	20	52	7	9	58	46	17	35	6	358
	8:45 AM	32	47	30	17	37	5	7	65	31	16	24	3	314
	VOLUMES	281	418	211	198	346	36	71	677	401	117	265	52	3,078
	APPROACH %	31%	46%	23%	34%	60%	6%	6%	59%	35%	27%	61%	12%	
	APP/DEPART	911	/	541	580	/	865	1,149	/	1,090	438	/	582	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	189	247	116	136	203	18	46	443	220	66	181	38	1,905
	APPROACH %	34%	45%	21%	38%	57%	5%	6%	62%	31%	23%	63%	13%	
	PEAK HR FACTOR		0.841			0.804			0.873			0.806		0.869
	APP/DEPART	552	/	331	357	/	489	709	/	697	287	/	388	0
PM	03:00 PM	69	65	40	20	68	10	6	93	32	18	70	17	508
	3:15 PM	31	84	27	37	44	5	8	76	38	30	82	5	467
	3:30 PM	60	104	32	23	62	13	10	66	28	32	59	7	496
	3:45 PM	79	103	21	24	69	18	16	69	35	37	59	18	548
	4:00 PM	53	67	38	25	73	13	7	65	34	50	71	6	502
	4:15 PM	71	74	38	20	63	16	8	73	40	35	55	8	501
	4:30 PM	54	60	36	18	58	11	11	62	35	37	53	7	442
	4:45 PM	64	76	45	32	75	14	14	49	37	24	62	6	498
	5:00 PM	61	71	34	22	70	9	9	73	26	41	66	5	487
	5:15 PM	86	81	39	20	71	14	7	64	34	45	68	6	535
	5:30 PM	64	83	32	28	79	14	13	66	36	41	46	2	504
	5:45 PM	63	92	39	26	76	20	13	61	33	38	46	6	513
	VOLUMES	755	960	421	295	808	157	122	817	408	428	737	93	6,008
	APPROACH %	35%	45%	20%	23%	64%	12%	9%	61%	30%	34%	58%	7%	
	APP/DEPART	2,136	/	1,175	1,260	/	1,644	1,347	/	1,540	1,265	/	1,649	0
	BEGIN PEAK HR		3:30 PM											
	VOLUMES	263	348	129	92	267	60	41	273	137	154	244	39	2,050
	APPROACH %	36%	47%	17%	22%	64%	14%	9%	61%	30%	35%	55%	9%	
	PEAK HR FACTOR		0.911			0.944			0.932			0.866		0.934
	APP/DEPART	740	/	428	419	/	558	451	/	497	440	/	567	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
1	0	0	0	1
0	0	0	1	1
1	0	0	4	5
0	0	0	2	
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	7	7
0	0	0	3	

Ferrari Ranch Rd

NORTH LEG

Joiner Pkwy WEST LEG EAST LEG **Joiner Pkwy**

SOUTH LEG

Ferrari Ranch Rd

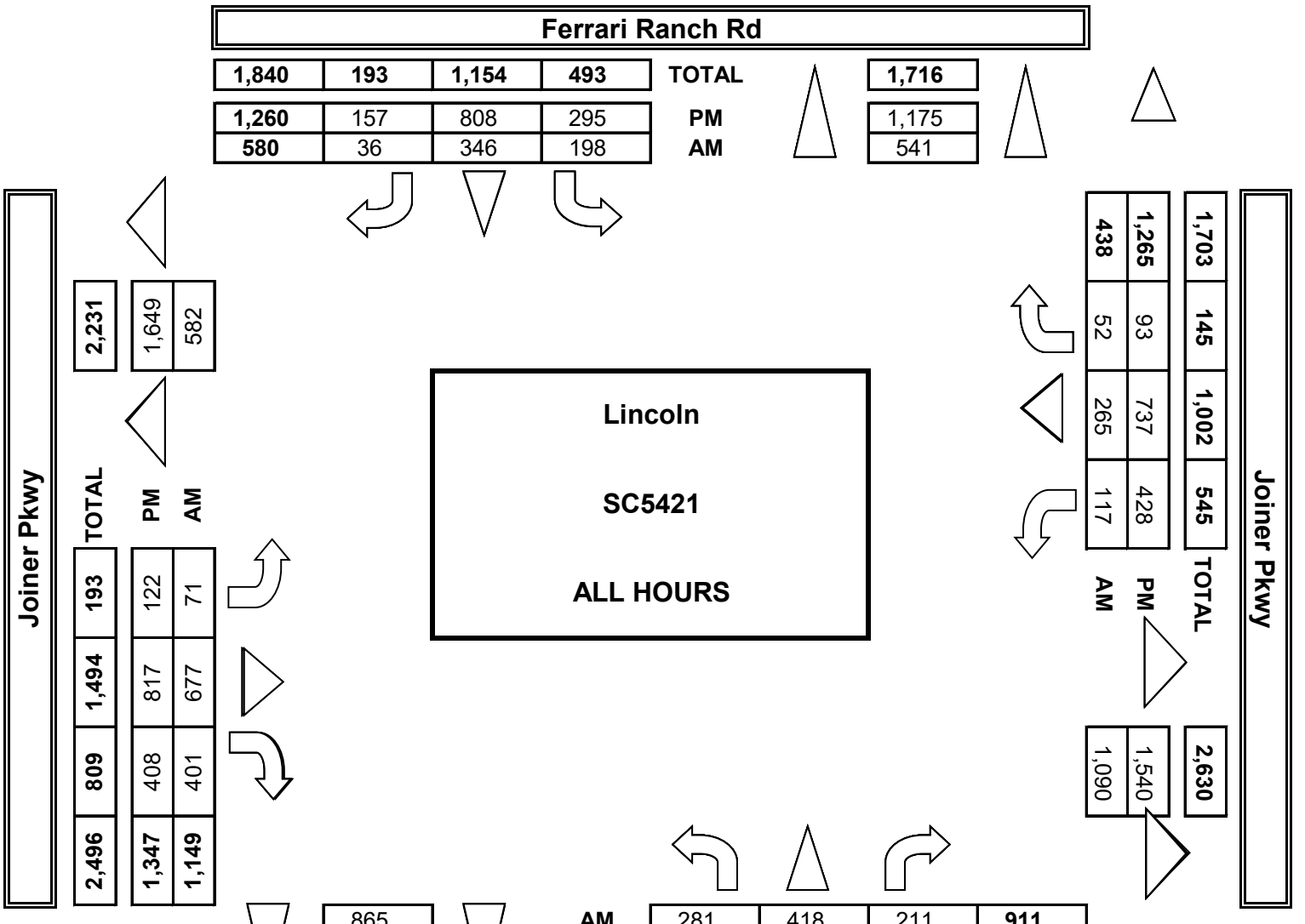
		ALL PED + BIKE & SCOOTER				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	1	0	1	2
	7:15 AM	1	3	0	2	6
	7:30 AM	1	6	1	0	8
	7:45 AM	1	3	1	1	6
	8:00 AM	1	1	1	1	4
	8:15 AM	0	0	0	0	0
	8:30 AM	1	2	2	0	5
	8:45 AM	0	1	0	0	1
	TOTAL	5	17	5	5	32
PM	3:00 PM	1	0	0	0	1
	3:15 PM	1	2	1	0	4
	3:30 PM	2	0	1	3	6
	3:45 PM	2	1	1	4	8
	4:00 PM	0	2	2	1	5
	4:15 PM	1	1	0	4	6
	4:30 PM	1	1	2	0	4
	4:45 PM	0	3	0	0	3
	5:00 PM	1	2	0	1	4
	5:15 PM	0	0	0	0	0
	5:30 PM	1	0	0	0	1
	5:45 PM	0	2	1	0	3
	TOTAL	10	14	8	13	45

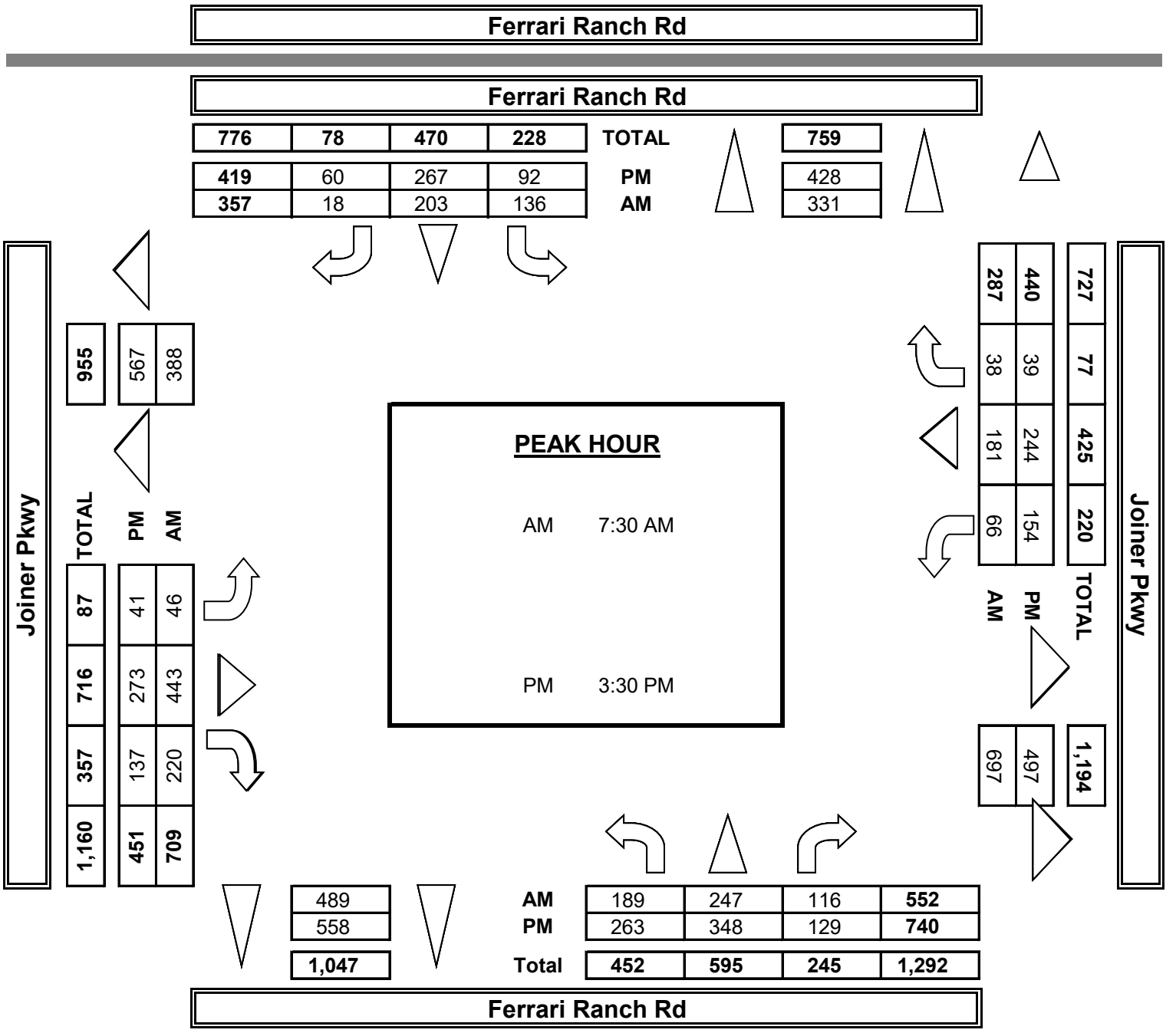
		PEDESTRIAN CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL
AM	7:00 AM	0	0	0	1	1
	7:15 AM	1	3	0	2	6
	7:30 AM	0	2	1	0	3
	7:45 AM	1	3	1	1	6
	8:00 AM	1	0	1	1	3
	8:15 AM	0	0	0	0	0
	8:30 AM	1	1	2	0	4
	8:45 AM	0	0	0	0	0
	TOTAL	4	9	5	5	23
PM	3:00 PM	0	0	0	0	0
	3:15 PM	0	0	0	0	0
	3:30 PM	0	0	0	3	3
	3:45 PM	0	0	0	0	0
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	1	1
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	1	0	1
	TOTAL	0	0	1	4	5

		BICYCLE & SCOOTER CROSSINGS				
		NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	1	0	0	1
	7:15 AM	0	0	0	0	0
	7:30 AM	1	4	0	0	5
	7:45 AM	0	0	0	0	0
	8:00 AM	0	1	0	0	1
	8:15 AM	0	0	0	0	0
	8:30 AM	0	1	0	0	1
	8:45 AM	0	1	0	0	1
	TOTAL	1	8	0	0	9
PM	3:00 PM	1	0	0	0	1
	3:15 PM	1	2	1	0	4
	3:30 PM	2	0	1	0	3
	3:45 PM	2	1	1	4	8
	4:00 PM	0	2	2	1	5
	4:15 PM	1	1	0	3	5
	4:30 PM	1	1	2	0	4
	4:45 PM	0	3	0	0	3
	5:00 PM	1	2	0	1	4
	5:15 PM	0	0	0	0	0
	5:30 PM	1	0	0	0	1
	5:45 PM	0	2	0	0	2
	TOTAL	10	14	7	9	40

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421	
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14	
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL	

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	20	31	24	8	36	2	7	47	48	10	12	1	244					0
7:15 AM	20	39	19	18	31	4	5	70	63	9	15	4	297					0
7:30 AM	33	50	24	23	46	7	9	93	62	16	36	6	401					0
7:45 AM	60	56	34	47	65	4	16	115	63	13	59	9	538					0
8:00 AM	56	82	39	50	58	6	11	155	52	18	51	8	585					0
8:15 AM	51	74	28	23	49	3	21	105	57	27	46	16	498					0
8:30 AM	29	60	27	23	53	7	10	60	49	18	36	6	376					0
8:45 AM	33	50	32	18	44	6	7	68	32	18	25	3	333					0
VOLUMES	301	440	226	210	381	38	85	711	425	128	278	53	3,271	0	0	0	0	0
APPROACH %	31%	45%	23%	33%	61%	6%	7%	58%	35%	28%	61%	11%						
APP/DEPART	966	/	577	628	/	933	1,220	/	1,146	458	/	616	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	200	261	124	143	217	19	57	466	234	73	191	39	2,021					
APPROACH %	34%	45%	21%	38%	57%	5%	7%	62%	31%	24%	63%	13%						
PEAK HR FACTOR		0.826			0.819			0.869			0.853		0.864					
APP/DEPART	585	/	356	379	/	523	756	/	733	302	/	409	0					
PM 03:00 PM	72	67	42	20	72	11	6	98	33	21	77	17	534					0
3:15 PM	31	88	28	38	45	5	8	76	38	32	84	5	477					0
3:30 PM	64	109	34	24	64	14	11	70	33	34	59	7	521					0
3:45 PM	81	103	21	24	78	19	16	69	38	38	65	18	568					0
4:00 PM	54	69	40	26	78	14	7	65	37	57	72	6	523					0
4:15 PM	74	77	39	20	64	16	9	74	40	35	57	8	511					0
4:30 PM	55	62	37	19	58	12	11	65	35	37	57	7	452					0
4:45 PM	65	78	46	32	83	15	14	50	40	24	64	6	515					0
5:00 PM	63	74	35	25	71	9	9	74	28	42	69	6	502					0
5:15 PM	90	85	39	20	71	14	7	65	35	47	69	6	546					0
5:30 PM	68	87	32	29	80	14	14	66	37	42	48	2	517					0
5:45 PM	64	99	39	27	79	20	15	64	33	38	47	6	530					0
VOLUMES	777	995	431	302	841	162	127	834	425	445	765	94	6,195	0	0	0	0	0
APPROACH %	35%	45%	20%	23%	64%	12%	9%	60%	31%	34%	59%	7%						
APP/DEPART	2,202	/	1,215	1,305	/	1,711	1,385	/	1,567	1,304	/	1,704	0					
BEGIN PEAK HR		3:30 PM																
VOLUMES	272	357	133	93	284	63	43	278	147	163	253	39	2,123					
APPROACH %	36%	47%	17%	21%	65%	14%	9%	59%	31%	36%	56%	9%						
PEAK HR FACTOR		0.925			0.915			0.950			0.845		0.934					
APP/DEPART	762	/	439	439	/	594	468	/	504	455	/	587	0					

Ferrari Ranch Rd

NORTH SIDE

Joiner Pkwy WEST SIDE EAST SIDE **Joiner Pkwy**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

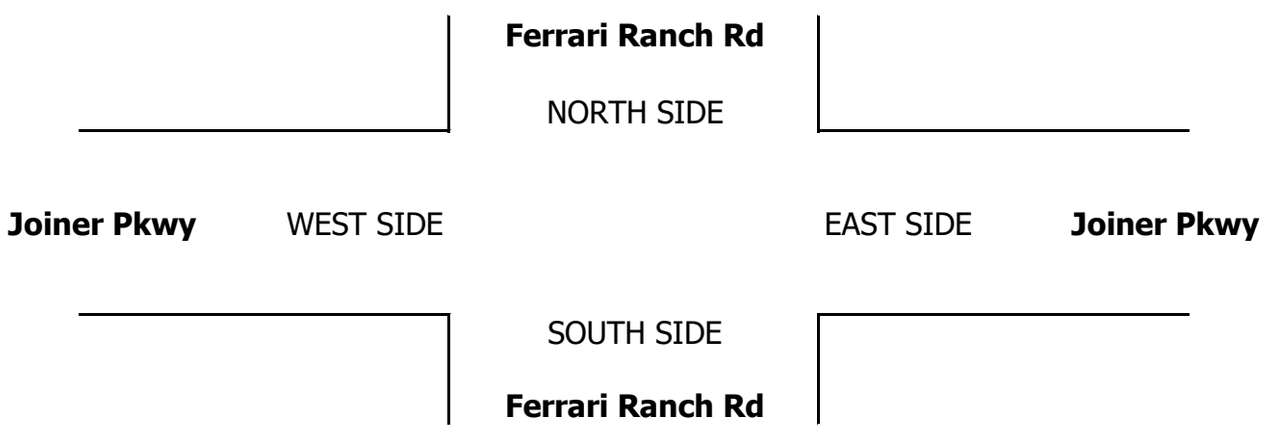
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	2	1	2	2	1	1	2	1	2	2	1						
AM	7:00 AM	15	25	19	8	20	2	5	41	44	8	7	1	195	0	0	0	1	1
	7:15 AM	15	37	19	15	22	4	1	59	52	9	15	4	252	0	0	0	0	0
	7:30 AM	25	45	19	16	36	5	9	80	57	8	32	4	336	0	0	0	0	0
	7:45 AM	60	50	31	45	60	2	9	108	54	11	53	9	492	0	0	0	0	0
	8:00 AM	47	68	34	45	53	6	11	130	45	16	43	8	506	0	0	0	0	0
	8:15 AM	48	65	23	23	42	3	6	100	49	24	44	16	443	0	0	0	2	2
	8:30 AM	23	55	21	18	50	7	8	56	43	16	33	6	336	1	0	0	0	1
	8:45 AM	31	43	27	16	30	4	7	60	29	15	23	3	288	0	0	0	1	1
	VOLUMES	264	388	193	186	313	33	56	634	373	107	250	51	2,853	1	0	0	4	5
	APPROACH %	31%	46%	23%	35%	59%	6%	5%	60%	35%	26%	61%	12%						
	APP/DEPART	846	/	495	532	/	794	1,063	/	1,017	412	/	547	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	180	228	107	129	191	16	35	418	205	59	172	37	1,779	0	0	0	2	
	APPROACH %	35%	44%	21%	38%	57%	5%	5%	64%	31%	22%	64%	14%						
	PEAK HR FACTOR		0.864			0.785			0.884			0.785		0.879					
	APP/DEPART	515	/	300	336	/	455	658	/	656	270	/	368	0					
PM	03:00 PM	65	63	36	20	64	9	6	88	31	14	61	17	474	0	0	0	0	0
	3:15 PM	31	79	25	36	43	5	8	76	38	29	79	5	454	0	0	0	0	0
	3:30 PM	55	100	29	22	60	12	9	61	25	31	59	7	470	0	0	0	1	1
	3:45 PM	76	103	21	24	60	17	16	69	31	36	52	18	523	0	0	0	1	1
	4:00 PM	52	65	35	24	66	12	7	65	32	44	70	6	478	0	0	0	0	0
	4:15 PM	67	70	37	20	62	16	7	71	40	35	52	8	485	0	0	0	1	1
	4:30 PM	53	58	35	17	58	10	11	60	35	37	49	7	430	0	0	0	0	0
	4:45 PM	63	72	44	32	66	12	14	48	32	24	60	6	473	0	0	0	1	1
	5:00 PM	58	69	33	19	69	9	9	72	23	40	64	4	469	0	0	0	2	2
	5:15 PM	83	78	39	20	71	14	7	63	33	44	67	6	525	0	0	0	0	0
	5:30 PM	60	78	32	27	78	14	11	66	35	40	43	2	486	0	0	0	0	0
	5:45 PM	62	87	39	25	74	20	12	59	33	38	45	6	500	0	0	0	1	1
	VOLUMES	725	922	405	286	771	150	117	798	388	412	701	92	5,774	0	0	0	7	7
	APPROACH %	35%	45%	20%	24%	64%	12%	9%	61%	30%	34%	58%	8%						
	APP/DEPART	2,052	/	1,131	1,207	/	1,571	1,303	/	1,496	1,212	/	1,576	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	250	338	122	90	248	57	39	266	128	146	233	39	1,959	0	0	0	3	
	APPROACH %	35%	48%	17%	23%	63%	14%	9%	61%	30%	35%	55%	9%						
	PEAK HR FACTOR		0.888			0.968			0.917			0.877		0.935					
	APP/DEPART	710	/	416	395	/	522	433	/	481	421	/	540	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	2	1	2	2	1	1	2	1	2	2	1						
7:00 AM	0	1	2	0	4	0	1	4	1	0	3	0	16	0	0	0	0	0
7:15 AM	0	1	0	2	2	0	0	6	2	0	0	0	13	0	0	0	0	0
7:30 AM	1	1	3	0	1	1	0	3	2	1	1	1	15	0	0	0	0	0
7:45 AM	0	4	0	0	0	1	1	3	1	1	1	0	12	0	0	0	0	0
8:00 AM	0	6	2	2	3	0	0	7	2	0	0	0	22	0	0	0	0	0
8:15 AM	2	3	1	0	1	0	4	1	2	2	1	0	17	0	0	0	0	0
8:30 AM	2	2	2	0	2	0	1	1	1	1	2	0	14	0	0	0	0	0
8:45 AM	1	3	3	1	2	1	0	4	2	0	1	0	18	0	0	0	0	0
VOLUMES	6	21	13	5	15	3	7	29	13	5	9	1	127	0	0	0	0	0
APPROACH %	15%	53%	33%	22%	65%	13%	14%	59%	27%	33%	60%	7%						
APP/DEPART	40	/	29	23	/	33	49	/	47	15	/	18	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	14	6	2	5	2	5	14	7	4	3	1	66	0	0	0	0	
APPROACH %	13%	61%	26%	22%	56%	22%	19%	54%	27%	50%	38%	13%						
PEAK HR FACTOR		0.719			0.450			0.722			0.667		0.750					
APP/DEPART	23	/	20	9	/	16	26	/	22	8	/	8	0					
03:00 PM	3	1	4	0	2	0	0	3	1	3	4	0	21	0	0	0	0	0
3:15 PM	0	3	2	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0
3:30 PM	4	1	3	1	0	0	0	4	1	0	0	0	14	0	0	0	0	0
3:45 PM	3	0	0	0	5	1	0	0	2	1	4	0	16	0	0	0	0	0
4:00 PM	0	0	3	1	4	0	0	0	1	1	0	0	10	0	0	0	0	0
4:15 PM	3	3	0	0	0	0	1	2	0	0	3	0	12	0	0	0	0	0
4:30 PM	1	1	0	1	0	1	0	1	0	0	1	0	6	0	0	0	0	0
4:45 PM	1	4	0	0	5	2	0	1	4	0	1	0	18	0	0	0	0	0
5:00 PM	3	1	1	2	1	0	0	0	2	0	1	1	12	0	0	0	0	0
5:15 PM	1	1	0	0	0	0	0	1	1	0	0	0	4	0	0	0	0	0
5:30 PM	3	4	0	0	1	0	2	0	1	1	3	0	15	0	0	0	0	0
5:45 PM	1	2	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
VOLUMES	23	21	13	6	18	4	3	12	13	6	20	1	140	0	0	0	0	0
APPROACH %	40%	37%	23%	21%	64%	14%	11%	43%	46%	22%	74%	4%						
APP/DEPART	57	/	25	28	/	37	28	/	31	27	/	47	0					
BEGIN PEAK HR		3:30 PM																
VOLUMES	10	4	6	2	9	1	1	6	4	2	7	0	52	0	0	0	0	
APPROACH %	50%	20%	30%	17%	75%	8%	9%	55%	36%	22%	78%	0%						
PEAK HR FACTOR		0.625			0.500			0.550			0.450		0.813					
APP/DEPART	20	/	5	12	/	15	11	/	14	9	/	18	0					

Ferrari Ranch Rd

NORTH SIDE

Joiner Pkwy WEST SIDE EAST SIDE **Joiner Pkwy**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	2	1	2	2	1	1	2	1	2	2	1						
AM																		
7:00 AM	1	1	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	1	0	0	2	0	4	0	0	0	0	0
8:00 AM	3	0	1	1	0	0	0	3	2	0	0	0	10	0	0	0	0	0
8:15 AM	0	2	0	0	1	0	3	0	1	0	0	0	7	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	1	0	0	0	3	0	0	0	0	0
8:45 AM	0	1	0	0	3	0	0	1	0	0	0	0	5	0	0	0	0	0
VOLUMES	4	5	2	2	5	0	3	7	8	0	3	0	39	0	0	0	0	0
APPROACH %	36%	45%	18%	29%	71%	0%	17%	39%	44%	0%	100%	0%						
APP/DEPART	11	/	8	7	/	13	18	/	11	3	/	7	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	2	1	2	1	0	3	5	4	0	3	0	24	0	0	0	0	
APPROACH %	50%	33%	17%	67%	33%	0%	25%	42%	33%	0%	100%	0%						
PEAK HR FACTOR		0.375			0.750			0.600			0.375		0.600					
APP/DEPART	6	/	5	3	/	5	12	/	8	3	/	6	0					
PM																		
03:00 PM	0	1	0	0	1	0	0	1	0	0	2	0	5	0	0	0	0	0
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
3:30 PM	0	1	0	0	1	1	1	0	0	0	0	0	4	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	2	0	1	0	4	0	0	0	0	0
4:00 PM	1	0	0	0	3	0	0	0	0	1	1	0	6	0	0	0	0	0
4:15 PM	1	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0
4:45 PM	0	0	1	0	2	0	0	0	1	0	1	0	5	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
VOLUMES	3	4	3	0	10	1	1	3	4	1	10	0	40	0	0	0	0	0
APPROACH %	30%	40%	30%	0%	91%	9%	13%	38%	50%	9%	91%	0%						
APP/DEPART	10	/	5	11	/	15	8	/	6	11	/	14	0					
BEGIN PEAK HR		3:30 PM																
VOLUMES	2	1	1	0	6	1	1	0	2	1	2	0	17	0	0	0	0	
APPROACH %	50%	25%	25%	0%	86%	14%	33%	0%	67%	33%	67%	0%						
PEAK HR FACTOR		0.500			0.583			0.375			0.375		0.708					
APP/DEPART	4	/	2	7	/	9	3	/	1	3	/	5	0					

Ferrari Ranch Rd

NORTH SIDE

Joiner Pkwy WEST SIDE EAST SIDE **Joiner Pkwy**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	2	1	2	2	1	1	2	1	2	2	1						
AM																		
7:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
7:15 AM	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	2	1	0	1	2	0	0	2	0	2	0	0	10	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	1	0	1	0	0	0	4	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0
8:15 AM	0	0	1	0	1	0	1	1	1	0	0	0	5	0	0	0	0	0
8:30 AM	1	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
VOLUMES	6	2	3	2	9	0	2	5	2	3	2	0	36	0	0	0	0	0
APPROACH %	55%	18%	27%	18%	82%	0%	22%	56%	22%	60%	40%	0%						
APP/DEPART	11	/	4	11	/	14	9	/	10	5	/	8	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	3	2	2	1	4	0	2	5	2	2	2	0	25	0	0	0	0	
APPROACH %	43%	29%	29%	20%	80%	0%	22%	56%	22%	50%	50%	0%						
PEAK HR FACTOR		0.583			0.417			0.750			0.500		0.625					
APP/DEPART	7	/	4	5	/	8	9	/	8	4	/	5	0					
PM																		
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
3:30 PM	1	1	0	0	0	0	0	1	2	1	0	0	6	0	0	0	0	0
3:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0
5:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
5:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	3	0	0	1	0	1	1	0	0	0	0	6	0	0	0	0	0
VOLUMES	3	7	0	1	5	0	1	4	3	4	2	0	30	0	0	0	0	0
APPROACH %	30%	70%	0%	17%	83%	0%	13%	50%	38%	67%	33%	0%						
APP/DEPART	10	/	8	6	/	12	8	/	5	6	/	5	0					
BEGIN PEAK HR		3:30 PM																
VOLUMES	1	1	0	0	2	0	0	1	3	2	1	0	11	0	0	0	0	
APPROACH %	50%	50%	0%	0%	100%	0%	0%	25%	75%	67%	33%	0%						
PEAK HR FACTOR		0.250			0.250			0.333			0.750		0.458					
APP/DEPART	2	/	1	2	/	7	4	/	1	3	/	2	0					

Ferrari Ranch Rd

NORTH SIDE

Joiner Pkwy WEST SIDE EAST SIDE **Joiner Pkwy**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	2	1	2	2	1	1	2	1	2	2	1						
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	1	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Ferrari Ranch Rd

NORTH SIDE

Joiner Pkwy WEST SIDE EAST SIDE **Joiner Pkwy**

SOUTH SIDE

Ferrari Ranch Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
5/29/25	LOCATION:	Lincoln	PROJECT #:	SC5421
THURSDAY	NORTH & SOUTH:	Ferrari Ranch Rd	LOCATION #:	14
	EAST & WEST:	Joiner Pkwy	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

◄ W E ► ▲ N S ▼

		NORTHBOUND Ferrari Ranch Rd			SOUTHBOUND Ferrari Ranch Rd			EASTBOUND Joiner Pkwy			WESTBOUND Joiner Pkwy				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	2	2	1	2	2	1	1	2	1	2	2	1						
AM	7:00 AM	0	1	0	0	1	0	0	0	1	1	0	0	4	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	2	1	1	0	0	0	5	0	0	0	0	0
	7:30 AM	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	1	0	1	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	2	0	2	4	0	2	2	5	2	1	0	21	0	0	0	0	0
	APPROACH %	33%	67%	0%	33%	67%	0%	22%	22%	56%	67%	33%	0%						
	APP/DEPART	3	/	4	6	/	11	9	/	4	3	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	2	2	0	0	1	2	1	1	0	10	0	0	0	0	
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	33%	67%	50%	50%	0%						
	PEAK HR FACTOR		0.250			0.333			0.375			0.250		0.625					
	APP/DEPART	1	/	1	4	/	5	3	/	3	2	/	1	0					
PM	03:00 PM	1	0	0	0	0	1	0	0	0	1	3	0	6	0	0	0	0	0
	3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	3:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	4:00 PM	0	2	0	0	0	1	0	0	0	3	0	0	6	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	6	0	2	4	2	0	0	0	5	4	0	24	0	0	0	0	0
	APPROACH %	14%	86%	0%	25%	50%	25%	0%	0%	0%	56%	44%	0%						
	APP/DEPART	7	/	6	8	/	9	0	/	2	9	/	7	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	4	0	0	2	1	0	0	0	3	1	0	11	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	67%	33%	0%	0%	0%	75%	25%	0%						
	PEAK HR FACTOR		0.500			0.750			0.000			0.333		0.458					
	APP/DEPART	4	/	4	3	/	5	0	/	0	4	/	2	0					

Ferrari Ranch Rd

NORTH SIDE

Joiner Pkwy WEST SIDE EAST SIDE **Joiner Pkwy**

SOUTH SIDE

Ferrari Ranch Rd

Appendix D. Existing Conditions LOS Results

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	15	107	12	11	112
Future Vol, veh/h	6	15	107	12	11	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	16	114	13	12	119
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7	8.2	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	90%
Vol Thru, %	0%	29%	10%
Vol Right, %	91%	71%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	123	21	119
LT Vol	11	0	107
Through Vol	0	6	12
RT Vol	112	15	0
Lane Flow Rate	131	22	127
Geometry Grp	1	1	1
Degree of Util (X)	0.134	0.024	0.154
Departure Headway (Hd)	3.68	3.85	4.378
Convergence, Y/N	Yes	Yes	Yes
Cap	958	918	817
Service Time	1.766	1.922	2.417
HCM Lane V/C Ratio	0.137	0.024	0.155
HCM Control Delay, s/veh	7.3	7	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.1	0.5

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	33	50	9	6	73
Future Vol, veh/h	89	33	50	9	6	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	97	36	54	10	7	79

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	289	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1532	-	-	-	700	1004
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	655	1004
Mov Cap-2 Maneuver	-	-	-	-	655	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.48	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	965
HCM Lane V/C Ratio	0.063	-	-	-	0.089
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	1	87	28	4	149
Future Vol, veh/h	14	1	87	28	4	149
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	17	1	107	35	5	184
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.2	9.1	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	93%	0%	100%
Vol Right, %	0%	100%	7%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	149	15	87	28
LT Vol	4	0	0	87	0
Through Vol	0	0	14	0	28
RT Vol	0	149	1	0	0
Lane Flow Rate	5	184	19	107	35
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.008	0.224	0.026	0.167	0.049
Departure Headway (Hd)	5.582	4.379	5.018	5.588	5.086
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	644	822	714	643	706
Service Time	3.293	2.09	3.043	3.308	2.806
HCM Lane V/C Ratio	0.008	0.224	0.027	0.166	0.05
HCM Control Delay, s/veh	8.3	8.4	8.2	9.4	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.9	0.1	0.6	0.2

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	48	40	16	47	6
Future Vol, veh/h	3	48	40	16	47	6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	54	45	18	53	7
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	7.5	7.3	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	6%	0%	100%	0%
Vol Thru, %	94%	71%	0%	0%
Vol Right, %	0%	29%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	56	47	6
LT Vol	3	0	47	0
Through Vol	48	40	0	0
RT Vol	0	16	0	6
Lane Flow Rate	57	63	53	7
Geometry Grp	2	2	5	5
Degree of Util (X)	0.065	0.068	0.077	0.008
Departure Headway (Hd)	4.096	3.909	5.243	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	905	681	880
Service Time	2.169	1.983	2.993	1.791
HCM Lane V/C Ratio	0.066	0.07	0.078	0.008
HCM Control Delay, s/veh	7.5	7.3	8.4	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	88	2	4	51	9	2	0	9	23	1	3
Future Vol, veh/h	4	88	2	4	51	9	2	0	9	23	1	3
Conflicting Peds, #/hr	0	0	4	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	105	2	5	61	11	2	0	11	27	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	111	0	0	190	202	110	192	198	68
Stage 1	-	-	-	-	-	-	119	119	-	78	78	-
Stage 2	-	-	-	-	-	-	71	83	-	114	121	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	-	1479	-	-	770	694	943	768	697	995
Stage 1	-	-	-	-	-	-	885	797	-	931	830	-
Stage 2	-	-	-	-	-	-	939	826	-	891	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1473	-	-	758	685	940	753	689	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	758	685	-	753	689	-
Stage 1	-	-	-	-	-	-	879	791	-	926	826	-
Stage 2	-	-	-	-	-	-	931	822	-	877	790	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.31	0.47	9.06	9.87
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	76	-	-	109	-	-	771
HCM Lane V/C Ratio	0.015	0.003	-	-	0.003	-	-	0.042
HCM Ctrl Dly (s/v)	9.1	7.4	0	-	7.5	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	44	188	0	2	24	63	66	1	116	0
Future Vol, veh/h	1	2	44	188	0	2	24	63	66	1	116	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	2	54	232	0	2	30	78	81	1	143	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	10.4	9.1	9.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	99%	1%
Vol Thru, %	41%	4%	0%	99%
Vol Right, %	43%	94%	1%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	47	190	117
LT Vol	24	1	188	1
Through Vol	63	2	0	116
RT Vol	66	44	2	0
Lane Flow Rate	189	58	235	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.241	0.072	0.323	0.195
Departure Headway (Hd)	4.595	4.453	4.956	4.869
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	797	722	734
Service Time	2.646	2.521	3.009	2.925
HCM Lane V/C Ratio	0.243	0.073	0.325	0.196
HCM Control Delay, s/veh	9.1	7.9	10.4	9.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.9	0.2	1.4	0.7

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	0	152	33	3	345
Future Vol, veh/h	58	0	152	33	3	345
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	71	0	185	40	4	421

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	639	210	0	0	231	0
Stage 1	210	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	442	832	-	-	1343	-
Stage 1	827	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	438	828	-	-	1337	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.78	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	438	16	-
HCM Lane V/C Ratio	-	-	0.161	0.003	-
HCM Ctrl Dly (s/v)	-	-	14.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	172	100	173	381	21
Future Vol, veh/h	13	172	100	173	381	21
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	16	210	122	211	465	26
Number of Lanes	1	2	2	1	2	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	3	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	3	3
HCM Control Delay, s/veh	9.8	8.9	13
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	86	86	50	50	173	191	191	21
LT Vol	13	0	0	0	0	0	191	191	0
Through Vol	0	86	86	50	50	0	0	0	0
RT Vol	0	0	0	0	0	173	0	0	21
Lane Flow Rate	16	105	105	61	61	211	232	232	26
Geometry Grp	6	6	6	6	6	6	5	5	5
Degree of Util (X)	0.032	0.196	0.144	0.112	0.112	0.24	0.41	0.41	0.024
Departure Headway (Hd)	7.229	6.722	4.928	6.601	6.601	4.099	6.35	6.35	3.388
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	533	725	542	542	871	567	567	1054
Service Time	4.98	4.472	2.677	4.351	4.351	1.848	4.08	4.08	1.118
HCM Lane V/C Ratio	0.032	0.197	0.145	0.113	0.113	0.242	0.409	0.409	0.025
HCM Control Delay, s/veh	10.2	11.1	8.5	10.2	10.2	8.2	13.4	13.4	6.2
HCM Lane LOS	B	B	A	B	B	A	B	B	A
HCM 95th-tile Q	0.1	0.7	0.5	0.4	0.4	0.9	2	2	0.1

HCM 7th Signalized Intersection Summary
9: Caledon Circle (East)/Courtyard Loop & Ferrari Ranch Rd

Existing Conditions
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	523	30	365	251	21	23	5	701	51	11	2
Future Volume (veh/h)	1	523	30	365	251	21	23	5	701	51	11	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	588	7	410	282	15	26	6	404	57	12	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	824	365	504	1289	797	345	80	606	222	47	238
Arrive On Green	0.00	0.23	0.23	0.15	0.36	0.36	0.24	0.24	0.24	0.15	0.15	0.00
Sat Flow, veh/h	1781	3554	1575	3456	3554	1542	1460	337	1585	1484	312	1585
Grp Volume(v), veh/h	1	588	7	410	282	15	32	0	404	69	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1575	1728	1777	1542	1797	0	1585	1796	0	1585
Q Serve(g_s), s	0.0	12.6	0.3	9.5	4.6	0.4	1.1	0.0	17.5	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	12.6	0.3	9.5	4.6	0.4	1.1	0.0	17.5	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.81		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	5	824	365	504	1289	797	425	0	606	269	0	238
V/C Ratio(X)	0.20	0.71	0.02	0.81	0.22	0.02	0.08	0.00	0.67	0.26	0.00	0.00
Avail Cap(c_a), veh/h	322	1713	759	833	1713	981	433	0	613	1082	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.3	29.3	24.6	34.4	18.3	10.0	24.6	0.0	21.3	31.2	0.0	0.0
Incr Delay (d2), s/veh	7.4	1.2	0.0	1.2	0.0	0.0	0.1	0.0	2.5	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	0.1	3.9	1.8	0.2	0.5	0.0	6.5	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.7	30.5	24.6	35.6	18.3	10.0	24.7	0.0	23.8	31.6	0.0	0.0
LnGrp LOS	D	C	C	D	B	A	C		C	C		
Approach Vol, veh/h		596			707			436			69	
Approach Delay, s/veh		30.5			28.2			23.8			31.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.7	5.7	35.6	16.9	16.6	24.7
Change Period (Y+Rc), s	5.1	5.5	5.5	4.5	4.5	5.5
Max Green Setting (Gmax), s	20.0	15.0	40.0	50.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	19.5	2.0	6.6	4.8	11.5	14.6
Green Ext Time (p_c), s	0.1	0.0	1.2	0.3	0.6	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	446	828	0	612	567	0	0	0	121	0	26
Future Volume (veh/h)	0	446	828	0	612	567	0	0	0	121	0	26
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	501	538	0	688	0				136	0	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	878	783	0	2523					320	0	285
Arrive On Green	0.00	0.49	0.49	0.00	0.49	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	1870	1585	0	5274	1585				1781	0	1585
Grp Volume(v), veh/h	0	501	538	0	688	0				136	0	2
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1702	1585				1781	0	1585
Q Serve(g_s), s	0.0	6.1	8.0	0.0	2.4	0.0				2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.1	8.0	0.0	2.4	0.0				2.1	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	878	783	0	2523					320	0	285
V/C Ratio(X)	0.00	0.57	0.69	0.00	0.27					0.43	0.00	0.01
Avail Cap(c_a), veh/h	0	2297	2049	0	6600					1727	0	1536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.5	6.0	0.0	4.6	0.0				11.3	0.0	10.4
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	0.0	0.0				0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.1	0.0	0.3	0.0				0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	5.7	6.4	0.0	4.6	0.0				11.6	0.0	10.4
LnGrp LOS		A	A		A					B		B
Approach Vol, veh/h		1039			688						138	
Approach Delay, s/veh		6.1			4.6						11.6	
Approach LOS		A			A						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	20.7	10.3	20.7
Change Period (Y+Rc), s	5.4	4.7	5.4
Max Green Setting (Gmax), s	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.0	4.1	4.4
Green Ext Time (p_c), s	5.0	0.4	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
11: SR65 NB Ramps & Ferrari Ranch Rd

Existing Conditions
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	488	0	0	817	91	383	0	392	0	0	0
Future Volume (veh/h)	44	488	0	0	817	91	383	0	392	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	49	542	0	0	908	0	426	0	83			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	131	1873	0	0	1602		662	0	589			
Arrive On Green	0.07	0.53	0.00	0.00	0.32	0.00	0.19	0.00	0.19			
Sat Flow, veh/h	1767	3618	0	0	5233	1572	3534	0	3145			
Grp Volume(v), veh/h	49	542	0	0	908	0	426	0	83			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1689	1572	1767	0	1572			
Q Serve(g_s), s	1.0	3.3	0.0	0.0	5.7	0.0	4.3	0.0	0.8			
Cycle Q Clear(g_c), s	1.0	3.3	0.0	0.0	5.7	0.0	4.3	0.0	0.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	131	1873	0	0	1602		662	0	589			
V/C Ratio(X)	0.37	0.29	0.00	0.00	0.57		0.64	0.00	0.14			
Avail Cap(c_a), veh/h	954	3676	0	0	5282		2764	0	2460			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.9	5.0	0.0	0.0	10.9	0.0	14.4	0.0	13.0			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	0.0	1.5	0.0	1.3	0.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	5.0	0.0	0.0	11.0	0.0	14.8	0.0	13.1			
LnGrp LOS	B	A			B		B		B			
Approach Vol, veh/h		591			908			509				
Approach Delay, s/veh		6.1			11.0			14.5				
Approach LOS		A			B			B				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		25.8			8.2	17.5		12.6				
Change Period (Y+Rc), s		5.4			5.4	* 5.4		5.4				
Max Green Setting (Gmax), s		40.0			20.7	* 40		30.0				
Max Q Clear Time (g_c+I1), s		5.3			3.0	7.7		6.3				
Green Ext Time (p_c), s		2.3			0.0	4.3		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	10.5	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
12: Ferrari Ranch Rd & Groveland Ln

Existing Conditions
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	36	284	206	56	90	224	496	105	72	414	8
Future Volume (veh/h)	23	36	284	206	56	90	224	496	105	72	414	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	40	92	147	181	7	252	557	27	81	465	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	77	177	296	311	260	306	1130	344	469	945	293
Arrive On Green	0.15	0.15	0.15	0.17	0.17	0.17	0.17	0.22	0.22	0.14	0.19	0.19
Sat Flow, veh/h	1781	498	1145	1781	1870	1564	1781	5106	1556	3456	5106	1585
Grp Volume(v), veh/h	26	0	132	147	181	7	252	557	27	81	465	1
Grp Sat Flow(s),veh/h/ln	1781	0	1643	1781	1870	1564	1781	1702	1556	1728	1702	1585
Q Serve(g_s), s	0.8	0.0	4.4	4.5	5.4	0.2	8.2	5.7	0.8	1.2	4.9	0.0
Cycle Q Clear(g_c), s	0.8	0.0	4.4	4.5	5.4	0.2	8.2	5.7	0.8	1.2	4.9	0.0
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	254	296	311	260	306	1130	344	469	945	293
V/C Ratio(X)	0.09	0.00	0.52	0.50	0.58	0.03	0.82	0.49	0.08	0.17	0.49	0.00
Avail Cap(c_a), veh/h	891	0	822	1337	1404	1174	743	3407	1038	1441	3407	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	23.3	22.7	23.1	20.9	23.9	20.4	18.5	22.9	21.9	19.9
Incr Delay (d2), s/veh	0.1	0.0	1.6	1.3	1.7	0.0	2.1	0.3	0.1	0.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.8	1.9	2.4	0.1	3.2	2.0	0.3	0.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	0.0	24.9	24.0	24.8	21.0	26.1	20.7	18.6	23.0	22.3	19.9
LnGrp LOS	C		C	C	C	C	C	C	B	C	C	B
Approach Vol, veh/h		158			335			836			547	
Approach Delay, s/veh		24.4			24.4			22.3			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	18.9		14.6	14.8	16.7		13.9				
Change Period (Y+Rc), s	4.5	5.6		4.6	4.5	5.6		4.6				
Max Green Setting (Gmax), s	25.0	40.0		45.0	25.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.2	7.7		7.4	10.2	6.9		6.4				
Green Ext Time (p_c), s	0.1	4.0		1.6	0.3	3.2		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	443	220	68	181	38	189	247	116	136	203	18
Future Volume (veh/h)	46	443	220	68	181	38	189	247	116	136	203	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	53	509	0	78	208	8	217	284	18	156	233	3
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	146	813		383	915	399	485	825	367	468	808	359
Arrive On Green	0.08	0.23	0.00	0.11	0.26	0.26	0.14	0.23	0.23	0.14	0.23	0.23
Sat Flow, veh/h	1767	3526	1572	3428	3526	1538	3428	3526	1566	3428	3526	1568
Grp Volume(v), veh/h	53	509	0	78	208	8	217	284	18	156	233	3
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1538	1714	1763	1566	1714	1763	1568
Q Serve(g_s), s	2.0	9.0	0.0	1.4	3.2	0.3	4.0	4.7	0.6	2.9	3.8	0.1
Cycle Q Clear(g_c), s	2.0	9.0	0.0	1.4	3.2	0.3	4.0	4.7	0.6	2.9	3.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	813		383	915	399	485	825	367	468	808	359
V/C Ratio(X)	0.36	0.63		0.20	0.23	0.02	0.45	0.34	0.05	0.33	0.29	0.01
Avail Cap(c_a), veh/h	380	1771		738	1771	773	1230	2024	899	738	2024	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	24.1	0.0	28.1	20.3	19.2	27.4	22.2	20.7	27.2	22.2	20.7
Incr Delay (d2), s/veh	1.5	0.8	0.0	0.3	0.1	0.0	0.6	0.2	0.1	0.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.5	0.0	0.6	1.2	0.1	1.6	1.8	0.2	1.1	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	24.9	0.0	28.4	20.4	19.2	28.1	22.5	20.7	27.6	22.4	20.7
LnGrp LOS	C	C		C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		562			294			519			392	
Approach Delay, s/veh		25.5			22.5			24.8			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	21.6	14.3	21.5	10.3	23.6	14.0	21.8
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	7.5	35.0	25.0	40.0	15.0	35.0	15.0	40.0
Max Q Clear Time (g_c+I1), s	3.4	11.0	6.0	5.8	4.0	5.2	4.9	6.7
Green Ext Time (p_c), s	0.1	3.2	0.6	1.5	0.1	1.3	0.3	1.8

Intersection Summary		
HCM 7th Control Delay, s/veh	24.6	
HCM 7th LOS	C	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	921	27	8	896	315	59	43	8	609	51	56
Future Volume (veh/h)	44	921	27	8	896	315	59	43	8	609	51	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	45	940	28	8	914	321	60	44	8	621	52	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	260	1397	623	27	1158	837	301	152	129	700	368	312
Arrive On Green	0.08	0.40	0.40	0.01	0.33	0.33	0.09	0.08	0.08	0.21	0.20	0.20
Sat Flow, veh/h	3374	3469	1547	3374	3469	1547	3374	1826	1547	3374	1826	1547
Grp Volume(v), veh/h	45	940	28	8	914	321	60	44	8	621	52	57
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1687	1735	1547	1687	1826	1547	1687	1826	1547
Q Serve(g_s), s	1.1	18.9	0.9	0.2	20.3	10.2	1.4	1.9	0.4	15.2	2.0	2.6
Cycle Q Clear(g_c), s	1.1	18.9	0.9	0.2	20.3	10.2	1.4	1.9	0.4	15.2	2.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	1397	623	27	1158	837	301	152	129	700	368	312
V/C Ratio(X)	0.17	0.67	0.04	0.29	0.79	0.38	0.20	0.29	0.06	0.89	0.14	0.18
Avail Cap(c_a), veh/h	397	3672	1638	159	3672	1959	397	215	182	794	429	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	20.8	15.5	41.9	25.6	11.3	35.9	36.6	35.9	32.7	27.9	28.1
Incr Delay (d2), s/veh	0.1	0.4	0.0	2.2	0.9	0.2	0.1	0.8	0.1	10.1	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.6	0.3	0.1	7.4	2.8	0.5	0.8	0.1	6.6	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	21.2	15.5	44.1	26.6	11.5	36.0	37.4	36.1	42.9	28.0	28.3
LnGrp LOS	D	C	B	D	C	B	D	D	D	D	C	C
Approach Vol, veh/h		1013			1243			112			730	
Approach Delay, s/veh		21.8			22.8			36.6			40.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	36.4	23.4	12.9	6.5	42.2	13.4	22.9
Change Period (Y+Rc), s	5.8	8.0	5.8	5.8	5.8	8.0	5.8	5.8
Max Green Setting (Gmax), s	10.0	90.0	20.0	10.0	4.0	90.0	10.0	20.0
Max Q Clear Time (g_c+I1), s	3.1	22.3	17.2	3.9	2.2	20.9	3.4	4.6
Green Ext Time (p_c), s	0.0	6.1	0.4	0.0	0.0	5.4	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	8	162	25	20	136
Future Vol, veh/h	32	8	162	25	20	136
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	9	182	28	22	153
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.7	9.1	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	13%	0%	87%
Vol Thru, %	0%	80%	13%
Vol Right, %	87%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	156	40	187
LT Vol	20	0	162
Through Vol	0	32	25
RT Vol	136	8	0
Lane Flow Rate	175	45	210
Geometry Grp	1	1	1
Degree of Util (X)	0.197	0.055	0.26
Departure Headway (Hd)	4.038	4.424	4.452
Convergence, Y/N	Yes	Yes	Yes
Cap	894	812	794
Service Time	2.04	2.44	2.547
HCM Lane V/C Ratio	0.196	0.055	0.264
HCM Control Delay, s/veh	8	7.7	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.2	1

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	76	56	12	16	131
Future Vol, veh/h	91	76	56	12	16	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	80	59	13	17	138

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	337	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1529	-	-	-	659	999
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	615	999
Mov Cap-2 Maneuver	-	-	-	-	615	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.09	0	9.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	981	-	-	-	935
HCM Lane V/C Ratio	0.063	-	-	-	0.165
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	0	139	4	2	88
Future Vol, veh/h	10	0	139	4	2	88
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	167	5	2	106
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	7.9	9.6	7.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	100%
Vol Right, %	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	88	10	139	4
LT Vol	2	0	0	139	0
Through Vol	0	0	10	0	4
RT Vol	0	88	0	0	0
Lane Flow Rate	2	106	12	167	5
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.004	0.128	0.016	0.243	0.006
Departure Headway (Hd)	5.544	4.34	4.799	5.229	4.728
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	649	831	748	682	750
Service Time	3.244	2.04	2.811	3.003	2.502
HCM Lane V/C Ratio	0.003	0.128	0.016	0.245	0.007
HCM Control Delay, s/veh	8.3	7.7	7.9	9.7	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0	0.9	0

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	82	45	35	24	5
Future Vol, veh/h	7	82	45	35	24	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	88	48	38	26	5
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	7.6	7.3	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	0%	100%	0%
Vol Thru, %	92%	56%	0%	0%
Vol Right, %	0%	44%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	80	24	5
LT Vol	7	0	24	0
Through Vol	82	45	0	0
RT Vol	0	35	0	5
Lane Flow Rate	96	86	26	5
Geometry Grp	2	2	5	5
Degree of Util (X)	0.109	0.091	0.038	0.006
Departure Headway (Hd)	4.085	3.814	5.364	4.161
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	932	662	850
Service Time	2.13	1.866	3.138	1.935
HCM Lane V/C Ratio	0.11	0.092	0.039	0.006
HCM Control Delay, s/veh	7.6	7.3	8.4	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.1	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	96	1	3	76	18	0	0	3	11	1	4
Future Vol, veh/h	9	96	1	3	76	18	0	0	3	11	1	4
Conflicting Peds, #/hr	0	0	4	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	103	1	3	82	19	0	0	3	12	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	108	0	0	216	237	108	222	228	93
Stage 1	-	-	-	-	-	-	127	127	-	100	100	-
Stage 2	-	-	-	-	-	-	89	110	-	123	128	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1483	-	-	1476	-	-	739	662	943	731	670	961
Stage 1	-	-	-	-	-	-	874	789	-	904	810	-
Stage 2	-	-	-	-	-	-	916	803	-	879	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1470	-	-	724	653	940	721	660	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	724	653	-	721	660	-
Stage 1	-	-	-	-	-	-	865	780	-	900	807	-
Stage 2	-	-	-	-	-	-	909	799	-	870	780	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.63	0.23	8.84	9.82
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	153	-	-	54	-	-	764
HCM Lane V/C Ratio	0.003	0.007	-	-	0.002	-	-	0.023
HCM Ctrl Dly (s/v)	8.8	7.4	0	-	7.5	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	21	91	1	0	23	86	137	1	103	2
Future Vol, veh/h	0	1	21	91	1	0	23	86	137	1	103	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	21	93	1	0	23	88	140	1	105	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	8.7	8.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	99%	1%
Vol Thru, %	35%	5%	1%	97%
Vol Right, %	56%	95%	0%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	246	22	92	106
LT Vol	23	0	91	1
Through Vol	86	1	1	103
RT Vol	137	21	0	2
Lane Flow Rate	251	22	94	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.281	0.027	0.128	0.134
Departure Headway (Hd)	4.024	4.25	4.923	4.46
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	842	728	805
Service Time	2.04	2.278	2.949	2.48
HCM Lane V/C Ratio	0.281	0.026	0.129	0.134
HCM Control Delay, s/veh	8.6	7.4	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.1	0.4	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	3	246	31	4	212
Future Vol, veh/h	25	3	246	31	4	212
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	3	256	32	4	221

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	507	277	0	0	294	0
Stage 1	277	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	526	761	-	-	1268	-
Stage 1	769	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	758	-	-	1262	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.06	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	539	33	-
HCM Lane V/C Ratio	-	-	0.054	0.003	-
HCM Ctrl Dly (s/v)	-	-	12.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	100	142	268	225	12
Future Vol, veh/h	8	100	142	268	225	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	109	154	291	245	13
Number of Lanes	1	2	2	1	2	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	3	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	3	3
HCM Control Delay, s/veh	8.4	7.7	10.2
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	50	50	71	71	268	113	113	12
LT Vol	8	0	0	0	0	0	113	113	0
Through Vol	0	50	50	71	71	0	0	0	0
RT Vol	0	0	0	0	0	268	0	0	12
Lane Flow Rate	9	54	54	77	77	291	122	122	13
Geometry Grp	6	6	6	6	6	6	5	5	5
Degree of Util (X)	0.016	0.09	0.064	0.12	0.12	0.253	0.204	0.204	0.011
Departure Headway (Hd)	6.476	5.971	4.223	5.581	5.581	3.131	6.004	6.004	3.079
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	549	595	836	642	642	1142	592	592	1135
Service Time	4.261	3.757	2.008	3.318	3.318	0.868	3.797	3.797	0.872
HCM Lane V/C Ratio	0.016	0.091	0.065	0.12	0.12	0.255	0.206	0.206	0.011
HCM Control Delay, s/veh	9.4	9.4	7.3	9.1	9.1	6.9	10.4	10.4	5.9
HCM Lane LOS	A	A	A	A	A	A	B	B	A
HCM 95th-tile Q	0	0.3	0.2	0.4	0.4	1	0.8	0.8	0

HCM 7th Signalized Intersection Summary
9: Caledon Circle (East)/Courtyard Loop & Ferrari Ranch Rd

Existing Conditions
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	262	21	525	403	52	15	6	368	42	2	0
Future Volume (veh/h)	4	262	21	525	403	52	15	6	368	42	2	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	282	5	565	433	39	16	6	106	45	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	514	222	720	1155	702	238	89	618	214	9	198
Arrive On Green	0.01	0.14	0.14	0.21	0.32	0.32	0.18	0.18	0.18	0.12	0.12	0.00
Sat Flow, veh/h	1781	3554	1536	3456	3554	1551	1313	492	1585	1709	76	1585
Grp Volume(v), veh/h	4	282	5	565	433	39	22	0	106	47	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1536	1728	1777	1551	1805	0	1585	1785	0	1585
Q Serve(g_s), s	0.1	4.2	0.2	8.9	5.4	0.8	0.6	0.0	2.5	1.4	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.2	0.2	8.9	5.4	0.8	0.6	0.0	2.5	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.73		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	19	514	222	720	1155	702	328	0	618	223	0	198
V/C Ratio(X)	0.21	0.55	0.02	0.78	0.38	0.06	0.07	0.00	0.17	0.21	0.00	0.00
Avail Cap(c_a), veh/h	464	2469	1067	1201	2469	1276	627	0	881	1550	0	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.2	22.9	21.1	21.6	14.9	8.9	19.5	0.0	11.5	22.6	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.9	0.0	0.7	0.1	0.0	0.1	0.0	0.1	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	0.1	3.3	1.9	0.3	0.2	0.0	0.8	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	23.8	21.2	22.3	15.0	8.9	19.6	0.0	11.6	23.0	0.0	0.0
LnGrp LOS	C	C	C	C	B	A	B		B	C		
Approach Vol, veh/h		291			1037			128			47	
Approach Delay, s/veh		23.8			18.7			13.0			23.0	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.6	6.1	24.2	11.7	16.5	13.8
Change Period (Y+Rc), s	5.1	5.5	5.5	4.5	4.5	5.5
Max Green Setting (Gmax), s	20.0	15.0	40.0	50.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	4.5	2.1	7.4	3.4	10.9	6.2
Green Ext Time (p_c), s	0.3	0.0	2.0	0.2	0.9	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	329	343	0	952	386	0	0	0	106	0	31
Future Volume (veh/h)	0	329	343	0	952	386	0	0	0	106	0	31
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	362	203	0	1046	0				116	0	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	945	520	0	2202					317	0	282
Arrive On Green	0.00	0.43	0.43	0.00	0.43	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	2284	1205	0	5274	1585				1781	0	1585
Grp Volume(v), veh/h	0	292	273	0	1046	0				116	0	3
Grp Sat Flow(s),veh/h/ln	0	1777	1619	0	1702	1585				1781	0	1585
Q Serve(g_s), s	0.0	2.9	3.0	0.0	3.8	0.0				1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.9	3.0	0.0	3.8	0.0				1.5	0.0	0.0
Prop In Lane	0.00		0.74	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	766	698	0	2202					317	0	282
V/C Ratio(X)	0.00	0.38	0.39	0.00	0.48					0.37	0.00	0.01
Avail Cap(c_a), veh/h	0	2751	2507	0	7906					2068	0	1841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.0	5.0	0.0	5.3	0.0				9.3	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.3	0.0	0.3	0.0				0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	5.1	5.2	0.0	5.3	0.0				9.6	0.0	8.8
LnGrp LOS		A	A		A					A		A
Approach Vol, veh/h		565			1046						119	
Approach Delay, s/veh		5.1			5.3						9.6	
Approach LOS		A			A						A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	16.5	9.3	16.5
Change Period (Y+Rc), s	5.4	4.7	5.4
Max Green Setting (Gmax), s	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	5.0	3.5	5.8
Green Ext Time (p_c), s	2.3	0.4	5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	409	0	0	752	145	587	0	690	0	0	0
Future Volume (veh/h)	24	409	0	0	752	145	587	0	690	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	27	465	0	0	855	0	667	0	262			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	81	1670	0	0	1489		941	0	837			
Arrive On Green	0.05	0.47	0.00	0.00	0.29	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	3563	0	3170			
Grp Volume(v), veh/h	27	465	0	0	855	0	667	0	262			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	0.6	3.2	0.0	0.0	5.8	0.0	6.9	0.0	2.7			
Cycle Q Clear(g_c), s	0.6	3.2	0.0	0.0	5.8	0.0	6.9	0.0	2.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	81	1670	0	0	1489		941	0	837			
V/C Ratio(X)	0.33	0.28	0.00	0.00	0.57		0.71	0.00	0.31			
Avail Cap(c_a), veh/h	908	3501	0	0	5031		2633	0	2343			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.8	6.6	0.0	0.0	12.2	0.0	13.5	0.0	12.0			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	0.0	1.6	0.0	2.1	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	6.6	0.0	0.0	12.4	0.0	13.9	0.0	12.1			
LnGrp LOS	B	A			B		B		B			
Approach Vol, veh/h		492			855			929				
Approach Delay, s/veh		7.3			12.4			13.4				
Approach LOS		A			B			B				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		24.5			7.2	17.2		16.1				
Change Period (Y+Rc), s		5.4			5.4	* 5.4		5.4				
Max Green Setting (Gmax), s		40.0			20.7	* 40		30.0				
Max Q Clear Time (g_c+I1), s		5.2			2.6	7.8		8.9				
Green Ext Time (p_c), s		2.0			0.0	4.0		1.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.7									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
12: Ferrari Ranch Rd & Groveland Ln

Existing Conditions
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	42	166	270	88	116	308	629	107	98	466	26
Future Volume (veh/h)	23	42	166	270	88	116	308	629	107	98	466	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	25	45	67	193	232	14	331	676	31	105	501	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	250	92	137	320	336	284	383	1281	381	495	915	279
Arrive On Green	0.14	0.14	0.14	0.18	0.18	0.18	0.21	0.25	0.25	0.14	0.18	0.18
Sat Flow, veh/h	1795	663	987	1795	1885	1598	1795	5147	1532	3483	5147	1567
Grp Volume(v), veh/h	25	0	112	193	232	14	331	676	31	105	501	3
Grp Sat Flow(s),veh/h/ln	1795	0	1650	1795	1885	1598	1795	1716	1532	1742	1716	1567
Q Serve(g_s), s	0.8	0.0	4.1	6.5	7.6	0.5	11.8	7.5	1.0	1.8	5.9	0.1
Cycle Q Clear(g_c), s	0.8	0.0	4.1	6.5	7.6	0.5	11.8	7.5	1.0	1.8	5.9	0.1
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	0	229	320	336	284	383	1281	381	495	915	279
V/C Ratio(X)	0.10	0.00	0.49	0.60	0.69	0.05	0.86	0.53	0.08	0.21	0.55	0.01
Avail Cap(c_a), veh/h	815	0	749	1222	1283	1087	679	3113	927	1317	3113	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	26.3	25.0	25.5	22.5	25.1	21.5	19.0	25.1	24.8	22.4
Incr Delay (d2), s/veh	0.2	0.0	1.6	1.8	2.5	0.1	2.3	0.3	0.1	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.7	2.8	3.5	0.2	4.8	2.8	0.3	0.7	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	0.0	27.9	26.9	28.0	22.6	27.4	21.8	19.1	25.2	25.3	22.4
LnGrp LOS	C		C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		137			439			1038			609	
Approach Delay, s/veh		27.4			27.3			23.5			25.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	22.1		16.4	18.6	17.4		13.8				
Change Period (Y+Rc), s	4.5	5.6		4.6	4.5	5.6		4.6				
Max Green Setting (Gmax), s	25.0	40.0		45.0	25.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.8	9.5		9.6	13.8	7.9		6.1				
Green Ext Time (p_c), s	0.1	4.9		2.1	0.4	3.4		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
13: Ferrari Ranch Rd & Joiner Pkwy

Existing Conditions
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	273	137	157	244	39	263	348	129	92	267	60
Future Volume (veh/h)	41	273	137	157	244	39	263	348	129	92	267	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	294	0	169	262	11	283	374	33	99	287	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	757		473	982	431	489	868	381	420	797	347
Arrive On Green	0.07	0.21	0.00	0.14	0.28	0.28	0.14	0.24	0.24	0.12	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	3456	3554	1561	3456	3554	1560	3456	3554	1545
Grp Volume(v), veh/h	44	294	0	169	262	11	283	374	33	99	287	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1561	1728	1777	1560	1728	1777	1545
Q Serve(g_s), s	1.7	5.0	0.0	3.1	4.1	0.4	5.4	6.3	1.1	1.8	4.8	0.4
Cycle Q Clear(g_c), s	1.7	5.0	0.0	3.1	4.1	0.4	5.4	6.3	1.1	1.8	4.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	757		473	982	431	489	868	381	420	797	347
V/C Ratio(X)	0.33	0.39		0.36	0.27	0.03	0.58	0.43	0.09	0.24	0.36	0.03
Avail Cap(c_a), veh/h	380	1767		737	1767	776	1228	2020	887	737	2020	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	23.8	0.0	27.6	19.9	18.6	28.2	22.5	20.5	28.0	23.0	21.3
Incr Delay (d2), s/veh	1.5	0.3	0.0	0.5	0.1	0.0	1.1	0.3	0.1	0.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	0.0	1.2	1.6	0.1	2.1	2.4	0.4	0.7	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	24.1	0.0	28.0	20.0	18.6	29.3	22.8	20.6	28.2	23.3	21.4
LnGrp LOS	C	C		C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		338			442			690			397	
Approach Delay, s/veh		25.2			23.1			25.4			24.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	20.5	14.5	21.3	9.7	24.9	13.1	22.7
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	10.0	35.0	25.0	40.0	15.0	35.0	15.0	40.0
Max Q Clear Time (g_c+I1), s	5.1	7.0	7.4	6.8	3.7	6.1	3.8	8.3
Green Ext Time (p_c), s	0.3	1.8	0.9	1.8	0.0	1.6	0.2	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	24.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	896	72	13	803	620	26	55	7	473	67	28
Future Volume (veh/h)	52	896	72	13	803	620	26	55	7	473	67	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	974	78	14	873	674	28	60	8	514	73	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1689	753	45	1450	916	188	160	136	586	376	318
Arrive On Green	0.08	0.48	0.48	0.01	0.41	0.41	0.05	0.09	0.09	0.17	0.20	0.20
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	57	974	78	14	873	674	28	60	8	514	73	30
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1870	1585
Q Serve(g_s), s	1.5	19.6	2.7	0.4	19.1	30.9	0.8	3.0	0.5	14.3	3.2	1.5
Cycle Q Clear(g_c), s	1.5	19.6	2.7	0.4	19.1	30.9	0.8	3.0	0.5	14.3	3.2	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	1689	753	45	1450	916	188	160	136	586	376	318
V/C Ratio(X)	0.21	0.58	0.10	0.31	0.60	0.74	0.15	0.38	0.06	0.88	0.19	0.09
Avail Cap(c_a), veh/h	349	3234	1443	140	3234	1711	349	189	160	699	378	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	18.8	14.3	48.4	23.0	15.3	44.6	42.7	41.6	40.1	32.9	32.2
Incr Delay (d2), s/veh	0.1	0.2	0.0	1.5	0.3	0.9	0.1	1.1	0.1	9.6	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.0	0.9	0.2	7.2	9.1	0.3	1.4	0.2	6.5	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	19.0	14.4	49.8	23.3	16.2	44.7	43.8	41.7	49.7	33.1	32.3
LnGrp LOS	D	B	B	D	C	B	D	D	D	D	C	C
Approach Vol, veh/h		1109			1561			96			617	
Approach Delay, s/veh		19.9			20.5			43.9			46.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	48.4	22.6	14.3	7.1	55.0	11.2	25.7
Change Period (Y+Rc), s	5.8	8.0	5.8	5.8	5.8	8.0	5.8	5.8
Max Green Setting (Gmax), s	10.0	90.0	20.0	10.0	4.0	90.0	10.0	20.0
Max Q Clear Time (g_c+I1), s	3.5	32.9	16.3	5.0	2.4	21.6	2.8	5.2
Green Ext Time (p_c), s	0.0	7.5	0.4	0.1	0.0	5.7	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Appendix E. Cumulative Plus Project Conditions LOS Results

HCM 7th Signalized Intersection Summary
1: Fiddyment Rd/Nelson Ln & Moore Rd

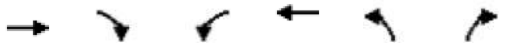
Cumulative Plus Project Conditions
CPP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	170	120	150	340	240	50	600	150	70	550	110
Future Volume (veh/h)	10	170	120	150	340	240	50	600	150	70	550	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	11	183	34	161	366	66	54	645	43	75	591	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	25	444	198	209	810	361	80	1251	388	100	1309	406
Arrive On Green	0.01	0.13	0.13	0.12	0.23	0.23	0.05	0.25	0.25	0.06	0.26	0.26
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	11	183	34	161	366	66	54	645	43	75	591	34
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	0.2	1.9	0.8	3.5	3.6	1.3	1.2	4.4	0.8	1.7	3.9	0.7
Cycle Q Clear(g_c), s	0.2	1.9	0.8	3.5	3.6	1.3	1.2	4.4	0.8	1.7	3.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	444	198	209	810	361	80	1251	388	100	1309	406
V/C Ratio(X)	0.43	0.41	0.17	0.77	0.45	0.18	0.68	0.52	0.11	0.75	0.45	0.08
Avail Cap(c_a), veh/h	222	2480	1106	422	2878	1284	222	2418	751	244	2481	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	16.0	15.5	17.0	13.2	12.3	18.7	12.9	11.6	18.5	12.4	11.2
Incr Delay (d2), s/veh	11.2	0.6	0.4	5.9	0.4	0.2	9.6	0.3	0.1	10.6	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.2	1.5	1.1	0.4	0.6	1.3	0.2	0.9	1.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	16.6	15.9	23.0	13.6	12.6	28.3	13.3	11.7	29.1	12.6	11.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		228			593			742			700	
Approach Delay, s/veh		17.2			16.0			14.3			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	14.3	9.2	9.5	6.3	14.8	5.1	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	19.0	9.5	28.0	5.0	19.5	5.0	32.5
Max Q Clear Time (g_c+I1), s	3.7	6.4	5.5	3.9	3.2	5.9	2.2	5.6
Green Ext Time (p_c), s	0.0	3.5	0.1	1.1	0.0	3.5	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	750	40	90	470	80	150
Future Volume (veh/h)	750	40	90	470	80	150
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	781	42	94	490	83	156
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1212	65	156	2049	270	240
Arrive On Green	0.35	0.35	0.09	0.58	0.15	0.15
Sat Flow, veh/h	3523	184	1781	3647	1781	1585
Grp Volume(v), veh/h	405	418	94	490	83	156
Grp Sat Flow(s),veh/h/ln	1777	1837	1781	1777	1781	1585
Q Serve(g_s), s	6.3	6.3	1.7	2.2	1.4	3.1
Cycle Q Clear(g_c), s	6.3	6.3	1.7	2.2	1.4	3.1
Prop In Lane		0.10	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	628	649	156	2049	270	240
V/C Ratio(X)	0.64	0.64	0.60	0.24	0.31	0.65
Avail Cap(c_a), veh/h	966	999	274	2962	990	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	9.0	14.6	3.4	12.5	13.2
Incr Delay (d2), s/veh	1.1	1.1	3.7	0.1	0.6	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.6	0.7	0.2	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.1	10.0	18.3	3.5	13.1	16.2
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	823			584	239	
Approach Delay, s/veh	10.1			5.9	15.1	
Approach LOS	B			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	9.5	7.4	16.2		23.6
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	18.4	5.1	18.0		27.6
Max Q Clear Time (g_c+I1), s	5.1	3.7	8.3		4.2
Green Ext Time (p_c), s	0.6	0.0	3.4		3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	100	60	70	200	120
Future Vol, veh/h	40	100	60	70	200	120
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	103	62	72	206	124
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	9.2	8.6	10
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	29%	0%	100%	0%
Vol Thru, %	71%	46%	0%	0%
Vol Right, %	0%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	130	200	120
LT Vol	40	0	200	0
Through Vol	100	60	0	0
RT Vol	0	70	0	120
Lane Flow Rate	144	134	206	124
Geometry Grp	2	2	5	5
Degree of Util (X)	0.199	0.172	0.326	0.154
Departure Headway (Hd)	4.967	4.611	5.694	4.487
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	722	776	631	795
Service Time	3.006	2.65	3.442	2.235
HCM Lane V/C Ratio	0.199	0.173	0.326	0.156
HCM Control Delay, s/veh	9.2	8.6	11.2	8.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.7	0.6	1.4	0.5

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	300	10	10	130	10	10	0	10	20	10	10
Future Vol, veh/h	10	300	10	10	130	10	10	0	10	20	10	10
Conflicting Peds, #/hr	0	0	4	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	319	11	11	138	11	11	0	11	21	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	334	0	0	515	522	328	507	522	146
Stage 1	-	-	-	-	-	-	350	350	-	167	167	-
Stage 2	-	-	-	-	-	-	165	172	-	340	355	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1430	-	-	1226	-	-	471	459	713	476	459	902
Stage 1	-	-	-	-	-	-	667	633	-	835	760	-
Stage 2	-	-	-	-	-	-	837	756	-	674	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1427	-	-	1221	-	-	444	448	710	459	448	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	448	-	459	448	-
Stage 1	-	-	-	-	-	-	658	625	-	826	752	-
Stage 2	-	-	-	-	-	-	808	748	-	658	621	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	0.53	11.86	12.55
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	56	-	-	118	-	-	520
HCM Lane V/C Ratio	0.039	0.007	-	-	0.009	-	-	0.082
HCM Ctrl Dly (s/v)	11.9	7.5	0	-	8	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	40	190	0	10	20	140	70	10	330	0
Future Vol, veh/h	10	10	40	190	0	10	20	140	70	10	330	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	11	11	45	216	0	11	23	159	80	11	375	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	12.4	11.4	14.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	17%	95%	3%
Vol Thru, %	61%	17%	0%	97%
Vol Right, %	30%	67%	5%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	60	200	340
LT Vol	20	10	190	10
Through Vol	140	10	0	330
RT Vol	70	40	10	0
Lane Flow Rate	261	68	227	386
Geometry Grp	1	1	1	1
Degree of Util (X)	0.379	0.108	0.371	0.559
Departure Headway (Hd)	5.219	5.71	5.881	5.204
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	687	625	611	692
Service Time	3.265	3.771	3.928	3.244
HCM Lane V/C Ratio	0.38	0.109	0.372	0.558
HCM Control Delay, s/veh	11.4	9.5	12.4	14.7
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.8	0.4	1.7	3.5

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	0	230	30	10	560
Future Vol, veh/h	60	0	230	30	10	560
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	69	0	264	34	11	644

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	953	287	0	0	304	0
Stage 1	287	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	289	755	-	-	1263	-
Stage 1	764	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	751	-	-	1257	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.76	0	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	283	32	-
HCM Lane V/C Ratio	-	-	0.244	0.009	-
HCM Ctrl Dly (s/v)	-	-	21.8	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	1110	590	250	590	20
Future Volume (veh/h)	10	1110	590	250	590	20
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1194	634	96	634	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	25	1873	1455	649	922	423
Arrive On Green	0.01	0.53	0.41	0.41	0.27	0.27
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	11	1194	634	96	634	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	0.3	10.4	5.6	1.7	7.2	0.1
Cycle Q Clear(g_c), s	0.3	10.4	5.6	1.7	7.2	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	25	1873	1455	649	922	423
V/C Ratio(X)	0.43	0.64	0.44	0.15	0.69	0.02
Avail Cap(c_a), veh/h	429	4114	2892	1290	3209	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	7.4	9.3	8.1	14.4	11.8
Incr Delay (d2), s/veh	11.1	0.4	0.2	0.1	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	1.6	0.4	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.4	7.7	9.5	8.2	15.3	11.8
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1205	730		641	
Approach Delay, s/veh		7.9	9.3		15.2	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	27.5	16.1	5.1	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	50.5	40.5	10.5	35.5
Max Q Clear Time (g_c+I1), s	12.4	9.2	2.3	7.6
Green Ext Time (p_c), s	10.5	2.5	0.0	4.9

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1400	120	410	620	30	110	10	720	60	20	10
Future Volume (veh/h)	10	1400	120	410	620	30	110	10	720	60	20	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1505	69	441	667	21	118	11	409	65	22	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1526	678	474	1890	1034	209	19	420	178	60	204
Arrive On Green	0.03	0.43	0.43	0.14	0.53	0.53	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3554	1580	3456	3554	1550	1636	153	1585	1347	456	1538
Grp Volume(v), veh/h	11	1505	69	441	667	21	129	0	409	87	0	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1728	1777	1550	1789	0	1585	1803	0	1538
Q Serve(g_s), s	0.7	47.4	2.9	14.3	12.2	0.5	7.7	0.0	14.4	5.0	0.0	0.4
Cycle Q Clear(g_c), s	0.7	47.4	2.9	14.3	12.2	0.5	7.7	0.0	14.4	5.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.91		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	46	1526	678	474	1890	1034	228	0	420	239	0	204
V/C Ratio(X)	0.24	0.99	0.10	0.93	0.35	0.02	0.57	0.00	0.97	0.36	0.00	0.03
Avail Cap(c_a), veh/h	158	1526	678	474	1890	1034	228	0	420	750	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	31.9	19.2	48.2	15.2	6.5	46.3	0.0	41.2	44.7	0.0	42.7
Incr Delay (d2), s/veh	1.0	19.8	0.1	24.7	0.0	0.0	2.7	0.0	37.2	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	23.5	1.1	7.7	4.8	0.2	3.5	0.0	15.3	2.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	51.7	19.3	72.9	15.3	6.5	49.1	0.0	78.3	45.4	0.0	42.7
LnGrp LOS	D	D	B	E	B	A	D		E	D		D
Approach Vol, veh/h		1585			1129			538			93	
Approach Delay, s/veh		50.3			37.6			71.3			45.2	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	19.5	8.4	65.6	19.5	20.0	54.0
Change Period (Y+Rc), s	5.1	5.5	5.5	4.5	4.5	5.5
Max Green Setting (Gmax), s	14.4	10.0	53.0	47.0	15.5	48.5
Max Q Clear Time (g_c+I1), s	16.4	2.7	14.2	7.0	16.3	49.4
Green Ext Time (p_c), s	0.0	0.0	3.2	0.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	840	1330	0	990	730	0	0	0	280	0	60
Future Volume (veh/h)	0	840	1330	0	990	730	0	0	0	280	0	60
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	903	1130	0	1065	0				301	0	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	1209	1078	0	3473					341	0	304
Arrive On Green	0.00	0.68	0.68	0.00	0.68	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	1870	1585	0	5274	1585				1781	0	1585
Grp Volume(v), veh/h	0	903	1130	0	1065	0				301	0	22
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1702	1585				1781	0	1585
Q Serve(g_s), s	0.0	26.0	53.6	0.0	6.6	0.0				13.0	0.0	0.9
Cycle Q Clear(g_c), s	0.0	26.0	53.6	0.0	6.6	0.0				13.0	0.0	0.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1209	1078	0	3473					341	0	304
V/C Ratio(X)	0.00	0.75	1.05	0.00	0.31					0.88	0.00	0.07
Avail Cap(c_a), veh/h	0	1209	1078	0	3473					368	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.2	12.6	0.0	5.1	0.0				31.0	0.0	26.1
Incr Delay (d2), s/veh	0.0	2.3	40.9	0.0	0.0	0.0				19.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	25.4	0.0	1.7	0.0				7.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.5	53.5	0.0	5.1	0.0				50.1	0.0	26.1
LnGrp LOS		B	F		A					D		C
Approach Vol, veh/h		2033			1065						323	
Approach Delay, s/veh		34.4			5.1						48.5	
Approach LOS		C			A						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	59.0	19.8	59.0
Change Period (Y+Rc), s	5.4	4.7	5.4
Max Green Setting (Gmax), s	53.6	16.3	53.6
Max Q Clear Time (g_c+I1), s	55.6	15.0	8.6
Green Ext Time (p_c), s	0.0	0.2	5.4

Intersection Summary	
HCM 7th Control Delay, s/veh	26.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	960	0	0	1150	280	590	0	560	0	0	0
Future Volume (veh/h)	130	960	0	0	1150	280	590	0	560	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	144	1067	0	0	1278	0	656	0	469			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	193	1994	0	0	1839		874	0	778			
Arrive On Green	0.11	0.57	0.00	0.00	0.36	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	1767	3618	0	0	5233	1572	3534	0	3145			
Grp Volume(v), veh/h	144	1067	0	0	1278	0	656	0	469			
Grp Sat Flow(s),veh/h/ln	1767	1763	0	0	1689	1572	1767	0	1572			
Q Serve(g_s), s	4.6	10.9	0.0	0.0	12.4	0.0	9.9	0.0	7.6			
Cycle Q Clear(g_c), s	4.6	10.9	0.0	0.0	12.4	0.0	9.9	0.0	7.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	193	1994	0	0	1839		874	0	778			
V/C Ratio(X)	0.75	0.54	0.00	0.00	0.70		0.75	0.00	0.60			
Avail Cap(c_a), veh/h	520	3822	0	0	3650		2240	0	1993			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.9	7.8	0.0	0.0	15.7	0.0	20.1	0.0	19.2			
Incr Delay (d2), s/veh	2.2	0.1	0.0	0.0	0.2	0.0	0.5	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	2.8	0.0	0.0	3.9	0.0	3.6	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	7.9	0.0	0.0	15.8	0.0	20.6	0.0	19.5			
LnGrp LOS	C	A			B		C		B			
Approach Vol, veh/h		1211			1278			1125				
Approach Delay, s/veh		10.2			15.8			20.1				
Approach LOS		B			B			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		38.1			11.7	26.4		19.7				
Change Period (Y+Rc), s		5.4			5.4	* 5.4		5.4				
Max Green Setting (Gmax), s		62.6			17.0	* 42		36.6				
Max Q Clear Time (g_c+I1), s		12.9			6.6	14.4		11.9				
Green Ext Time (p_c), s		5.5			0.1	6.5		2.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	40	360	220	60	100	310	1030	120	70	860	10
Future Volume (veh/h)	30	40	360	220	60	100	310	1030	120	70	860	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	45	148	157	193	5	348	1157	46	79	966	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	57	187	252	264	221	386	1939	596	371	1381	429
Arrive On Green	0.15	0.15	0.15	0.14	0.14	0.14	0.22	0.38	0.38	0.11	0.27	0.27
Sat Flow, veh/h	1781	378	1245	1781	1870	1564	1781	5106	1568	3456	5106	1585
Grp Volume(v), veh/h	34	0	193	157	193	5	348	1157	46	79	966	2
Grp Sat Flow(s),veh/h/ln	1781	0	1623	1781	1870	1564	1781	1702	1568	1728	1702	1585
Q Serve(g_s), s	1.4	0.0	10.0	7.2	8.6	0.2	16.6	15.9	1.6	1.8	14.9	0.1
Cycle Q Clear(g_c), s	1.4	0.0	10.0	7.2	8.6	0.2	16.6	15.9	1.6	1.8	14.9	0.1
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	0	245	252	264	221	386	1939	596	371	1381	429
V/C Ratio(X)	0.13	0.00	0.79	0.62	0.73	0.02	0.90	0.60	0.08	0.21	0.70	0.00
Avail Cap(c_a), veh/h	612	0	558	918	964	805	510	2338	718	989	2338	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	35.8	35.3	35.9	32.3	33.3	21.7	17.3	35.6	28.7	23.3
Incr Delay (d2), s/veh	0.2	0.0	5.6	2.5	3.9	0.0	13.7	0.3	0.1	0.1	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.3	3.3	4.2	0.1	8.2	5.9	0.6	0.7	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	41.4	37.8	39.8	32.3	47.0	22.0	17.4	35.7	29.3	23.3
LnGrp LOS	C		D	D	D	C	D	C	B	D	C	C
Approach Vol, veh/h		227			355			1551			1047	
Approach Delay, s/veh		40.0			38.8			27.5			29.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	38.8		16.9	23.4	29.2		17.8				
Change Period (Y+Rc), s	4.5	5.6		4.6	4.5	5.6		4.6				
Max Green Setting (Gmax), s	25.0	40.0		45.0	25.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	3.8	17.9		10.6	18.6	16.9		12.0				
Green Ext Time (p_c), s	0.1	8.4		1.7	0.3	6.8		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
13: Ferrari Ranch Rd & Joiner Pkwy

Cumulative Plus Project Conditions
CPP AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	540	350	190	230	40	330	390	360	180	380	20
Future Volume (veh/h)	50	540	350	190	230	40	330	390	360	180	380	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	57	621	0	218	264	10	379	448	162	207	437	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	146	882		445	1048	458	505	804	357	444	742	330
Arrive On Green	0.08	0.25	0.00	0.13	0.30	0.30	0.15	0.23	0.23	0.13	0.21	0.21
Sat Flow, veh/h	1767	3526	1572	3428	3526	1540	3428	3526	1566	3428	3526	1568
Grp Volume(v), veh/h	57	621	0	218	264	10	379	448	162	207	437	2
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1540	1714	1763	1566	1714	1763	1568
Q Serve(g_s), s	2.3	12.2	0.0	4.5	4.3	0.4	8.1	8.6	6.8	4.3	8.5	0.1
Cycle Q Clear(g_c), s	2.3	12.2	0.0	4.5	4.3	0.4	8.1	8.6	6.8	4.3	8.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	882		445	1048	458	505	804	357	444	742	330
V/C Ratio(X)	0.39	0.70		0.49	0.25	0.02	0.75	0.56	0.45	0.47	0.59	0.01
Avail Cap(c_a), veh/h	348	1618		675	1618	707	1124	1850	822	675	1850	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	26.0	0.0	30.8	20.4	19.0	31.2	26.0	25.3	30.7	27.1	23.8
Incr Delay (d2), s/veh	1.7	1.0	0.0	0.8	0.1	0.0	2.3	0.6	0.9	0.8	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.8	0.0	1.8	1.7	0.1	3.3	3.4	2.4	1.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	27.1	0.0	31.7	20.5	19.0	33.5	26.6	26.2	31.5	27.9	23.8
LnGrp LOS	C	C		C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		678			492			989			646	
Approach Delay, s/veh		27.7			25.4			29.2			29.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	24.6	15.7	21.6	10.8	28.2	14.4	22.9
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	10.0	35.0	25.0	40.0	15.0	35.0	15.0	40.0
Max Q Clear Time (g_c+I1), s	6.5	14.2	10.1	10.5	4.3	6.3	6.3	10.6
Green Ext Time (p_c), s	0.4	3.9	1.1	2.8	0.1	1.6	0.4	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	680	0	630	0	590	480	0	1380	710
Future Volume (veh/h)	0	0	0	680	0	630	0	590	480	0	1380	710
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1841	1841	0	1841	1841	0	1841	1841
Adj Flow Rate, veh/h				938	0	426	0	641	0	0	1500	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				4	4	4	0	4	4	0	4	4
Cap, veh/h				1269	0	564	0	2078		0	2078	
Arrive On Green				0.36	0.00	0.36	0.00	0.41	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3506	0	1560	0	5191	1560	0	5191	1560
Grp Volume(v), veh/h				938	0	426	0	641	0	0	1500	0
Grp Sat Flow(s),veh/h/ln				1753	0	1560	0	1675	1560	0	1675	1560
Q Serve(g_s), s				9.3	0.0	9.6	0.0	3.4	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s				9.3	0.0	9.6	0.0	3.4	0.0	0.0	10.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1269	0	564	0	2078		0	2078	
V/C Ratio(X)				0.74	0.00	0.75	0.00	0.31		0.00	0.72	
Avail Cap(c_a), veh/h				1541	0	685	0	2308		0	2308	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.1	0.0	11.2	0.0	7.9	0.0	0.0	9.8	0.0
Incr Delay (d2), s/veh				1.5	0.0	3.9	0.0	0.1	0.0	0.0	1.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	2.8	0.0	0.8	0.0	0.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				12.7	0.0	15.1	0.0	8.0	0.0	0.0	10.8	0.0
LnGrp LOS				B		B		A			B	
Approach Vol, veh/h					1364			641			1500	
Approach Delay, s/veh					13.4			8.0			10.8	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	21.1		21.1		19.0			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	18.4		18.4		17.6			
Max Q Clear Time (g_c+I1), s	5.4		12.0		11.6			
Green Ext Time (p_c), s	3.4		4.6		2.9			

Intersection Summary		
HCM 7th Control Delay, s/veh	11.3	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	0	410	0	0	0	0	1020	920	0	1320	610
Future Volume (veh/h)	100	0	410	0	0	0	0	1020	920	0	1320	610
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				0	1841	1841	0	1841	1841
Adj Flow Rate, veh/h	109	0	421				0	1109	0	0	1435	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4				0	4	4	0	4	4
Cap, veh/h	564	0	502				0	2519		0	2519	
Arrive On Green	0.32	0.00	0.32				0.00	0.50	0.00	0.00	0.50	0.00
Sat Flow, veh/h	1753	0	1560				0	5191	1560	0	5191	1560
Grp Volume(v), veh/h	109	0	421				0	1109	0	0	1435	0
Grp Sat Flow(s),veh/h/ln	1753	0	1560				0	1675	1560	0	1675	1560
Q Serve(g_s), s	2.3	0.0	12.8				0.0	7.2	0.0	0.0	10.1	0.0
Cycle Q Clear(g_c), s	2.3	0.0	12.8				0.0	7.2	0.0	0.0	10.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	564	0	502				0	2519		0	2519	
V/C Ratio(X)	0.19	0.00	0.84				0.00	0.44		0.00	0.57	
Avail Cap(c_a), veh/h	879	0	782				0	2519		0	2519	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	16.0				0.0	8.1	0.0	0.0	8.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.8				0.0	0.6	0.0	0.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.3				0.0	1.9	0.0	0.0	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	20.9				0.0	8.7	0.0	0.0	9.8	0.0
LnGrp LOS	B		C					A			A	
Approach Vol, veh/h		530						1109			1435	
Approach Delay, s/veh		19.2						8.7			9.8	
Approach LOS		B						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	30.0	20.9	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	25.5	25.5
Max Q Clear Time (g_c+I1), s	9.2	14.8	12.1
Green Ext Time (p_c), s	6.8	1.6	7.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	400	30	60	500	0	80	10	170	0	10	140
Future Vol, veh/h	50	400	30	60	500	0	80	10	170	0	10	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	435	33	65	543	0	87	11	185	0	11	152
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	21.2	18.5	16.7	16.7
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	6%	0%	100%	82%	0%	100%	100%	100%	7%
Vol Right, %	0%	94%	0%	0%	18%	0%	0%	0%	0%	93%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	180	50	267	163	60	250	250	0	150
LT Vol	80	0	50	0	0	60	0	0	0	0
Through Vol	0	10	0	267	133	0	250	250	0	10
RT Vol	0	170	0	0	30	0	0	0	0	140
Lane Flow Rate	87	196	54	290	178	65	272	272	0	163
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.228	0.448	0.132	0.664	0.4	0.158	0.619	0.483	0	0.388
Departure Headway (Hd)	9.42	8.234	8.767	8.251	8.118	8.713	8.197	6.405	9.244	8.578
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	436	409	438	444	412	440	562	0	419
Service Time	7.176	5.989	6.521	6.004	5.871	6.463	5.946	4.154	7.004	6.338
HCM Lane V/C Ratio	0.228	0.45	0.132	0.662	0.401	0.158	0.618	0.484	0	0.389
HCM Control Delay, s/veh	15	17.5	12.9	25.9	16.2	13.1	23.4	15	12	16.7
HCM Lane LOS	B	C	B	D	C	B	C	B	N	C
HCM 95th-tile Q	0.9	2.3	0.5	4.7	1.9	0.6	4.1	2.6	0	1.8

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	30	10	40	80	20	10	90	10	60	120	60
Future Vol, veh/h	30	30	10	40	80	20	10	90	10	60	120	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	33	11	43	87	22	11	98	11	65	130	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	9.2	8.7	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	29%	25%
Vol Thru, %	82%	43%	57%	50%
Vol Right, %	9%	14%	14%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	70	140	240
LT Vol	10	30	40	60
Through Vol	90	30	80	120
RT Vol	10	10	20	60
Lane Flow Rate	120	76	152	261
Geometry Grp	1	1	1	1
Degree of Util (X)	0.158	0.106	0.207	0.329
Departure Headway (Hd)	4.769	5.02	4.888	4.545
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	748	710	730	788
Service Time	2.822	3.08	2.94	2.588
HCM Lane V/C Ratio	0.16	0.107	0.208	0.331
HCM Control Delay, s/veh	8.7	8.7	9.2	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.4	0.8	1.4

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	196	65	261	185
Demand Flow Rate, veh/h	199	66	266	188
Vehicles Circulating, veh/h	210	277	33	221
Vehicles Exiting, veh/h	199	22	376	122
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.1	4.4	4.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	199	66	266	188
Cap Entry Lane, veh/h	1114	1040	1334	1101
Entry HV Adj Factor	0.985	0.985	0.983	0.984
Flow Entry, veh/h	196	65	261	185
Cap Entry, veh/h	1097	1024	1311	1084
V/C Ratio	0.179	0.063	0.199	0.171
Control Delay, s/veh	4.9	4.1	4.4	4.9
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	283	76	565	369
Demand Flow Rate, veh/h	288	77	576	377
Vehicles Circulating, veh/h	399	565	22	376
Vehicles Exiting, veh/h	354	33	665	266
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	5.7	6.9	8.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	288	77	576	377
Cap Entry Lane, veh/h	919	775	1349	940
Entry HV Adj Factor	0.982	0.984	0.981	0.980
Flow Entry, veh/h	283	76	565	369
Cap Entry, veh/h	902	763	1323	922
V/C Ratio	0.314	0.099	0.427	0.401
Control Delay, s/veh	7.4	5.7	6.9	8.5
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	320	90	170	150	270	240	100	440	350	80	170
Future Volume (veh/h)	150	320	90	170	150	270	240	100	440	350	80	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	348	27	185	163	82	261	109	253	380	87	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	547	244	294	436	194	321	381	323	447	267	209
Arrive On Green	0.12	0.15	0.15	0.09	0.12	0.12	0.18	0.20	0.20	0.25	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	1585	1781	973	760
Grp Volume(v), veh/h	163	348	27	185	163	82	261	109	253	380	0	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1585	1781	0	1733
Q Serve(g_s), s	5.2	5.4	0.9	3.0	2.5	2.8	8.3	2.9	8.9	11.9	0.0	4.2
Cycle Q Clear(g_c), s	5.2	5.4	0.9	3.0	2.5	2.8	8.3	2.9	8.9	11.9	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	207	547	244	294	436	194	321	381	323	447	0	475
V/C Ratio(X)	0.79	0.64	0.11	0.63	0.37	0.42	0.81	0.29	0.78	0.85	0.00	0.33
Avail Cap(c_a), veh/h	319	1151	513	560	1090	486	537	669	567	683	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	23.3	21.4	25.9	23.7	23.8	23.1	19.8	22.1	20.9	0.0	17.0
Incr Delay (d2), s/veh	7.0	1.2	0.2	2.2	0.5	1.5	5.0	0.4	4.2	6.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.1	0.3	1.2	1.0	1.0	3.7	1.2	3.3	5.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	24.5	21.6	28.2	24.2	25.3	28.1	20.2	26.3	27.3	0.0	17.4
LnGrp LOS	C	C	C	C	C	C	C	C	C	C		B
Approach Vol, veh/h		538			430			623			535	
Approach Delay, s/veh		26.7			26.1			26.0			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	16.4	9.5	13.5	15.1	20.6	11.3	11.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	21.0	9.5	19.0	17.7	25.8	10.5	18.0
Max Q Clear Time (g_c+I1), s	10.3	10.9	5.0	7.4	10.3	6.2	7.2	4.8
Green Ext Time (p_c), s	0.8	1.1	0.2	1.6	0.5	0.8	0.1	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C

HCM 7th Signalized Intersection Summary
1: Fiddyment Rd/Nelson Ln & Moore Rd

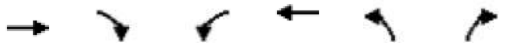
Cumulative Plus Project Conditions
CPP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	350	60	190	180	190	100	640	140	360	610	30
Future Volume (veh/h)	160	350	60	190	180	190	100	640	140	360	610	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	380	16	207	196	128	109	696	59	391	663	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	541	241	251	611	272	141	1009	313	444	1878	583
Arrive On Green	0.12	0.15	0.15	0.14	0.17	0.17	0.08	0.20	0.20	0.25	0.37	0.37
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	174	380	16	207	196	128	109	696	59	391	663	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	6.6	7.0	0.6	7.8	3.4	5.0	4.2	8.8	2.2	14.6	6.5	0.4
Cycle Q Clear(g_c), s	6.6	7.0	0.6	7.8	3.4	5.0	4.2	8.8	2.2	14.6	6.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	541	241	251	611	272	141	1009	313	444	1878	583
V/C Ratio(X)	0.80	0.70	0.07	0.82	0.32	0.47	0.77	0.69	0.19	0.88	0.35	0.02
Avail Cap(c_a), veh/h	316	922	411	321	932	416	311	1399	434	578	2164	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	27.9	25.2	28.9	25.2	25.9	31.3	25.9	23.2	25.0	15.9	14.0
Incr Delay (d2), s/veh	9.1	1.7	0.1	12.7	0.3	1.3	8.6	0.9	0.3	12.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.9	0.2	4.0	1.3	1.8	2.0	3.3	0.8	7.3	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	29.6	25.3	41.7	25.5	27.1	39.9	26.7	23.5	37.0	16.0	14.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		570			531			864			1067	
Approach Delay, s/veh		32.3			32.2			28.1			23.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	18.2	14.3	15.1	10.0	30.0	12.9	16.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	19.0	12.5	18.0	12.1	29.4	12.3	18.2
Max Q Clear Time (g_c+I1), s	16.6	10.8	9.8	9.0	6.2	8.5	8.6	7.0
Green Ext Time (p_c), s	0.7	2.9	0.1	1.5	0.1	4.7	0.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	570	80	140	800	40	100
Future Volume (veh/h)	570	80	140	800	40	100
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	687	96	169	964	48	120
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1081	151	221	2155	213	189
Arrive On Green	0.35	0.35	0.12	0.61	0.12	0.12
Sat Flow, veh/h	3225	437	1781	3647	1781	1585
Grp Volume(v), veh/h	390	393	169	964	48	120
Grp Sat Flow(s),veh/h/ln	1777	1792	1781	1777	1781	1585
Q Serve(g_s), s	6.0	6.0	3.0	4.8	0.8	2.4
Cycle Q Clear(g_c), s	6.0	6.0	3.0	4.8	0.8	2.4
Prop In Lane		0.24	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	613	619	221	2155	213	189
V/C Ratio(X)	0.64	0.64	0.77	0.45	0.23	0.63
Avail Cap(c_a), veh/h	975	983	516	3465	1031	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	9.0	13.9	3.5	13.1	13.8
Incr Delay (d2), s/veh	1.1	1.1	5.5	0.1	0.5	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	1.2	0.2	0.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.1	10.1	19.4	3.6	13.6	17.2
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	783			1133	168	
Approach Delay, s/veh	10.1			6.0	16.2	
Approach LOS	B			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	8.4	8.6	15.8		24.4
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	19.0	9.5	18.0		32.0
Max Q Clear Time (g_c+I1), s	4.4	5.0	8.0		6.8
Green Ext Time (p_c), s	0.4	0.2	3.3		7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	130	110	210	130	90
Future Vol, veh/h	140	130	110	210	130	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	151	140	118	226	140	97
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay, s/veh	11.8	11.3	10.5
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	52%	0%	100%	0%
Vol Thru, %	48%	34%	0%	0%
Vol Right, %	0%	66%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	320	130	90
LT Vol	140	0	130	0
Through Vol	130	110	0	0
RT Vol	0	210	0	90
Lane Flow Rate	290	344	140	97
Geometry Grp	2	2	5	5
Degree of Util (X)	0.412	0.438	0.256	0.145
Departure Headway (Hd)	5.108	4.587	6.603	5.387
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	697	774	548	670
Service Time	3.202	2.673	4.303	3.087
HCM Lane V/C Ratio	0.416	0.444	0.255	0.145
HCM Control Delay, s/veh	11.8	11.3	11.6	9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2	2.2	1	0.5

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	250	10	10	310	20	0	0	10	10	10	10
Future Vol, veh/h	10	250	10	10	310	20	0	0	10	10	10	10
Conflicting Peds, #/hr	0	0	4	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	269	11	11	333	22	0	0	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	284	0	0	660	678	278	658	673	346
Stage 1	-	-	-	-	-	-	300	300	-	368	368	-
Stage 2	-	-	-	-	-	-	360	378	-	290	305	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1196	-	-	1273	-	-	375	373	758	376	376	695
Stage 1	-	-	-	-	-	-	707	664	-	650	620	-
Stage 2	-	-	-	-	-	-	656	613	-	715	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	1268	-	-	350	363	755	362	365	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	350	363	-	362	365	-
Stage 1	-	-	-	-	-	-	697	654	-	642	612	-
Stage 2	-	-	-	-	-	-	628	606	-	698	651	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	0.23	9.83	14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	66	-	-	52	-	-	432
HCM Lane V/C Ratio	0.014	0.009	-	-	0.008	-	-	0.075
HCM Ctrl Dly (s/v)	9.8	8	0	-	7.9	0	-	14
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	20	90	10	0	20	320	140	10	250	10
Future Vol, veh/h	0	10	20	90	10	0	20	320	140	10	250	10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	20	92	10	0	20	327	143	10	255	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	10.1	14.3	10.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	90%	4%
Vol Thru, %	67%	33%	10%	93%
Vol Right, %	29%	67%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	480	30	100	270
LT Vol	20	0	90	10
Through Vol	320	10	10	250
RT Vol	140	20	0	10
Lane Flow Rate	490	31	102	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.607	0.047	0.168	0.369
Departure Headway (Hd)	4.465	5.53	5.944	4.826
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	651	607	738
Service Time	2.527	3.533	3.945	2.902
HCM Lane V/C Ratio	0.61	0.048	0.168	0.374
HCM Control Delay, s/veh	14.3	8.8	10.1	10.7
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	4.2	0.1	0.6	1.7

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	10	480	30	10	360
Future Vol, veh/h	30	10	480	30	10	360
Conflicting Peds, #/hr	0	0	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	10	500	31	10	375

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	916	521	0	0	536	0
Stage 1	521	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	302	556	-	-	1032	-
Stage 1	596	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	297	553	-	-	1027	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.23	0	0.23
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	49	-
HCM Lane V/C Ratio	-	-	0.124	0.01	-
HCM Ctrl Dly (s/v)	-	-	17.2	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	690	1060	510	370	10
Future Volume (veh/h)	10	690	1060	510	370	10
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	750	1152	354	402	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	25	2202	1801	803	633	290
Arrive On Green	0.01	0.62	0.51	0.51	0.18	0.18
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	11	750	1152	354	402	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	0.3	4.6	10.8	6.5	4.9	0.3
Cycle Q Clear(g_c), s	0.3	4.6	10.8	6.5	4.9	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	25	2202	1801	803	633	290
V/C Ratio(X)	0.43	0.34	0.64	0.44	0.64	0.04
Avail Cap(c_a), veh/h	410	3931	2764	1233	3066	1406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	4.2	8.2	7.1	17.2	15.3
Incr Delay (d2), s/veh	11.2	0.1	0.4	0.4	1.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	2.8	1.5	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.5	4.3	8.6	7.5	18.3	15.4
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		761	1506		413	
Approach Delay, s/veh		4.7	8.3		18.2	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			32.8		12.9	5.2	27.6
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			50.5		40.5	10.5	35.5
Max Q Clear Time (g_c+I1), s			6.6		6.9	2.3	12.8
Green Ext Time (p_c), s			5.6		1.5	0.0	10.3

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	780	40	530	1470	60	40	10	370	50	10	0
Future Volume (veh/h)	10	780	40	530	1470	60	40	10	370	50	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	839	13	570	1581	47	43	11	103	54	11	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1238	539	659	1783	970	183	47	505	178	36	190
Arrive On Green	0.03	0.35	0.35	0.19	0.50	0.50	0.13	0.13	0.13	0.12	0.12	0.00
Sat Flow, veh/h	1781	3554	1546	3456	3554	1556	1432	366	1585	1492	304	1585
Grp Volume(v), veh/h	11	839	13	570	1581	47	54	0	103	65	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1546	1728	1777	1556	1799	0	1585	1796	0	1585
Q Serve(g_s), s	0.6	18.5	0.5	14.7	36.7	1.1	2.5	0.0	4.4	3.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	18.5	0.5	14.7	36.7	1.1	2.5	0.0	4.4	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.80		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	47	1238	539	659	1783	970	230	0	505	215	0	190
V/C Ratio(X)	0.23	0.68	0.02	0.86	0.89	0.05	0.23	0.00	0.20	0.30	0.00	0.00
Avail Cap(c_a), veh/h	194	1522	662	943	2067	1095	272	0	542	918	0	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.8	25.6	19.7	36.1	20.6	6.8	36.0	0.0	22.8	37.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.9	0.0	4.4	4.2	0.0	0.4	0.0	0.1	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.6	0.2	6.4	14.8	0.5	1.1	0.0	1.6	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	26.5	19.7	40.5	24.7	6.8	36.4	0.0	23.0	37.6	0.0	0.0
LnGrp LOS	D	C	B	D	C	A	D		C	D		
Approach Vol, veh/h		863			2198			157			65	
Approach Delay, s/veh		26.6			28.4			27.6			37.6	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	16.9	8.0	51.6	15.5	22.0	37.6
Change Period (Y+Rc), s	5.1	5.5	5.5	4.5	4.5	5.5
Max Green Setting (Gmax), s	13.9	10.0	53.5	47.0	25.1	39.4
Max Q Clear Time (g_c+I1), s	6.4	2.6	38.7	5.0	16.7	20.5
Green Ext Time (p_c), s	0.2	0.0	7.4	0.3	0.8	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	510	690	0	1900	550	0	0	0	400	0	160
Future Volume (veh/h)	0	510	690	0	1900	550	0	0	0	400	0	160
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	560	462	0	2088	0				440	0	151
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	961	793	0	2686					506	0	450
Arrive On Green	0.00	0.53	0.53	0.00	0.53	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	1921	1507	0	5274	1585				1781	0	1585
Grp Volume(v), veh/h	0	545	477	0	2088	0				440	0	151
Grp Sat Flow(s),veh/h/ln	0	1777	1557	0	1702	1585				1781	0	1585
Q Serve(g_s), s	0.0	11.1	11.2	0.0	17.5	0.0				12.5	0.0	4.0
Cycle Q Clear(g_c), s	0.0	11.1	11.2	0.0	17.5	0.0				12.5	0.0	4.0
Prop In Lane	0.00		0.97	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	935	819	0	2686					506	0	450
V/C Ratio(X)	0.00	0.58	0.58	0.00	0.78					0.87	0.00	0.34
Avail Cap(c_a), veh/h	0	1088	954	0	3127					579	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.6	8.6	0.0	10.1	0.0				18.1	0.0	15.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.9	0.0				11.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	2.7	0.0	4.6	0.0				5.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.8	8.9	0.0	11.0	0.0				29.2	0.0	15.2
LnGrp LOS		A	A		B					C		B
Approach Vol, veh/h		1022			2088						591	
Approach Delay, s/veh		8.9			11.0						25.6	
Approach LOS		A			B						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	33.4	19.8	33.4
Change Period (Y+Rc), s	5.4	4.7	5.4
Max Green Setting (Gmax), s	32.6	17.3	32.6
Max Q Clear Time (g_c+I1), s	13.2	14.5	19.5
Green Ext Time (p_c), s	4.5	0.6	8.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	810	0	0	1370	380	1080	0	700	0	0	0
Future Volume (veh/h)	90	810	0	0	1370	380	1080	0	700	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	102	920	0	0	1557	0	1227	0	597			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	134	1738	0	0	1785		1364	0	1214			
Arrive On Green	0.08	0.49	0.00	0.00	0.35	0.00	0.38	0.00	0.38			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	3563	0	3170			
Grp Volume(v), veh/h	102	920	0	0	1557	0	1227	0	597			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	4.7	15.0	0.0	0.0	24.1	0.0	27.3	0.0	12.1			
Cycle Q Clear(g_c), s	4.7	15.0	0.0	0.0	24.1	0.0	27.3	0.0	12.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	134	1738	0	0	1785		1364	0	1214			
V/C Ratio(X)	0.76	0.53	0.00	0.00	0.87		0.90	0.00	0.49			
Avail Cap(c_a), veh/h	148	1795	0	0	1914		1546	0	1376			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.2	14.8	0.0	0.0	25.7	0.0	24.5	0.0	19.8			
Incr Delay (d2), s/veh	15.8	0.1	0.0	0.0	4.2	0.0	6.4	0.0	0.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	5.4	0.0	0.0	9.6	0.0	11.6	0.0	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	15.0	0.0	0.0	29.9	0.0	30.9	0.0	19.9			
LnGrp LOS	D	B			C		C		B			
Approach Vol, veh/h		1022			1557			1824				
Approach Delay, s/veh		18.9			29.9			27.3				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		46.6			11.8	34.9		37.7				
Change Period (Y+Rc), s		5.4			5.4	* 5.4		5.4				
Max Green Setting (Gmax), s		42.6			7.0	* 32		36.6				
Max Q Clear Time (g_c+I1), s		17.0			6.7	26.1		29.3				
Green Ext Time (p_c), s		4.3			0.0	3.4		2.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.3									
HCM 7th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	50	310	300	90	120	320	980	120	100	1160	30
Future Volume (veh/h)	30	50	310	300	90	120	320	980	120	100	1160	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	54	222	210	255	18	344	1054	45	108	1247	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	357	62	255	295	310	263	368	2066	620	293	1443	441
Arrive On Green	0.20	0.20	0.20	0.16	0.16	0.16	0.21	0.40	0.40	0.08	0.28	0.28
Sat Flow, veh/h	1795	312	1282	1795	1885	1598	1795	5147	1545	3483	5147	1571
Grp Volume(v), veh/h	32	0	276	210	255	18	344	1054	45	108	1247	7
Grp Sat Flow(s),veh/h/ln	1795	0	1594	1795	1885	1598	1795	1716	1545	1742	1716	1571
Q Serve(g_s), s	1.9	0.0	21.4	14.1	16.7	1.2	24.1	19.7	2.3	3.7	29.4	0.4
Cycle Q Clear(g_c), s	1.9	0.0	21.4	14.1	16.7	1.2	24.1	19.7	2.3	3.7	29.4	0.4
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	0	317	295	310	263	368	2066	620	293	1443	441
V/C Ratio(X)	0.09	0.00	0.87	0.71	0.82	0.07	0.93	0.51	0.07	0.37	0.86	0.02
Avail Cap(c_a), veh/h	633	0	562	633	664	563	401	2260	678	303	1559	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	0.0	49.6	50.5	51.6	45.1	49.9	28.8	23.6	55.3	43.6	33.2
Incr Delay (d2), s/veh	0.1	0.0	7.4	3.2	5.4	0.1	26.8	0.2	0.0	0.3	5.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	9.3	6.7	8.4	0.5	13.3	7.9	0.8	1.6	12.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.9	0.0	57.0	53.7	57.0	45.2	76.7	29.0	23.6	55.6	48.7	33.2
LnGrp LOS	D		E	D	E	D	E	C	C	E	D	C
Approach Vol, veh/h		308			483			1443			1362	
Approach Delay, s/veh		55.4			55.1			40.2			49.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	56.9		25.6	30.7	41.4		30.0
Change Period (Y+Rc), s	4.5	5.6		4.6	4.5	5.6		4.6
Max Green Setting (Gmax), s	11.1	56.1		45.0	28.5	38.7		45.0
Max Q Clear Time (g_c+I1), s	5.7	21.7		18.7	26.1	31.4		23.4
Green Ext Time (p_c), s	0.1	8.6		2.3	0.2	4.4		2.0

Intersection Summary		
HCM 7th Control Delay, s/veh	46.9	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	330	230	490	410	80	280	520	290	130	520	70
Future Volume (veh/h)	50	330	230	490	410	80	280	520	290	130	520	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	355	0	527	441	55	301	559	206	140	559	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	700		619	1051	462	453	841	369	430	818	356
Arrive On Green	0.08	0.20	0.00	0.18	0.30	0.30	0.13	0.24	0.24	0.12	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	3456	3554	1561	3456	3554	1560	3456	3554	1546
Grp Volume(v), veh/h	54	355	0	527	441	55	301	559	206	140	559	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1561	1728	1777	1560	1728	1777	1546
Q Serve(g_s), s	2.2	6.8	0.0	11.2	7.6	2.0	6.3	10.9	8.8	2.8	10.9	0.8
Cycle Q Clear(g_c), s	2.2	6.8	0.0	11.2	7.6	2.0	6.3	10.9	8.8	2.8	10.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	700		619	1051	462	453	841	369	430	818	356
V/C Ratio(X)	0.38	0.51		0.85	0.42	0.12	0.66	0.66	0.56	0.33	0.68	0.06
Avail Cap(c_a), veh/h	351	1633		681	1633	718	1134	1867	819	681	1867	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	27.3	0.0	30.3	21.6	19.6	31.5	26.3	25.6	30.4	26.8	22.9
Incr Delay (d2), s/veh	1.6	0.6	0.0	9.4	0.3	0.1	1.7	0.9	1.3	0.4	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.7	0.0	5.2	2.9	0.7	2.6	4.4	3.2	1.1	4.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	27.9	0.0	39.7	21.8	19.7	33.2	27.2	26.9	30.9	27.8	22.9
LnGrp LOS	C	C		D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		409			1023			1066			720	
Approach Delay, s/veh		28.8			30.9			28.8			28.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	20.5	14.5	23.0	10.6	28.0	14.0	23.5
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	13.5	35.0	25.0	40.0	15.0	35.0	15.0	40.0
Max Q Clear Time (g_c+I1), s	13.2	8.8	8.3	12.9	4.2	9.6	4.8	12.9
Green Ext Time (p_c), s	0.4	2.2	0.9	3.8	0.1	3.0	0.3	4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
15: Nelson Ln & SR 65 NB Ramp

Cumulative Plus Project Conditions
CPP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	560	0	1090	0	1040	310	0	1390	760
Future Volume (veh/h)	0	0	0	560	0	1090	0	1040	310	0	1390	760
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				406	0	1391	0	1130	0	0	1511	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				836	0	1488	0	1853		0	1853	
Arrive On Green				0.47	0.00	0.47	0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h				1781	0	3170	0	5274	1585	0	5274	1585
Grp Volume(v), veh/h				406	0	1391	0	1130	0	0	1511	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1702	1585	0	1702	1585
Q Serve(g_s), s				8.4	0.0	22.3	0.0	9.7	0.0	0.0	14.4	0.0
Cycle Q Clear(g_c), s				8.4	0.0	22.3	0.0	9.7	0.0	0.0	14.4	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				836	0	1488	0	1853		0	1853	
V/C Ratio(X)				0.49	0.00	0.93	0.00	0.61		0.00	0.82	
Avail Cap(c_a), veh/h				846	0	1505	0	1949		0	1949	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				9.8	0.0	13.5	0.0	14.0	0.0	0.0	15.5	0.0
Incr Delay (d2), s/veh				0.4	0.0	11.1	0.0	0.5	0.0	0.0	2.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	8.0	0.0	3.1	0.0	0.0	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				10.2	0.0	24.5	0.0	14.5	0.0	0.0	18.2	0.0
LnGrp LOS				B		C		B			B	
Approach Vol, veh/h					1797			1130			1511	
Approach Delay, s/veh					21.3			14.5			18.2	
Approach LOS					C			B			B	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	24.0		24.0		29.7	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	20.5		20.5		25.5	
Max Q Clear Time (g_c+I1), s	11.7		16.4		24.3	
Green Ext Time (p_c), s	4.7		3.1		0.9	

Intersection Summary		
HCM 7th Control Delay, s/veh	18.5	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	990	0	0	0	0	1280	1050	0	1410	480
Future Volume (veh/h)	130	0	990	0	0	0	0	1280	1050	0	1410	480
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	141	0	1066				0	1391	0	0	1533	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	1013	0	902				0	1627		0	1627	
Arrive On Green	0.57	0.00	0.57				0.00	0.32	0.00	0.00	0.32	0.00
Sat Flow, veh/h	1781	0	1585				0	5274	1585	0	5274	1585
Grp Volume(v), veh/h	141	0	1066				0	1391	0	0	1533	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	0	1702	1585
Q Serve(g_s), s	3.0	0.0	45.5				0.0	20.4	0.0	0.0	23.4	0.0
Cycle Q Clear(g_c), s	3.0	0.0	45.5				0.0	20.4	0.0	0.0	23.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1013	0	902				0	1627		0	1627	
V/C Ratio(X)	0.14	0.00	1.18				0.00	0.86		0.00	0.94	
Avail Cap(c_a), veh/h	1013	0	902				0	1628		0	1628	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	17.2				0.0	25.5	0.0	0.0	26.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	93.4				0.0	4.7	0.0	0.0	11.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	36.4				0.0	8.2	0.0	0.0	10.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	0.0	110.6				0.0	30.2	0.0	0.0	38.0	0.0
LnGrp LOS	A		F					C			D	
Approach Vol, veh/h		1207						1391			1533	
Approach Delay, s/veh		98.6						30.2			38.0	
Approach LOS		F						C			D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	30.0	50.0	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	45.5	25.5
Max Q Clear Time (g_c+I1), s	22.4	47.5	25.4
Green Ext Time (p_c), s	2.3	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	53.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	26.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	190	540	110	170	430	0	70	10	110	0	10	120
Future Vol, veh/h	190	540	110	170	430	0	70	10	110	0	10	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	587	120	185	467	0	76	11	120	0	11	130
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	35.7	19.5	17.1	18.4
HCM LOS	E	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	8%	0%	100%	62%	0%	100%	100%	100%	8%
Vol Right, %	0%	92%	0%	0%	38%	0%	0%	0%	0%	92%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	120	190	360	290	170	215	215	0	130
LT Vol	70	0	190	0	0	170	0	0	0	0
Through Vol	0	10	0	360	180	0	215	215	0	10
RT Vol	0	110	0	0	110	0	0	0	0	120
Lane Flow Rate	76	130	207	391	315	185	234	234	0	141
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.227	0.346	0.504	0.898	0.7	0.479	0.572	0.456	0	0.381
Departure Headway (Hd)	10.731	9.558	8.781	8.266	7.992	9.332	8.815	7.025	10.369	9.71
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	334	376	411	438	451	386	409	512	0	369
Service Time	8.52	7.348	6.542	6.027	5.753	7.1	6.583	4.791	8.159	7.5
HCM Lane V/C Ratio	0.228	0.346	0.504	0.893	0.698	0.479	0.572	0.457	0	0.382
HCM Control Delay, s/veh	16.7	17.4	20.2	50.5	27.5	20.4	22.8	15.6	13.2	18.4
HCM Lane LOS	C	C	C	F	D	C	C	C	N	C
HCM 95th-tile Q	0.9	1.5	2.7	9.6	5.3	2.5	3.5	2.4	0	1.7

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	100	20	20	60	60	10	110	30	40	90	60
Future Vol, veh/h	80	100	20	20	60	60	10	110	30	40	90	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	109	22	22	65	65	11	120	33	43	98	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.3	9.6	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	40%	14%	21%
Vol Thru, %	73%	50%	43%	47%
Vol Right, %	20%	10%	43%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	200	140	190
LT Vol	10	80	20	40
Through Vol	110	100	60	90
RT Vol	30	20	60	60
Lane Flow Rate	163	217	152	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.227	0.305	0.207	0.282
Departure Headway (Hd)	5.007	5.048	4.899	4.91
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	704	723	723
Service Time	3.101	3.139	2.997	2.999
HCM Lane V/C Ratio	0.23	0.308	0.21	0.286
HCM Control Delay, s/veh	9.6	10.4	9.3	10
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	1.3	0.8	1.2

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	76	44	282	142
Demand Flow Rate, veh/h	77	45	288	144
Vehicles Circulating, veh/h	167	244	33	123
Vehicles Exiting, veh/h	100	77	211	166
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.8	4.6	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	77	45	288	144
Cap Entry Lane, veh/h	1164	1076	1334	1217
Entry HV Adj Factor	0.987	0.978	0.980	0.985
Flow Entry, veh/h	76	44	282	142
Cap Entry, veh/h	1149	1052	1307	1199
V/C Ratio	0.066	0.042	0.216	0.118
Control Delay, s/veh	3.7	3.8	4.6	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Intersection Delay, s/veh	5.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	142	54	467	207
Demand Flow Rate, veh/h	144	55	477	211
Vehicles Circulating, veh/h	244	410	22	188
Vehicles Exiting, veh/h	155	89	366	277
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.6	6.0	4.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	144	55	477	211
Cap Entry Lane, veh/h	1076	908	1349	1139
Entry HV Adj Factor	0.985	0.978	0.979	0.981
Flow Entry, veh/h	142	54	467	207
Cap Entry, veh/h	1059	888	1320	1118
V/C Ratio	0.134	0.061	0.354	0.185
Control Delay, s/veh	4.6	4.6	6.0	4.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	1

HCM 7th Signalized Intersection Summary
21: Liberty Parkway & Ferrari Ranch Rd

Cumulative Plus Project Conditions
CPP PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	200	320	500	310	240	200	60	310	170	60	100
Future Volume (veh/h)	130	200	320	500	310	240	200	60	310	170	60	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	217	121	543	337	90	217	65	117	185	65	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	420	187	671	750	334	264	567	481	230	314	184
Arrive On Green	0.10	0.12	0.12	0.19	0.21	0.21	0.15	0.30	0.30	0.13	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	1870	1585	1781	1107	647
Grp Volume(v), veh/h	141	217	121	543	337	90	217	65	117	185	0	103
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1870	1585	1781	0	1754
Q Serve(g_s), s	5.4	4.0	5.1	10.6	5.8	3.3	8.3	1.8	3.9	7.1	0.0	3.1
Cycle Q Clear(g_c), s	5.4	4.0	5.1	10.6	5.8	3.3	8.3	1.8	3.9	7.1	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	181	420	187	671	750	334	264	567	481	230	0	498
V/C Ratio(X)	0.78	0.52	0.65	0.81	0.45	0.27	0.82	0.11	0.24	0.81	0.00	0.21
Avail Cap(c_a), veh/h	372	908	405	907	1100	490	392	567	481	367	0	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.9	29.2	29.6	27.1	24.2	23.2	29.1	17.7	18.5	29.8	0.0	19.2
Incr Delay (d2), s/veh	7.2	1.0	3.7	4.0	0.4	0.4	8.5	0.4	1.2	6.7	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.7	2.0	4.4	2.3	1.2	4.0	0.8	1.5	3.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.0	30.1	33.3	31.2	24.6	23.7	37.6	18.1	19.7	36.5	0.0	20.1
LnGrp LOS	D	C	C	C	C	C	D	B	B	D		C
Approach Vol, veh/h		479			970			399			288	
Approach Delay, s/veh		33.3			28.2			29.2			30.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	25.9	18.2	12.8	14.9	24.5	11.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.1	21.0	18.5	18.0	15.5	20.0	14.7	21.8
Max Q Clear Time (g_c+I1), s	9.1	5.9	12.6	7.1	10.3	5.1	7.4	7.8
Green Ext Time (p_c), s	0.2	0.6	1.1	1.2	0.3	0.4	0.2	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C

Appendix F. Moore Rd / Ferrari Ranch Rd / Shallus Blvd Safety and Operations Results

Safety Performance for Intersection Control Evaluation

Project Information

Project Name:	Village 7B Specific Plan Amendment
Intersection:	Moore Road / Ferrari Ranch Road / Shallus Boulevard
Agency:	
Project Reference:	RS25-4413
City:	Lincoln
State:	California
Date:	3/2/2026
Analyst:	
Use this button to clear all inputs/outputs and reset the tool to its initial defaults	Load Cap-X / Reset SPICE Tool

SPICE
Safety Performance for Intersection Control Evaluation

Safety Performance for Intersection Control Evaluation

Control Strategy Selection

Intersection Type	At-Grade Intersections	(Select from Dropdown)
Analysis Year	Opening Year Only	(Select from Dropdown)
Opening Year	2050	
Design Year		
Facility Type	On Urban and Suburban Arterial	(Select from Dropdown)
Facility Secondary Type (For Roundabouts Only)	Suburban	(Select from Dropdown)
Number of Legs	4-leg	(Select from Dropdown)
Opening Year – Major Road AADT	13,450	
Opening Year – Minor Road AADT	4,200	
Design Year – Major Road AADT		Enable "Opening and Design Year" above to input Design Year AADTs
Design Year – Minor Road AADT		

Note: The CMFs associated with roundabouts differentiate between urban and suburban areas, while the SPFs and CMFs for all other intersections do not.

Control Strategy	Include	Base Intersection
Traffic Signal	Yes	--
Traffic Signal (Alternative Configuration)	No	--
Minor Road Stop	Yes	--
All-Way Stop (No SPF/CMF Available)	Yes	--
1-Lane Roundabout	No	
2-Lane Roundabout	Yes	Traffic Signal
Displaced Left-Turn (DLT)	No	Traffic Signal
Median U-Turn (MUT)	No	Traffic Signal
Signalized Restricted Crossing U-Turn (RCUT)	No	Traffic Signal
Unsignalized Restricted Crossing U-Turn (RCU	No	Minor Road Stop
Continuous Green-T (CGT) Intersection	No	Traffic Signal
Jughandle	No	Traffic Signal
Other 1	No	Traffic Signal
Other 2	No	Minor Road Stop

If the input AADT exceeds the range of the data used to develop one or more of the SPFs, the resulting predictions should be used with caution.

Safety Performance for Intersection Control Evaluation

At-Grade Intersection Inputs

Control Strategy

Input		Traffic Signal	Minor Road Stop	All Way Stop	2-lane Roundabout	
Number of Approaches with Left-Turn Lanes	Additional Required Control Strategy Inputs	4		4		Do not include stop controlled approaches for minor stop
Number of Approaches with Right-Turn Lanes		0		0		
Number of Uncontrolled Approaches with Left-Turn Lanes			1			
Number of Uncontrolled Approaches with Right-Turn Lanes			1			

Keep default values below here for planning-level analysis, override with actual values for full HSM Analysis.

	Highway Safety Manual Part C CMF Inputs					
Skew Angle	A yellow cell indicates the value may be used in the SPF computation	N/A		N/A	CMF - No Inputs Required	All yellow cells will be automatically populated by a macro. If users want to do a planning-level analysis, they can leave the automatic inputs as-is
Lighting Present		Yes	Yes	Yes		
# of Approaches Permissive LT Signal Phasing		0				
# of Approaches Permissive/Protected LT Signal Phasing		0				
# of Approaches Protected LT Signal Phasing		4				
Number of Approaches with Right-Turn-on-Red Prohibited		0				
Red Light Cameras Present		No				
Pedestrian Volume by Activity Level		Low (50)				
User-Specified Sum of all daily pedestrian crossing volumes						
Max # of Lanes Crossed by Pedestrians		5				
Number of Bus Stops within 1000 ft of Intersection		0				
Schools within 1000 ft of intersection		Yes				
Number of Alcohol Sales Establishments within 1000 ft of Intersection		0				

Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Village 7B Specific Plan Amendment	**Intersection Type**	At-Grade Intersections
Intersection:	Moore Road / Ferrari Ranch Road / Shallus Boulevard	**Opening Year**	2050
Agency:		**Design Year**	--
Project Reference:	RS25-4413	**Facility Type**	On Urban and Suburban Arterial
City:	Lincoln	**Number of Legs**	4-leg
State:	California		
Date:	3/2/2026		
Analyst:			

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	AADT Within Prediction Range?
2-lane Roundabout	Total	1.43	--	--	N/A
	Fatal & Injury	0.23	--	--	
Minor Road Stop	Total	1.77	--	--	Yes
	Fatal & Injury	0.71	--	--	
All Way Stop	Total	No SPF	--	--	N/A
	Fatal & Injury	No SPF	--	--	
Traffic Signal	Total	1.57	--	--	Yes
	Fatal & Injury	0.53	--	--	

Fehr & Peers

Major Street	Ferrari Ranch Rd
Minor Street	Moore Rd/Shallus Blvd

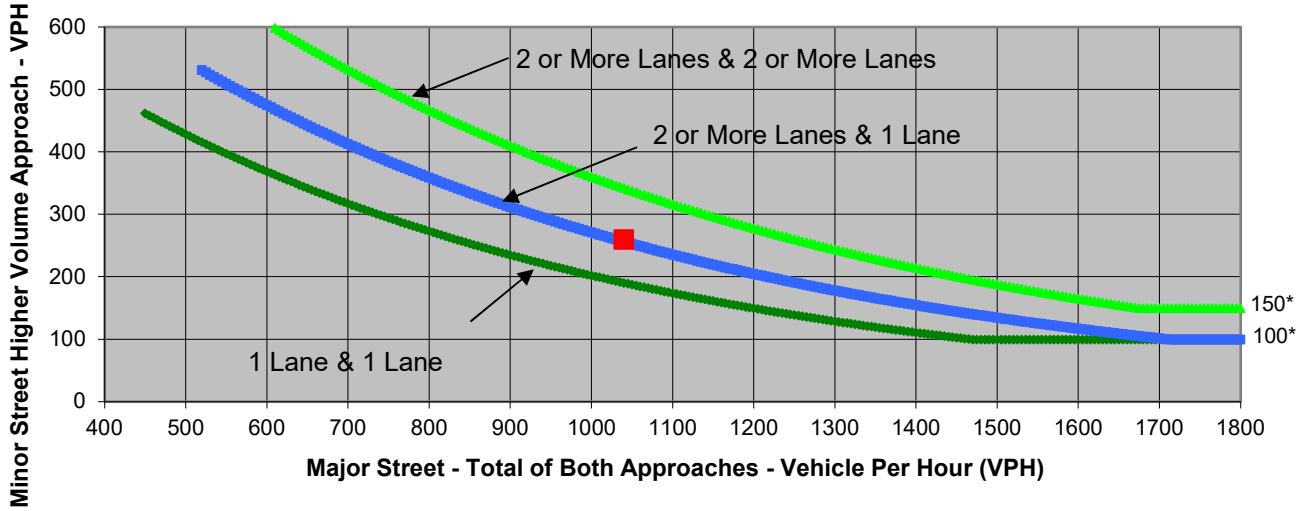
Project	Lincoln Village 7 Specific Plan Amend
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	80	0	50	60
Through	10	10	400	500
Right	170	140	30	0
Total	260	150	480	560

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ferrari Ranch Rd	Moore Rd/Shallus Blvd	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,040**	**260**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Fehr & Peers

Project	Lincoln Village 7 Specific Plan Amend
Major Street	Ferrari Ranch Rd
Scenario	Cumulative Plus Project Conditions
Minor Street	Moore Rd/Shallus Blvd
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	80	0	50	60
Through	10	10	400	500
Right	170	140	30	0
Total	260	150	480	560

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	30.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	260

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**2.2**	**260**	**1,450**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

Fehr & Peers

Major Street	Ferrari Ranch Rd
Minor Street	Moore Rd/Shallus Blvd

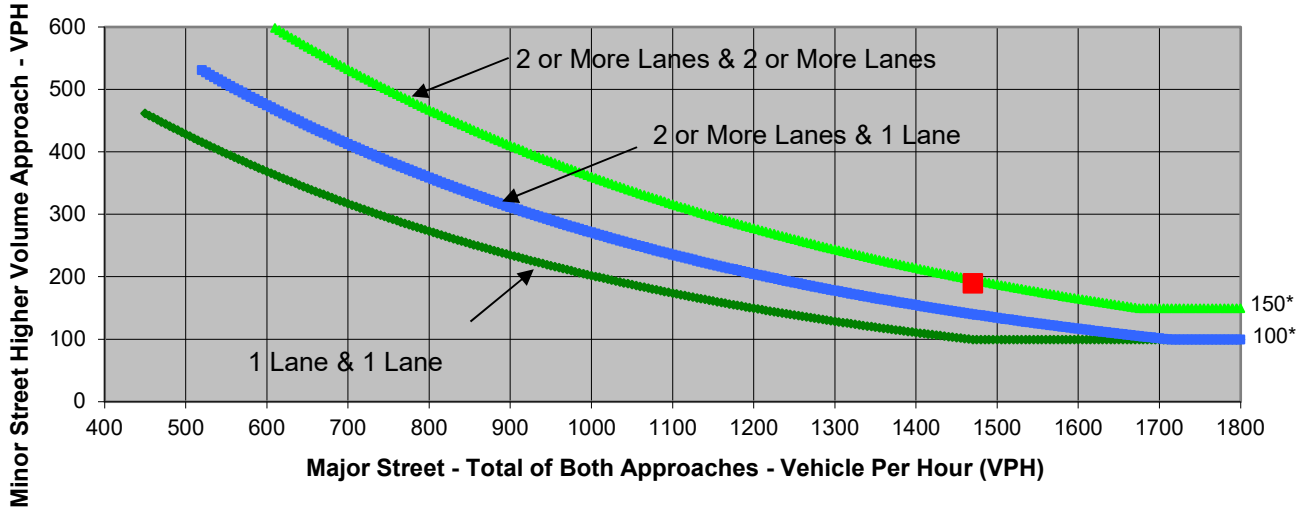
Project	Lincoln Village 7 Specific Plan Amend
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	70	0	190	170
Through	10	10	610	390
Right	110	120	110	0
Total	190	130	910	560

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Ferrari Ranch Rd	Moore Rd/Shallus Blvd	
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,470**	**190**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Fehr & Peers

Major Street	Ferrari Ranch Rd
Minor Street	Moore Rd/Shallus Blvd

Project	Lincoln Village 7 Specific Plan Amend
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	70	0	190	170
Through	10	10	540	430
Right	110	120	110	0
Total	190	130	840	600

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	428.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	190

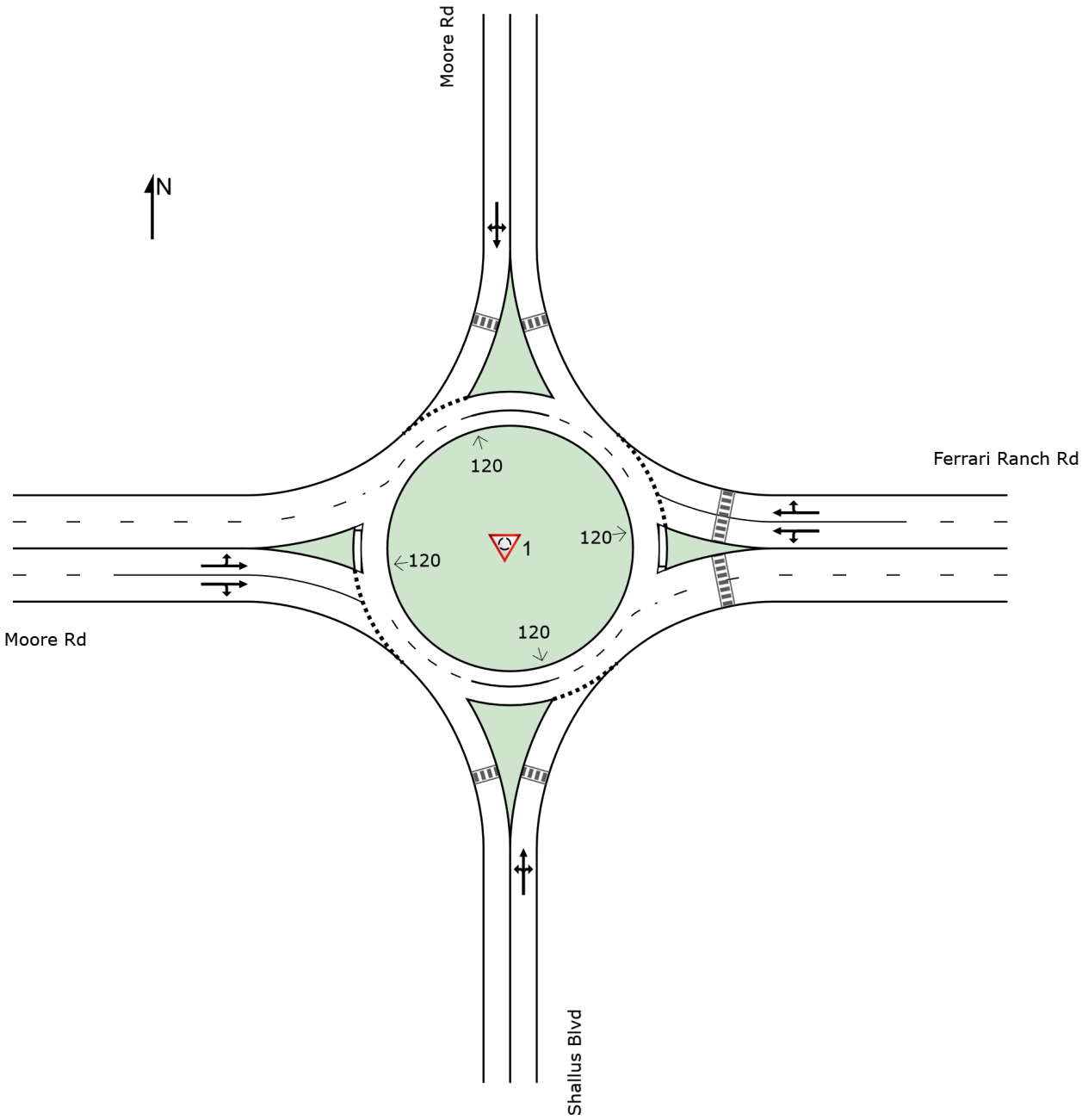
Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**22.6**	**190**	**1,760**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

SITE LAYOUT

Lincoln Village 7 Specific Plan Amendment
Moore Rd/Shallus Blvd/Ferrari Ranch Rd

Site Category: Intersection Improvements
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\fpbox\Box\-Projects\RS-Projects\2025 Projects\4413.00_Lincoln_Village_7\Analysis\Sidra 9.1\Moore_Shallus_Roundabout.sip9

MOVEMENT SUMMARY

Lincoln Village 7 Specific Plan Amendment
Moore Rd/Shallus Blvd/Ferrari Ranch Rd

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

AM Peak Hour
Site Category: Intersection Improvements
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Shallus Blvd															
3	L2	All MCs	87	2.0	87	2.0	0.323	7.6	LOS A	1.4	36.2	0.58	0.46	0.58	25.8
8	T1	All MCs	11	2.0	11	2.0	0.323	7.6	LOS A	1.4	36.2	0.58	0.46	0.58	26.2
18	R2	All MCs	185	2.0	185	2.0	0.323	7.6	LOS A	1.4	36.2	0.58	0.46	0.58	26.1
Approach			283	2.0	283	2.0	0.323	7.6	LOS A	1.4	36.2	0.58	0.46	0.58	26.0
East: Ferrari Ranch Rd															
1	L2	All MCs	65	2.0	65	2.0	0.258	5.3	LOS A	1.3	34.3	0.36	0.19	0.36	32.9
6	T1	All MCs	543	2.0	543	2.0	0.258	5.3	LOS A	1.3	34.3	0.36	0.19	0.36	34.1
16	R2	All MCs	1	2.0	1	2.0	0.258	5.3	LOS A	1.3	34.3	0.36	0.19	0.36	34.0
Approach			610	2.0	610	2.0	0.258	5.3	LOS A	1.3	34.3	0.36	0.19	0.36	34.0
North: Moore Rd															
7	L2	All MCs	1	2.0	1	2.0	0.232	7.8	LOS A	0.9	23.2	0.62	0.55	0.62	26.2
4	T1	All MCs	11	2.0	11	2.0	0.232	7.8	LOS A	0.9	23.2	0.62	0.55	0.62	26.6
14	R2	All MCs	152	2.0	152	2.0	0.232	7.8	LOS A	0.9	23.2	0.62	0.55	0.62	26.5
Approach			164	2.0	164	2.0	0.232	7.8	LOS A	0.9	23.2	0.62	0.55	0.62	26.5
West: Moore Rd															
5	L2	All MCs	54	2.0	54	2.0	0.203	4.4	LOS A	1.0	26.2	0.23	0.09	0.23	27.3
2	T1	All MCs	435	2.0	435	2.0	0.203	4.4	LOS A	1.0	26.2	0.23	0.09	0.23	27.8
12	R2	All MCs	33	2.0	33	2.0	0.203	4.4	LOS A	1.0	26.2	0.23	0.09	0.23	27.8
Approach			522	2.0	522	2.0	0.203	4.4	LOS A	1.0	26.2	0.23	0.09	0.23	27.8
All Vehicles			1578	2.0	1578	2.0	0.323	5.7	LOS A	1.4	36.2	0.38	0.24	0.38	29.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6 Extended.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Extended Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Lincoln Village 7 Specific Plan Amendment
Moore Rd/Shallus Blvd/Ferrari Ranch Rd

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

PM Peak Hour
Site Category: Intersection Improvements
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Shallus Blvd															
3	L2	All MCs	76	2.0	76	2.0	0.334	10.4	LOS B	1.5	37.5	0.69	0.68	0.78	25.0
8	T1	All MCs	11	2.0	11	2.0	0.334	10.4	LOS B	1.5	37.5	0.69	0.68	0.78	25.3
18	R2	All MCs	120	2.0	120	2.0	0.334	10.4	LOS B	1.5	37.5	0.69	0.68	0.78	25.2
Approach			207	2.0	207	2.0	0.334	10.4	LOS B	1.5	37.5	0.69	0.68	0.78	25.1
East: Ferrari Ranch Rd															
1	L2	All MCs	185	2.0	185	2.0	0.319	6.7	LOS A	1.6	41.7	0.51	0.34	0.51	31.3
6	T1	All MCs	467	2.0	467	2.0	0.319	6.7	LOS A	1.6	41.7	0.51	0.34	0.51	33.2
16	R2	All MCs	1	2.0	1	2.0	0.319	6.7	LOS A	1.6	41.7	0.51	0.34	0.51	33.3
Approach			653	2.0	653	2.0	0.319	6.7	LOS A	1.6	41.7	0.51	0.34	0.51	32.6
North: Moore Rd															
7	L2	All MCs	1	2.0	1	2.0	0.214	8.0	LOS A	0.8	21.5	0.64	0.57	0.64	26.2
4	T1	All MCs	11	2.0	11	2.0	0.214	8.0	LOS A	0.8	21.5	0.64	0.57	0.64	26.5
14	R2	All MCs	130	2.0	130	2.0	0.214	8.0	LOS A	0.8	21.5	0.64	0.57	0.64	26.4
Approach			142	2.0	142	2.0	0.214	8.0	LOS A	0.8	21.5	0.64	0.57	0.64	26.4
West: Moore Rd															
5	L2	All MCs	207	2.0	207	2.0	0.405	7.3	LOS A	2.5	63.6	0.49	0.28	0.49	26.0
2	T1	All MCs	587	2.0	587	2.0	0.405	7.3	LOS A	2.5	63.6	0.49	0.28	0.49	26.7
12	R2	All MCs	120	2.0	120	2.0	0.405	7.3	LOS A	2.5	63.6	0.49	0.28	0.49	26.8
Approach			913	2.0	913	2.0	0.405	7.3	LOS A	2.5	63.6	0.49	0.28	0.49	26.5
All Vehicles			1915	2.0	1915	2.0	0.405	7.5	LOS A	2.5	63.6	0.53	0.36	0.54	28.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6 Extended.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Extended Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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HCM 7th Signalized Intersection Summary
17: Shallus Blvd & Moore Rd & Ferrari Ranch Rd

Cumulative Plus Project Conditions
CPP AM with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	400	30	60	500	0	80	10	170	0	10	140
Future Volume (veh/h)	50	400	30	60	500	0	80	10	170	0	10	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	435	11	65	543	0	87	11	77	0	11	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	885	22	118	918	0	143	63	444	5	26	153
Arrive On Green	0.06	0.25	0.25	0.07	0.26	0.00	0.08	0.31	0.31	0.00	0.11	0.11
Sat Flow, veh/h	1781	3542	89	1781	3647	0	1781	202	1414	1781	238	1384
Grp Volume(v), veh/h	54	218	228	65	543	0	87	0	88	0	0	75
Grp Sat Flow(s),veh/h/ln	1781	1777	1854	1781	1777	0	1781	0	1616	1781	0	1621
Q Serve(g_s), s	1.1	3.8	3.8	1.3	4.9	0.0	1.7	0.0	1.4	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.1	3.8	3.8	1.3	4.9	0.0	1.7	0.0	1.4	0.0	0.0	1.6
Prop In Lane	1.00		0.05	1.00		0.00	1.00		0.88	1.00		0.85
Lane Grp Cap(c), veh/h	103	444	463	118	918	0	143	0	508	5	0	180
V/C Ratio(X)	0.52	0.49	0.49	0.55	0.59	0.00	0.61	0.00	0.17	0.00	0.00	0.42
Avail Cap(c_a), veh/h	244	876	914	244	1752	0	288	0	841	244	0	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	11.7	11.7	16.5	11.9	0.0	16.2	0.0	9.1	0.0	0.0	15.1
Incr Delay (d2), s/veh	4.1	0.8	0.8	4.0	0.6	0.0	4.1	0.0	0.2	0.0	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	1.3	0.5	1.4	0.0	0.8	0.0	0.4	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.8	12.5	12.5	20.5	12.5	0.0	20.4	0.0	9.2	0.0	0.0	16.7
LnGrp LOS	C	B	B	C	B		C		A			B
Approach Vol, veh/h		500			608			175			75	
Approach Delay, s/veh		13.4			13.3			14.8			16.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	16.0	6.9	13.6	7.4	8.5	6.6	13.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	3.4	3.3	5.8	3.7	3.6	3.1	6.9
Green Ext Time (p_c), s	0.0	0.3	0.0	2.1	0.0	0.3	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
17: Shallus Blvd & Moore Rd & Ferrari Ranch Rd

Cumulative Plus Project Conditions
CPP PM with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	540	110	170	430	0	70	10	110	0	10	120
Future Volume (veh/h)	190	540	110	170	430	0	70	10	110	0	10	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	587	94	185	467	0	76	11	22	0	11	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	904	144	239	990	0	127	130	261	4	72	20
Arrive On Green	0.15	0.29	0.29	0.13	0.28	0.00	0.07	0.23	0.23	0.00	0.05	0.05
Sat Flow, veh/h	1781	3069	490	1781	3647	0	1781	557	1113	1781	1415	386
Grp Volume(v), veh/h	207	339	342	185	467	0	76	0	33	0	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1782	1781	1777	0	1781	0	1670	1781	0	1801
Q Serve(g_s), s	4.5	6.7	6.7	4.0	4.4	0.0	1.7	0.0	0.6	0.0	0.0	0.3
Cycle Q Clear(g_c), s	4.5	6.7	6.7	4.0	4.4	0.0	1.7	0.0	0.6	0.0	0.0	0.3
Prop In Lane	1.00		0.28	1.00		0.00	1.00		0.67	1.00		0.21
Lane Grp Cap(c), veh/h	268	523	525	239	990	0	127	0	391	4	0	92
V/C Ratio(X)	0.77	0.65	0.65	0.77	0.47	0.00	0.60	0.00	0.08	0.00	0.00	0.15
Avail Cap(c_a), veh/h	467	842	845	422	1596	0	222	0	771	222	0	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	12.3	12.3	16.8	12.0	0.0	18.1	0.0	12.0	0.0	0.0	18.2
Incr Delay (d2), s/veh	4.7	1.4	1.4	5.3	0.3	0.0	4.5	0.0	0.1	0.0	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.3	2.3	1.6	1.3	0.0	0.7	0.0	0.2	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	13.7	13.7	22.0	12.4	0.0	22.5	0.0	12.1	0.0	0.0	19.0
LnGrp LOS	C	B	B	C	B		C		B			B
Approach Vol, veh/h		888			652			109			14	
Approach Delay, s/veh		15.4			15.1			19.4			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	13.9	9.9	16.3	7.4	6.5	10.5	15.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	9.5	19.0	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	0.0	2.6	6.0	8.7	3.7	2.3	6.5	6.4
Green Ext Time (p_c), s	0.0	0.1	0.2	3.1	0.0	0.0	0.2	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

Appendix G. Cumulative Plus Project Conditions LOS Results for Intersection Improvements

HCM 7th Signalized Intersection Summary
9: Caledon Circle (East)/Courtyard Loop & Ferrari Ranch Rd

Cumulative Plus Project Conditions
CPP AM with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1400	120	410	620	30	110	10	720	60	20	10
Future Volume (veh/h)	10	1400	120	410	620	30	110	10	720	60	20	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1505	69	441	667	21	118	0	781	65	22	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1573	699	492	1954	1015	191	0	871	183	172	47
Arrive On Green	0.03	0.44	0.44	0.14	0.55	0.55	0.11	0.00	0.13	0.10	0.12	0.12
Sat Flow, veh/h	1781	3554	1580	3456	3554	1550	1781	0	3170	1781	1404	383
Grp Volume(v), veh/h	11	1505	69	441	667	21	118	0	781	65	0	28
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1728	1777	1550	1781	0	1585	1781	0	1787
Q Serve(g_s), s	0.7	44.6	2.8	13.7	11.3	0.5	6.9	0.0	14.4	3.7	0.0	1.5
Cycle Q Clear(g_c), s	0.7	44.6	2.8	13.7	11.3	0.5	6.9	0.0	14.4	3.7	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	46	1573	699	492	1954	1015	191	0	871	183	0	219
V/C Ratio(X)	0.24	0.96	0.10	0.90	0.34	0.02	0.62	0.00	0.90	0.36	0.00	0.13
Avail Cap(c_a), veh/h	164	1583	704	492	1954	1015	236	0	871	769	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.0	29.3	17.7	45.9	13.6	6.7	46.5	0.0	38.0	45.5	0.0	42.6
Incr Delay (d2), s/veh	1.0	13.7	0.1	18.3	0.0	0.0	2.4	0.0	11.8	0.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	20.9	1.0	7.0	4.3	0.2	3.1	0.0	11.2	1.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	43.1	17.7	64.2	13.6	6.7	48.9	0.0	49.8	46.3	0.0	42.8
LnGrp LOS	D	D	B	E	B	A	D		D	D		D
Approach Vol, veh/h		1585			1129			899			93	
Approach Delay, s/veh		42.0			33.3			49.7			45.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	19.5	8.3	65.3	16.8	18.4	20.0	53.7
Change Period (Y+Rc), s	4.5	5.1	5.5	5.5	5.1	* 5.1	4.5	5.5
Max Green Setting (Gmax), s	47.0	14.4	10.0	53.0	14.4	* 47	15.5	48.5
Max Q Clear Time (g_c+I1), s	5.7	16.4	2.7	13.3	8.9	3.5	15.7	46.6
Green Ext Time (p_c), s	0.1	0.0	0.0	3.2	0.1	0.1	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	41.3
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
12: Ferrari Ranch Rd & Groveland Ln

Cumulative Plus Project Conditions
CPP AM with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	40	360	220	60	100	310	1030	120	70	860	10
Future Volume (veh/h)	30	40	360	220	60	100	310	1030	120	70	860	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	45	267	157	193	10	348	1157	52	79	966	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	132	544	259	272	228	389	1879	577	397	1351	419
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.22	0.37	0.37	0.11	0.26	0.26
Sat Flow, veh/h	788	1043	1560	1781	1870	1564	1781	5106	1568	3456	5106	1585
Grp Volume(v), veh/h	79	0	267	157	193	10	348	1157	52	79	966	2
Grp Sat Flow(s),veh/h/ln	1831	0	1560	1781	1870	1564	1781	1702	1568	1728	1702	1585
Q Serve(g_s), s	3.1	0.0	10.0	6.5	7.8	0.4	15.0	14.6	1.7	1.6	13.5	0.1
Cycle Q Clear(g_c), s	3.1	0.0	10.0	6.5	7.8	0.4	15.0	14.6	1.7	1.6	13.5	0.1
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	0	544	259	272	228	389	1879	577	397	1351	419
V/C Ratio(X)	0.34	0.00	0.49	0.61	0.71	0.04	0.90	0.62	0.09	0.20	0.72	0.00
Avail Cap(c_a), veh/h	232	0	544	1017	1067	892	486	2564	787	486	1891	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	20.4	31.6	32.1	29.0	29.9	20.4	16.3	31.6	26.3	21.4
Incr Delay (d2), s/veh	0.9	0.0	0.7	2.3	3.4	0.1	14.5	0.3	0.1	0.1	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	3.9	2.9	3.7	0.2	7.5	5.3	0.6	0.7	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	21.1	33.8	35.5	29.0	44.4	20.7	16.4	31.7	27.1	21.4
LnGrp LOS	C		C	C	D	C	D	C	B	C	C	C
Approach Vol, veh/h		346			360			1557			1047	
Approach Delay, s/veh		23.6			34.6			25.9			27.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	34.6		16.1	21.7	26.5		14.6				
Change Period (Y+Rc), s	4.5	5.6		4.6	4.5	5.6		4.6				
Max Green Setting (Gmax), s	11.1	39.6		45.0	21.5	29.2		10.0				
Max Q Clear Time (g_c+I1), s	3.6	16.6		9.8	17.0	15.5		12.0				
Green Ext Time (p_c), s	0.1	8.5		1.7	0.2	5.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
9: Caledon Circle (East)/Courtyard Loop & Ferrari Ranch Rd

Cumulative Plus Project Conditions
CPP PM with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	780	40	530	1470	60	40	10	370	50	10	0
Future Volume (veh/h)	10	780	40	530	1470	60	40	10	370	50	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	839	13	570	1581	47	43	0	111	54	11	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1254	545	663	1800	959	157	0	1009	192	260	0
Arrive On Green	0.03	0.35	0.35	0.19	0.51	0.51	0.09	0.00	0.13	0.11	0.14	0.00
Sat Flow, veh/h	1781	3554	1546	3456	3554	1556	1781	0	3170	1781	1870	0
Grp Volume(v), veh/h	11	839	13	570	1581	47	43	0	111	54	11	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1546	1728	1777	1556	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.5	17.7	0.5	14.2	35.1	1.1	2.0	0.0	2.2	2.5	0.5	0.0
Cycle Q Clear(g_c), s	0.5	17.7	0.5	14.2	35.1	1.1	2.0	0.0	2.2	2.5	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	48	1254	545	663	1800	959	157	0	1009	192	260	0
V/C Ratio(X)	0.23	0.67	0.02	0.86	0.88	0.05	0.27	0.00	0.11	0.28	0.04	0.00
Avail Cap(c_a), veh/h	201	1579	687	978	2144	1110	279	0	1105	944	991	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.3	24.3	18.7	34.7	19.4	6.8	37.8	0.0	21.3	36.4	33.1	0.0
Incr Delay (d2), s/veh	0.9	0.8	0.0	3.7	3.5	0.0	0.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.2	0.2	6.1	13.8	0.3	0.9	0.0	0.8	1.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.2	25.1	18.8	38.3	22.9	6.8	38.5	0.0	21.4	37.0	33.1	0.0
LnGrp LOS	D	C	B	D	C	A	D		C	D	C	
Approach Vol, veh/h		863			2198			154			65	
Approach Delay, s/veh		25.2			26.6			26.2			36.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	16.3	7.9	50.4	12.9	17.4	21.5	36.8
Change Period (Y+Rc), s	4.5	5.1	5.5	5.5	5.1	* 5.1	4.5	5.5
Max Green Setting (Gmax), s	47.0	13.9	10.0	53.5	13.9	* 47	25.1	39.4
Max Q Clear Time (g_c+I1), s	4.5	4.2	2.5	37.1	4.0	2.5	16.2	19.7
Green Ext Time (p_c), s	0.1	0.2	0.0	7.9	0.0	0.0	0.9	5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
12: Ferrari Ranch Rd & Groveland Ln

Cumulative Plus Project Conditions
CPP PM with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	50	310	300	90	120	320	980	120	100	1160	30
Future Volume (veh/h)	30	50	310	300	90	120	320	980	120	100	1160	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	54	205	210	255	18	344	1054	51	108	1247	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	72	122	495	314	330	279	379	2102	631	379	1576	481
Arrive On Green	0.11	0.11	0.11	0.17	0.17	0.17	0.21	0.41	0.41	0.11	0.31	0.31
Sat Flow, veh/h	689	1162	1499	1795	1885	1598	1795	5147	1545	3483	5147	1572
Grp Volume(v), veh/h	86	0	205	210	255	18	344	1054	51	108	1247	8
Grp Sat Flow(s),veh/h/ln	1851	0	1499	1795	1885	1598	1795	1716	1545	1742	1716	1572
Q Serve(g_s), s	4.2	0.0	10.0	10.4	12.3	0.9	17.8	14.5	1.9	2.7	21.1	0.3
Cycle Q Clear(g_c), s	4.2	0.0	10.0	10.4	12.3	0.9	17.8	14.5	1.9	2.7	21.1	0.3
Prop In Lane	0.37		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	0	495	314	330	279	379	2102	631	379	1576	481
V/C Ratio(X)	0.44	0.00	0.41	0.67	0.77	0.06	0.91	0.50	0.08	0.28	0.79	0.02
Avail Cap(c_a), veh/h	194	0	495	849	891	755	500	2681	805	406	1849	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	25.8	36.7	37.5	32.8	36.6	20.9	17.2	39.0	30.2	23.0
Incr Delay (d2), s/veh	1.6	0.0	0.6	2.5	3.9	0.1	14.7	0.2	0.1	0.2	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.7	4.8	6.0	0.4	9.0	5.5	0.7	1.1	8.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	0.0	26.3	39.2	41.4	32.9	51.3	21.1	17.3	39.2	32.3	23.0
LnGrp LOS	D		C	D	D	C	D	C	B	D	C	C
Approach Vol, veh/h		291			483			1449			1363	
Approach Delay, s/veh		30.8			40.1			28.2			32.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	44.5		21.3	24.6	34.7		14.6				
Change Period (Y+Rc), s	4.5	5.6		4.6	4.5	5.6		4.6				
Max Green Setting (Gmax), s	11.1	49.6		45.0	26.5	34.2		10.0				
Max Q Clear Time (g_c+I1), s	4.7	16.5		14.3	19.8	23.1		12.0				
Green Ext Time (p_c), s	0.1	8.6		2.4	0.3	6.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		31.8
HCM 7th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT THE PROPOSED ADDENDUM TO THE CERTIFIED 2010 VILLAGE 7 SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (SCH #2005062001) AND THE 2017 VILLAGE 5 SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (SCH #2014052071) CERTIFYING THAT THE VILLAGE 7B PROJECT WILL NOT RESULT IN ANY NEW SIGNIFICANT INFORMATION OF SUBSTANTIAL IMPORTANCE, NEW IMPACTS, NEW MITIGATION MEASURES, NEW OR REVISED ALTERNATIVES, OR AN INCREASE IN THE SEVERITY OF PREVIOUSLY IDENTIFIED IMPACTS THAT WOULD REQUIRE MAJOR REVISIONS TO THE 2010 VILLAGE 7 SPECIFIC PLAN EIR OR THE 2017 VILLAGE 5 SPECIFIC PLAN EIR, AND THEREFORE, PURSUANT STATE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTION 15162, THE PREPARATION OF AN ADDITIONAL SUPPLEMENTAL OR SUBSEQUENT EIR IS NOT REQUIRED (APPLICANT: LEWIS PLANNED COMMUNITIES / PROPERTY OWNER: SCHEIBER RANCH PROPERTIES, LP)

WHEREAS, the City of Lincoln ("City") received an application from Lewis Planned Communities ("applicant") seeking City approval of the Village 7B Amendments Project ("Project"); and

WHEREAS, on June 8, 2010, the Lincoln City Council adopted Resolution No. 2010-095, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 7 Specific Plan Project Final Environmental Impact Report ("Village 7 Final EIR") (State Clearinghouse [SCH] No. 2005062001) pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, on December 5, 2017, the Lincoln City Council adopted Resolution No. 2017-258, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 5 Specific Plan Project Final Environmental Impact Report ("Village 5 Final EIR") (SCH No. 2014052071) pursuant to CEQA; and

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project includes minor technical changes; therefore, an Addendum to the certified EIRs has been prepared (provided as Exhibit A); and

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project includes minor technical changes to mitigation measures; therefore, an updated Mitigation Monitoring Plan (provided as Exhibit A, Appendices E and F) for the certified Village 7 Final EIR and for the certified Village 5 Final EIR respectively, have been imposed on and incorporated into the Project and will mitigate or avoid significant environmental effects; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered, was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

DRAFT

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council determine the Project would not result in any new significant environmental effects or substantial increases in the severity of significant effects previously identified in the EIR and adopt the proposed Village 7B Addendum and the updated Mitigation Monitoring Plans for the certified Village 7 Final EIR (SCH No. 2005062001) and the Village 5 Final EIR (SCH No. 2014052071).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council, as follows:

Section 1. The foregoing recitals are true and correct, and are hereby incorporated by reference.

Section 2. All mitigation measures contained within the updated Mitigation Monitoring Plans for the Village 7 Final EIR and Village 5 Final EIR shall apply to the Project.

Section 3. Based upon the provisions of CEQA Guidelines Sections 15182 and 15162 and the documentation provided in Exhibit A, Addendum to the Village 7 Specific Plan EIR and Village 5 Specific Plan EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed entitlements.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

DRAFT

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Addendum to the Village 7 Specific Plan EIR and Village 5 Specific Plan EIR for the Village 7B Project with Appendices A through F

ADDENDUM TO TWO ADOPTED ENVIRONMENTAL IMPACT REPORTS

The City of Lincoln California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to two adopted environmental impact reports (EIRs) for the following described project:

Project Name: Lincoln Village 7B Amendment Project (PLN25-00013)

Original Project: Village 7 Specific Plan Project; Village 5 Specific Plan Project

The City of Lincoln has reviewed the proposed project and on the basis of the whole record before it, has determined that substantial evidence does not exist that the modified project, as identified in this Addendum, would have a significant effect on the environment beyond that which was previously evaluated in the EIR prepared for the Village 7 Specific Plan Project (SCH # 2005062001) in 2010 (Village 7 EIR) and the EIR prepared for the Village 5 Specific Plan Project (SCH # 2014052071) in 2017 (Village 5 EIR). An additional EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to the adopted EIRs has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations.

Mikaela Noble, Associate Planner, City of Lincoln,
Community Development Department

By: _____

Date: 6/9/2026

Village 7B Amendment Project
Addendum to the Village 7 and Village 5 Specific Plan EIRs

Project Location

The project site is located within an unincorporated portion of the adopted Village 7 Specific Plan area and an unincorporated portion of the Village 5 Specific Plan area in the western area of Placer County, immediately northwest of the City of Lincoln. The approximately 231.2-acre project site (Assessor's Parcel Numbers [APNs] 021-263-006, 021-350-006, -023, -027, -038, -039, -040, and -046) is located northwest of the Moore Road and Sorrento Parkway intersection (see Figure 1). The proposed project includes land use plan modifications to approximately 147.7 acres of the Village 7 Specific Plan area and 34 acres of the Village 5 Specific Plan area, located northwest of the Moore Road and Sorrento Parkway intersection (see Figure 1). In addition, the proposed project includes minor modifications within an approximately 49.5-acre portion in the Village 7 Specific Plan area, located south of Moore Road (APNs 021-263-014, -022, and -023). These minor modifications are discussed in more detail below.

The project site is predominantly undeveloped and consists of agricultural fields, with two rural residences located in the northeast corner of the site. The project site is surrounded by the Auburn Ravine to the north; existing residences to the east; undeveloped land within the Village 7 Specific Plan area to the south; and rural residences, the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) and undeveloped land within the Village 5 Specific Plan area to the west.

Existing Land Use and Zoning Designations

The portion of the site within the Village 7 Specific Plan, including the area south of Moore Road, is designated as Village Low Density Residential (VLDR), Village Medium Density Residential (VMDR), Village High Density Residential (VHDR), Village Open Space (VOS), Village Parks and Recreation (VPR), and Linear Park (LP). The portion of the site within the Village 5 Specific Plan is designated as Village Rural Residential (VRR), Village Natural Open Space (VOSN), Village Open Space Preserve (VOSP), and Major Right of Way (ROW) (see Figure 2). The project site is zoned Planned Unit Development (PD) pursuant to the Village 7 and Village 5 General Development Plans.

Project Background

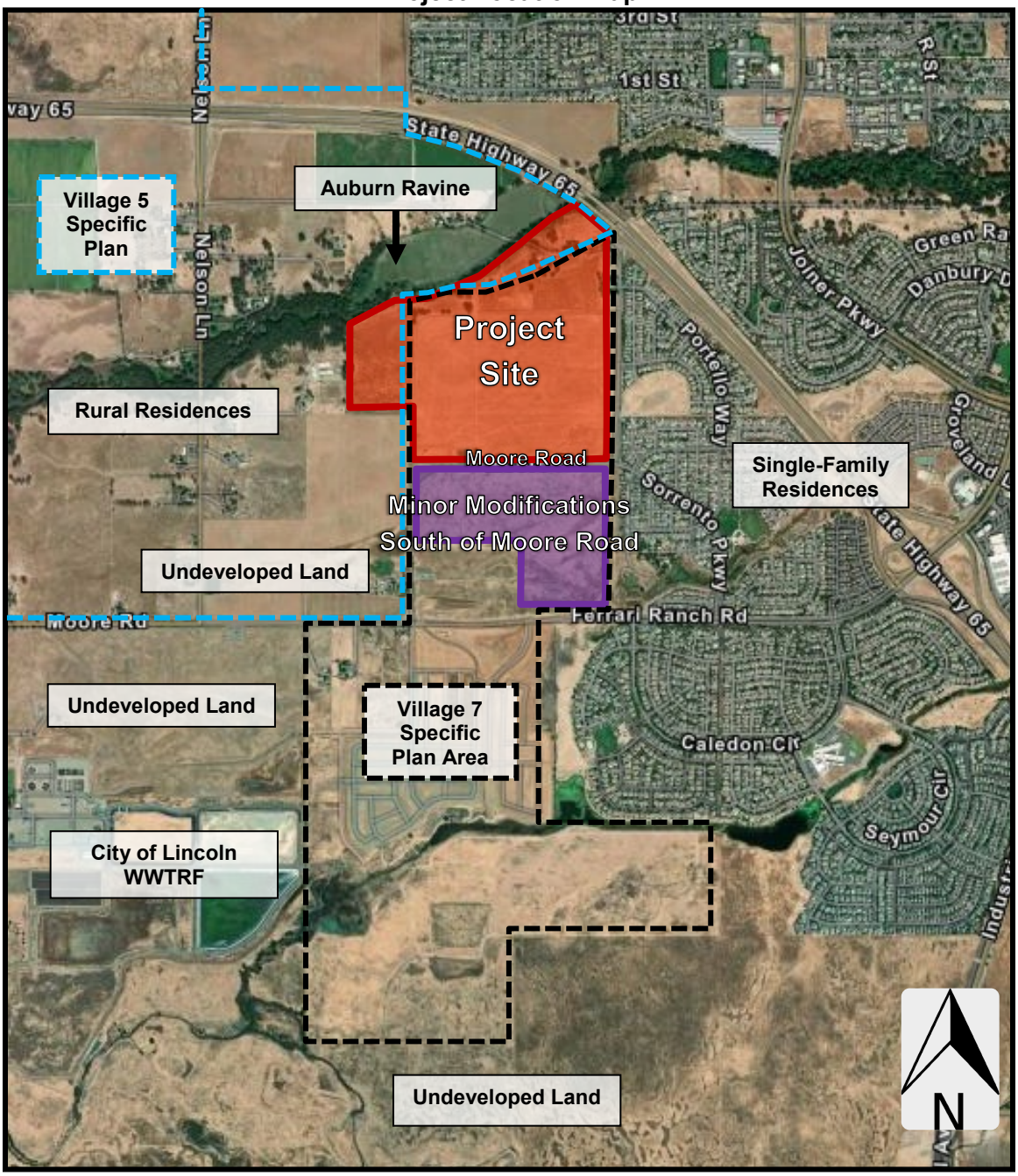
Village 7 Specific Plan

In June 2010, the City of Lincoln adopted the Village 7 Specific Plan and certified the Village 7 Specific Plan EIR, which analyzed the project specific and cumulative physical impacts of development of 3,285 residential units and 125,000 square feet of commercial development in the approximately 703-acre Village 7 Specific Plan area.

In August 2013, a Development Agreement was executed between the City of Lincoln and Lincoln Land Holdings, LLC for development of the 516 acres (Lewis Property) within the Village 7 Specific Plan area (see Figure 3). The City Council determined that the Village 7 Specific Plan EIR was adequate and complete, and that further environmental documentation related to the Development Agreement was not necessary given that the conditions of the agreement were consistent with the scope of the EIR.

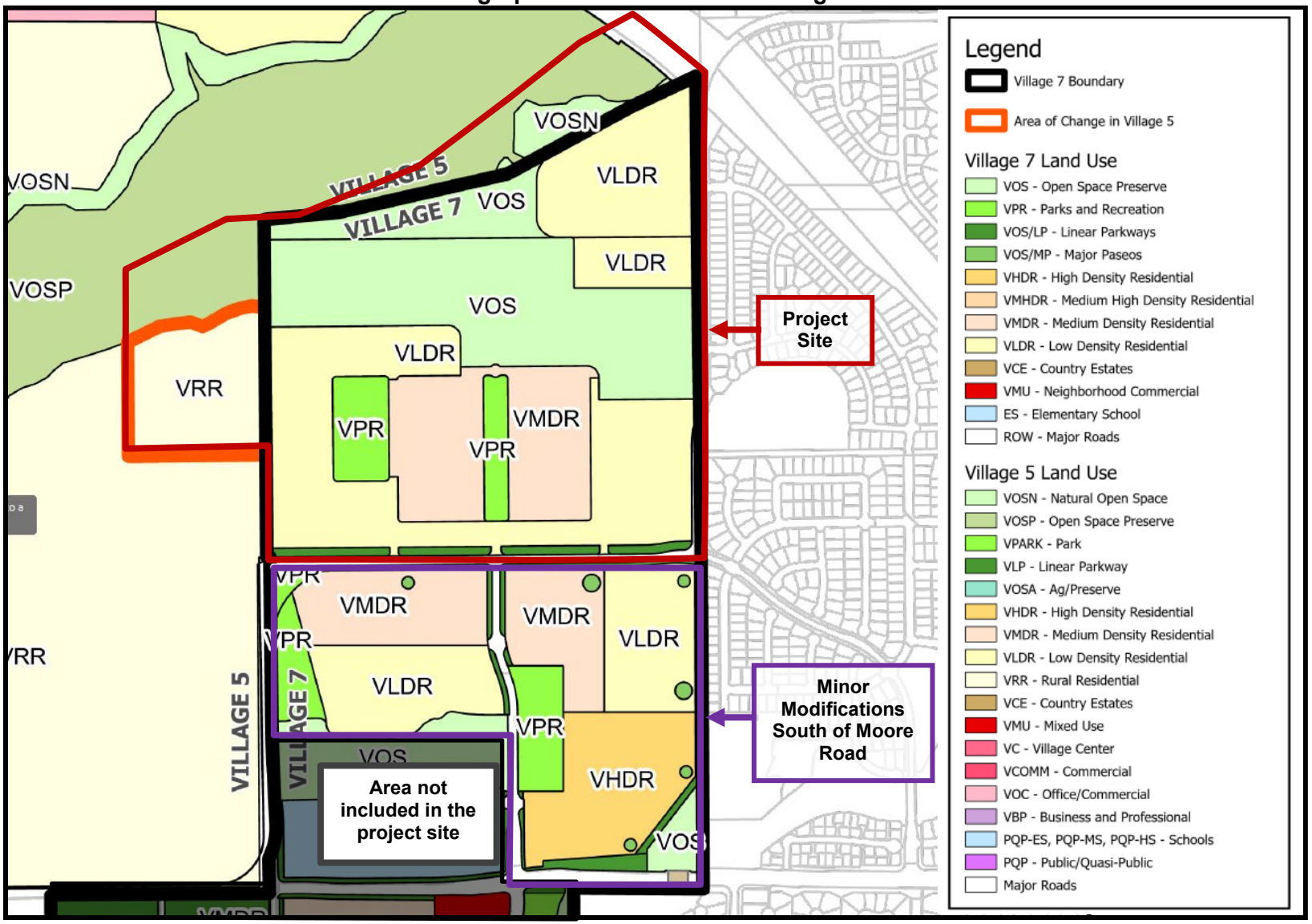
In 2016, Lewis Planned Communities requested amendments to the Village 7 Specific Plan and approval of a Small Lot Vesting Tentative Subdivision Map (SLVTSM) for Phase 1 of the Specific Plan. In general, the requested amendments reconfigured land uses such as consolidation of residential and park uses within Phase 1 of the project, while maintaining a consistent number of dwelling units in the Specific Plan.

Figure 1
Project Location Map



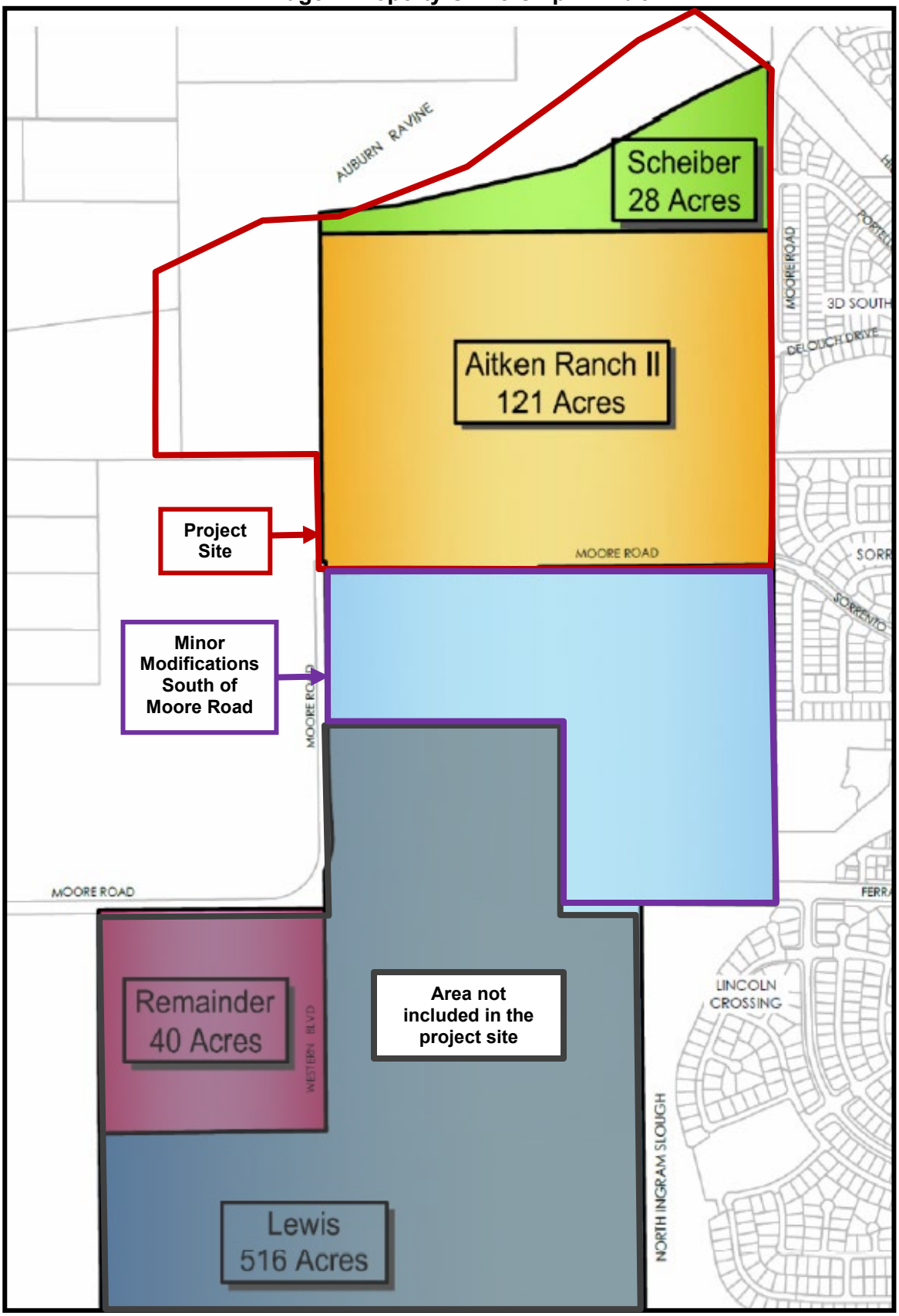
Note: Project site boundaries are approximate.

Figure 2
Existing Specific Plan Land Use Designations



Note: Project site boundaries are approximate.

Figure 3
Village 7 Property Ownership Exhibit



Note: Project site boundaries are approximate.

As a result, the 2013 Development Agreement was amended to reflect the changes and was approved in January 2017. Subsequent environmental documentation was completed in September 2016, which determined that the amendments would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the Village 7 Specific Plan EIR.

In 2022, an Addendum to the Village 7 Specific Plan EIR was prepared to evaluate amendments to the previously approved 2016 Phase 1 SLVTSM and other related entitlements to accomplish the following: incorporate new single-family residential lot sizes; reduce the number of residential lots per unit/village to be developed within the Phase 1 Development Area; and maintain the previously approved land uses and residential density types, and the locations and sizes of the parks and major residential paseos. The total unit count to be developed within the Phase 1 development area increased from 539 to 565. The proposed amendment to the Phase 1 SLVTSM also required an amendment to the previously approved Village 7 General Development Plan and Development Agreement between the City of Lincoln and Lincoln Land Holdings, LLC (Lewis Communities). The City of Lincoln approved the requested entitlements and adopted the associated Addendum in August 2022.

In 2024, a second Addendum to the Village 7 Specific Plan EIR was prepared, which evaluated additional amendments to the Village 7 Specific Plan and General Development Plan. The amendments included revised land use designations for the Village Mixed Use (VMU) parcel at the northwest corner of Ferrari Ranch Road and Central Boulevard, as well as minor adjustments to residential, parks, and open space configurations throughout the plan, and changes to development processing methods involving entitlement modifications. The City of Lincoln approved the requested entitlements and adopted the associated Addendum in April 2024.

In 2025, the City of Lincoln approved two minor amendments to the Village 7 Specific Plan and General Development Plan, which replaced approximately 7.6 acres of VPR with VLDR and changed the location of the proposed elementary school site from the southeast corner to the northeast corner of the Ferrari Ranch Road and Western Boulevard intersection.

The Village 7 Specific Plan EIR is both a Program EIR and Project EIR, pursuant to CEQA Guidelines Sections 15168 and 15161. The portions of the Village 7 Specific Plan area under consideration for the current amendments were addressed at a programmatic level in the Village 7 Specific Plan EIR. As part of the Village 7 Specific Plan EIR approval, the City adopted a Mitigation Monitoring Plan (MMP), which includes all mitigation measures identified in the certified EIR. All subsequent projects within the Village 7 Specific Plan area, including the 147.7-acre portion of proposed project, would be responsible for implementing all applicable mitigation contained in the MMP.

Village 5 Specific Plan

In November 2017, the City of Lincoln adopted the Village 5 Specific Plan and certified the Village 5 Specific Plan EIR, which analyzed the physical impacts of the development of 8,206 residential units and over 4.5 million square feet of non-residential development in the approximately 4,785-acre Village 5 Specific Plan area.

In 2024, approximately 2,721 acres of the Village 5 Specific Plan area were annexed into the City of Lincoln. The remaining areas of the Village 5 Specific Plan area, including the 34-acre portion associated with the proposed project, have not yet been annexed into the City of Lincoln.

The Village 5 Specific Plan EIR is both a Program EIR and Project EIR, pursuant to CEQA Guidelines Sections 15168 and 15161. The portions of the Village 5 Specific Plan area under consideration for the current amendments were addressed at a project level in the Village 5 Specific Plan EIR. As part of the

Village 5 Specific Plan EIR certification, the City adopted an MMP, which includes all mitigation measures identified in the certified EIR. All subsequent projects within the Village 5 Specific Plan area, including the 34-acre portion of proposed project, would be responsible for implementing all applicable mitigation contained in the MMP.

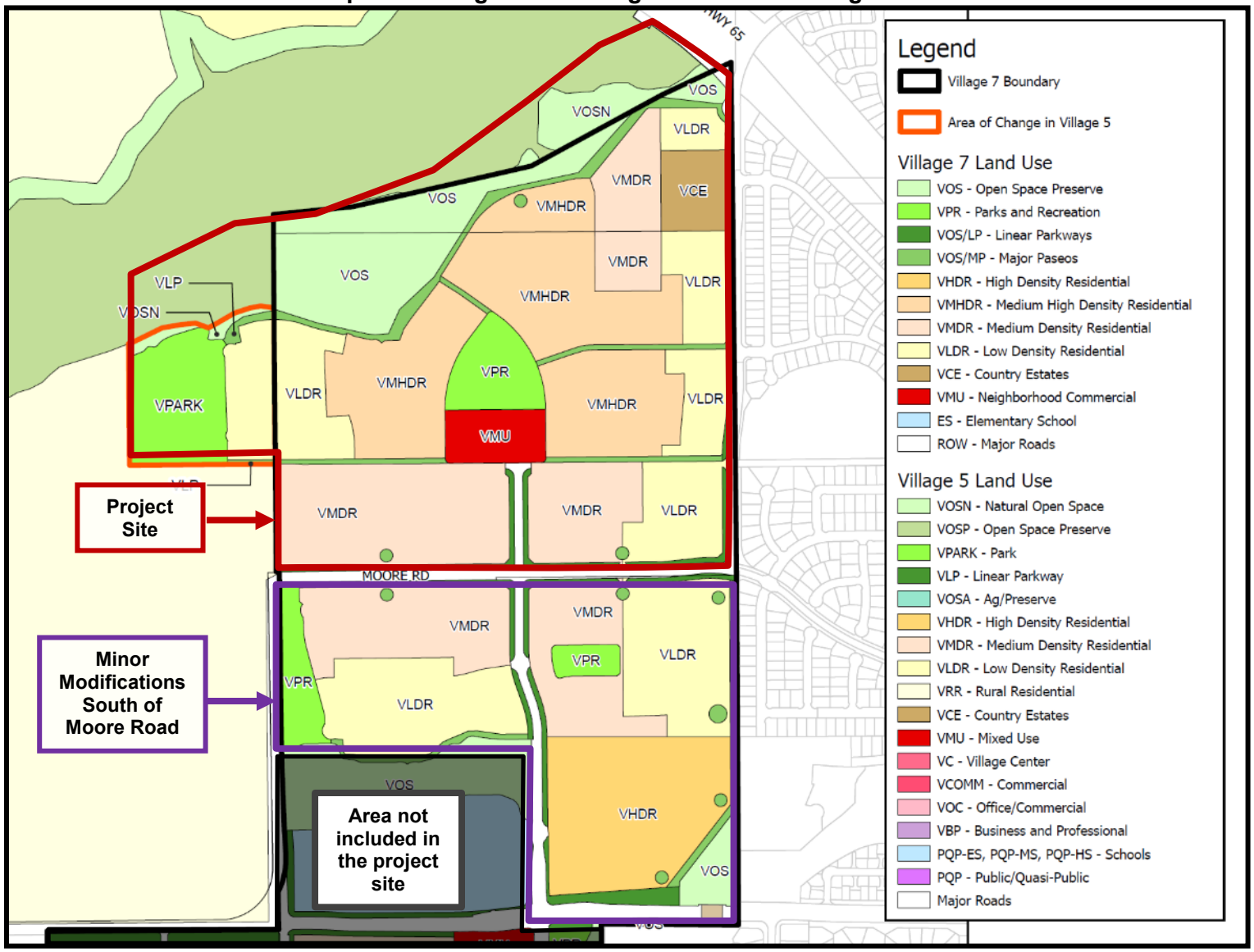
Project Description

The Village 7B Amendment Project (proposed project) includes a request to amend the Village 7 Specific Plan and General Development Plan, as well as the Village 5 Specific Plan and General Development Plan. The proposed land use designation changes, as shown in Figure 4, would increase the number of allocated units within the Village 7 portion of the project site from 570 to 1,205 units (see Table 1). In addition, as shown in Figure 4, the proposed project would include amendments to the Village 5 Specific Plan that would increase the number of allocated units within the Village 5 portion of the project site from seven to 30 units (see Table 1). The proposed land use modifications are shown in further detail in Table 1.

Table 1
Proposed Project Land Use Summary

Land Use		Existing	Proposed	Delta
Village 7				
Village Country Estates (VCE)	Acres	0.00	4.0	+4.0
	Units	0	11	+11
VLDR	Acres	60.4	23.6	-36.8
	Units	332	140	-192
VMDR	Acres	22.8	33.9	+11.1
	Units	238	314	+76
VMHDR	Acres	0.00	41.1	+41.1
	Units	0	740	+740
VMU	Acres	0.00	4.1	+4.1
	Square Feet	0	20,000	+20,000
VPR	Acres	8.0	5.3	-2.7
VOS	Acres	51.7	28.9	-22.8
ROW	Acres	4.8	6.8	+2
Total Units		**570**	**1,205**	**+635**
Village 5				
VRR	Acres	15.8	0.00	-15.8
	Units	7	0	-7
VLDR	Acres	0.00	5.1	+5.1
	Units	0	30	+30
VPR	Acres	0.00	9.2	+9.2
VOSP/VOSN	Acres	18.2	19.7	+1.5
Total Units		**7**	**30**	**+23**

Figure 4
Proposed Village 7 and Village 5 Land Use Designations



As discussed above, the project site consists of approximately 147.7 acres of the total Village 7 Specific Plan area and 34 acres of the Village 5 Specific Plan. The existing/approved land uses in the remaining areas of the Village 5 Specific Plan would remain as is. Generally, the proposed project would modify land use designations to allow for higher residential density within the project site. The proposed project would also introduce 41.1 acres of Village Medium-High Density Residential (VMHDR), a new land use designation to Village 7, which would allow for a greater range of residential densities permitted within such areas (between 6.0 and 18.0 dwelling units per acre [du/ac]). As described above, the overall density in the project site would increase, and the number of units in the Village 7 portion of the project site would increase from 570 to 1,205. The proposed project would remain consistent with the City of Lincoln General Plan.

In addition, the proposed project includes minor land use modifications to a 49.5-acre portion of the Village 7 Specific Plan area south of Moore Road. These proposed minor modifications would modify VMDR from 9.6 acres to 9.4 acres, VLDR from 11.1 acres to 11.6 acres, VHDR from 3.0 acres to 2.8 acres, and VPR from 8.6 acres to 6.6 acres (see Figure 4). The proposed land use modifications would result in a small increase in the total number of units within the 49.5-acre area and, therefore, would have a negligible effect on this environmental analysis. As a result, the proposed land use modifications south of Moore Road are not discussed further in this analysis.

Proposed Residential Uses

The proposed project would introduce the new residential land use designation of VMHDR and include the following modifications to the existing land use designations:

Village 5 Specific Plan:

- VRR: The proposed project would remove 15.8 acres of VRR land use designation, which allows for a density of 0.2 to 0.5 du/ac. The VRR designation is intended for large rural residential development including single family dwellings, accessory dwellings, and structures such as barns. This change would result in a decrease of approximately 7 units.
- VLDR: The proposed project would add 5.1 acres of the VLDR land use designation, which is intended for single-family detached homes on standard or alley-loaded lots, with a density range of 3.0 to 5.9 du/ac. This would result in an increase of approximately 30 units.
- Non-residential designations: The proposed project would add 9.2 acres of VPR and would increase the VOSP/VOSN designation from 18.2 to 19.7 acres.

Village 7 Specific Plan:

- VCE: The VCE designation allows for single-family detached homes on large lots, with a density range of one to 2.9 du/ac. The proposed project would add 4.0 acres of the VCE designation, which would result in 11 additional VCE units.
- VLDR: The VLDR designation allows for single-family detached homes on standard or alley-loaded lots, with a density range of 3.0 to 5.9 du/ac. The proposed project would decrease the VLDR designation from 60.4 acres to 23.6 acres, which would result in a decrease from 332 to 140 VLDR units.
- VMDR: The VMDR designation allows for single-family detached housing, as well as alternative detached and attached housing types. Such housing types may include, but are not limited to, standard or alley loaded lots, courtyard lots, green court lots, auto courts, alley clusters, petite, or cottage lots, garden lots, patio lots, zero-lot lines, z-shaped lots, duet/half plex homes, brownstones, townhomes, or condominiums. The density range for the VMDR designation is 6.0 to 12.9 du/ac. The proposed project would increase the VMDR designation from 22.8 acres to 33.9 acres, resulting in an increase from 238 to 314 VMDR units.

- VMHDR: The proposed project would create the new VMHDR designation, which would allow for single-family detached housing, as well as alternative detached and attached housing types. Such housing types may include, but are not limited to, standard or alley loaded lots, courtyard lots, green court lots, auto courts, alley clusters, petite, or cottage lots, garden lots, patio lots, zero-lot lines, z-shaped lots, duet/half plex homes, brownstones, townhomes, or condominiums. It is possible that newer product types including detached residential units will be included as part of the VMHDR area. The VMHDR designation would allow a density range of 6.0 to 18 du/ac. A mix of for-sale and rental opportunities would occur in the VMHDR area. The proposed project would add 41.1 acres of the VMHDR designation, resulting in the addition of up to 740 VMHDR units.
- Non-residential uses: The proposed project would add 4.1 acres of the VMU designation, decrease the VPR designation from 8 acres to 5.3 acres, and decrease the VOS designation from 51.4 acres to 28.9 acres. In addition, the proposed project would increase the ROW designation from 4.8 acres to 6.8 acres.

Site Access and Circulation

The proposed project would not include significant changes to any planned roadways or associated improvements needed to serve buildout of the project site. Similar to what was planned for the project site under the approved Specific Plans, access to the project site would be provided by Moore Road and Central Boulevard. In addition, as part of the proposed project, Central Boulevard would be extended into the project site as a ROW designation.

Utilities

The proposed project would not include any significant changes to the planned backbone utilities required to serve the project site. However, the proposed project would include minor adjustments to the layout for water, sewer, and storm drainage utility systems and related facilities in order to accommodate the proposed land use changes.

Requested Entitlements:

Overall, the proposed project will require the following approvals from the City of Lincoln:

- Adopt Addendum to the 2010 Village 7 Specific Plan EIR and 2017 Village 5 Specific Plan EIR, as amended;
- Village 7 Specific Plan Amendment to incorporate the proposed Land Use Plan into the Village 7 Specific Plan's development plan, which includes new/modified land uses, a residential unit allocation, and associated refinements to reflect the proposed project (see Figure 4).
- Village 7 General Development Plan Amendment to reflect the amended land uses requested by the applicant;
- Village 5 Specific Plan Amendment to incorporate the proposed Land Use Plan into the Village 5 Specific Plan's development plan, which includes new/modified land uses, a residential unit allocation, and associated refinements to reflect the proposed project (see Figure 4); and
- Village 5 General Development Plan Amendment to reflect the amended land uses requested by the applicant.
- Approval of a resolution authorizing the City to submit an application to the Placer County Local Area Formation Commission (LAFCo) for the formal annexation of a portion of the adopted Village 5 Specific Plan area and a portion of the adopted Village 7 Specific Plan area.

Rationale for Preparation of the Addendum

An Addendum to a certified EIR may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in Section 15162(a) as they relate to the project:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15162 provides that the lead agency's role in project approval is completed upon certification of the EIR and approval of the project, unless further discretionary action is required. The approvals requested as part of the proposed project are considered discretionary actions, and CEQA review, is therefore required.

This addendum and attached documents constitute substantial evidence supporting the conclusion that preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed entitlements, and provides the required documentation under CEQA.

Use of a Prior Environmental Document

In *Friends of College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 951, the California Supreme Court held that a lead agency, in considering a proposed change to a previously-approved project, has the responsibility for deciding whether the environmental document for the original project retains "some relevance" to the decision-making process for the proposed change. "Whether an initial environmental document remains relevant despite changed plans or circumstances—like the question whether an initial environmental document requires major revisions

due to changed plans or circumstances—is a predominantly factual question. It is thus a question for the agency to answer in the first instance, drawing on its particular expertise." (*Id.* at p. 952.) On this factual issue, lead agencies are entitled to considerable deference from reviewing courts: "'a court should tread with extraordinary care' before reversing an agency's determination, whether implicit or explicit, that its initial environmental document retains some relevance to the decision-making process." (*Id.* at p. 953.)

Here, considering the quality of the certified 2010 Final EIR (Village 7) and 2017 Final EIR (Village 5), the nature of the underlying projects approved in 2010 and 2017, and the very limited nature of the proposed changes to those approved projects, the City of Lincoln has determined that the Village 7 EIR and the Village 5 EIR remain relevant to the proposal at hand. While the proposed project would change the land uses within the associated areas, the proposed project does not currently propose construction or development of any kind. The proposed land use changes would allow for the project site to eventually be built out with residential, commercial, and park uses, as detailed in Table 1. Further review of specific development and construction plans would occur prior to approval of future map entitlements. The City has also concluded that the proposed project change will not trigger the need for either a subsequent EIR or a supplement to the previously-certified Village 7 EIR and Village 5 EIR. For these reasons, the City has prepared this addendum to the Village 7 EIR and Village 5 EIR in order to evaluate the proposed project. The proposed amendments to the Village 7 Specific Plan and General Development Plan would result in impacts similar to those identified in the Village 7 EIR. In addition, the proposed amendments to the Village 5 Specific Plan and General Development Plan would result in impacts similar to those identified in the Village 5 EIR.

Discussion and Mitigation Sections

The proposed modifications to the approved project may result in a limited potential to impact the physical environment beyond what has been previously analyzed for the project site in both the Village 7 EIR and Village 5 EIR. Therefore, the majority of environmental analysis in this Addendum will focus on the CEQA topics for which impacts may be triggered as a result of the proposed modifications.

It should be noted that the CEQA Guidelines have been updated since the certification of the Village 7 EIR and the Village 5 EIR. As part of the updates, Appendix G, Environmental Checklist Form, of the CEQA Guidelines has been amended. The majority of changes represent consolidated or deleted questions to avoid redundancy, whereas a smaller subset represents additions based on current, often overlooked legal requirements (e.g., Energy), and legislation passed in recent years (e.g., Wildfire – Senate Bill 1241 and Vehicle Miles Traveled – Senate Bill 743). However, CEQA Guidelines section 15007, subdivision (b), provides that "[a]mendments to the Guidelines apply prospectively only. New requirements in amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments." Subdivision (c) adds that "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." As such, topics which were not discussed in the Village 7 EIR or the Village 5 EIR are not required to be addressed in this Addendum for the sole purpose of conforming with the new content requirements of Appendix G of the CEQA Guidelines.

The discussion presented herein focuses on the following CEQA issue areas: air quality and greenhouse gas (GHG) emissions; biological resources; cultural and tribal cultural resources; transportation; and utilities and service systems. Remaining CEQA topics for which new impacts clearly would not occur as a result of the proposed project (e.g., aesthetics, geology and soils, etc.) are summarily addressed in the section entitled "Remaining CEQA Topics."

Applicable mitigation measures from the previous environmental documents that apply to the changes or new information are referenced under each environmental category. If changes or new information involve new impacts, additional documentation is not needed if a new or modified mitigation would eliminate the new impact or reduce the increase in severity to less than substantial and the applicant agrees to the new or modified mitigation measures. Thus, where new impacts are identified, additional mitigation measures, if available and feasible, are listed under each environmental category. The mitigation measures will be included as project conditions to address those impacts. The project applicant has agreed in advance to accept all such mitigations measures.

Air Quality

Village 7 Background

The Village 7 EIR analyzed the air quality effects caused by stationary, mobile, and area sources related to construction and operation of the project and the project's location relative to off-site sources of odors such as the City of Lincoln WWTRF and Western Regional Sanitary Landfill (WRSL). The Village 7 EIR concluded that emissions resulting from construction and operation of the Specific Plan area would exceed applicable air quality standards and result in significant and unavoidable impacts, even with implementation of mitigation. Thus, a Statement of Overriding Conditions was adopted by the City. However, the Village 7 EIR concluded the project would have a less than significant impact related to increasing CO emissions at nearby intersections; exposing residents to odors from the WWTRF and WRSL; and exposing residents to toxic air contaminants (TACs).

Village 5 Background

The Village 5 EIR analyzed the potential for the Specific Plan to conflict with or obstruct implementation of an applicable air quality plan and determined that impacts related to such would be less than significant. However, the Village 5 EIR determined that construction and operation of land uses under the proposed Specific Plan project could generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions, and concluded that impacts would remain significant and unavoidable even with implementation of mitigation measures identified in the Village 5 EIR. In addition, the Village 5 EIR determined that the proposed project could expose residents to odors associated with the Lincoln WWTRF and concluded that the impact would remain significant and unavoidable. Thus, a Statement of Overriding Conditions was adopted by the City. With regard to increasing CO emissions at nearby intersections and exposing residents to TACs, the Village 5 EIR determined that a less-than-significant impact would occur.

Impact Discussion

The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State PM_{10} standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the federal ambient air quality standards (AAQS).

The current applicable air quality plan for the project area is the Sacramento Regional 2009 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan), updated July 24, 2017. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the Federal Clean Air Act requirements, including the federal AAQS.

In addition to strengthening the 8-hour ozone federal AAQS, the United States Environmental Protection Agency (USEPA) also strengthened the secondary 8-hour ozone federal AAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area for ozone with an attainment deadline of 2027. On October 26, 2015, the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). On April 30, 2018, the USEPA published designations for areas in attainment/unclassifiable for the 2015 ozone standards. The USEPA identified the portions of Placer County within the SVAB as nonattainment for the 2015 ozone standards.[1] Due to the designation of the SVAB as nonattainment for the 2015 standards, the PCAPCD will work with other regional air districts to prepare a new ozone SIP for the revised 2015 standards.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has adopted recommended thresholds of significance for emissions of PM_{10} and the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_X). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants. The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 2 are the PCAPCD's current thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects.

Table 2
PCAPCD Thresholds of Significance (lbs/day)

Pollutant	Construction Threshold	Operational Threshold
ROG	82	55
NO_X	82	55
PM_{10}	82	82

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

Given that air pollution is largely a regional impact by nature, as emissions from each individual development project contribute to regional air quality effects, both Village 5 and Village 7 were modeled together under an Approved Conditions Scenario and a Proposed Project Scenario. The Approved Conditions Scenario was based on the existing land uses allowed within the project site pursuant to both the Village 5 and Village 7 Specific Plans, while the Proposed Project Scenario accounted for the proposed modifications to both the Village 5 and Village 7 Specific Plans (see Table 1 for specific acreage and unit count data).

The emissions associated with the Approved Conditions Scenario and the Proposed Project Scenario were estimated using the California Emissions Estimator Model (CalEEMod) version 2022 web-based software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. The modeling for both the Approved Conditions Scenario and the Proposed Project Scenario assumed the inherent default values, with the

[1] U.S. Environmental Protection Agency. *Nonattainment and Unclassifiable Area Designations for the 2015 Ozone Standards*. April 30, 2018.

exception of the assumption that construction would begin in September 2026 and that the project would be fully operational by 2041.

All CalEEMod results are included as Appendix A of this Addendum. The results of the emissions analysis for construction and operational emissions are discussed separately below.

Given that both the Village 7 and Village 5 Specific Plan EIRs concluded that construction and operational emissions from Specific Plan buildout would be significant and unavoidable, the applicable threshold for this analysis, pursuant to CEQA Guidelines Section 15162, is whether the proposed modified project would result in a substantial increase in the severity of a previously identified significant impact. In consideration of this, and the fact that the baseline for this analysis is the approved land uses, the City has elected to use PCAPCD's significance thresholds for emissions of ROG, NO_X, and PM_{10} to determine if the net increase in emissions associated with the modified project (in comparison to the approved land uses) would be considered substantial. Accordingly, the total emissions associated with the Approved Conditions Scenario and the Proposed Project Scenario are compared, and the net change in emissions associated with the proposed modifications is evaluated against the PCAPCD thresholds of significance. Table 3 presents the estimated unmitigated construction-related emissions under the Approved Conditions Scenario and the Proposed Project Scenario.

Table 3
Maximum Unmitigated Construction Emissions (lbs/day)

	ROG	NO_X	PM_{10}
Approved Conditions Scenario	4.46	29.21	21.08
Proposed Project Scenario	7.66	29.21	21.08
Net Change	*+3.20*	*+0.0*	*+0.0*
PCAPCD Significance Threshold	**82.0**	**82.0**	**82.0**
Net Change Exceeds Threshold?	**NO**	**NO**	**NO**
Source: CalEEMod, March 2026 (see Appendix A).			

As shown in Table 3, implementation of the Proposed Project Scenario would result in a net increase in construction-related ROG by 3.20 lbs/day as compared to the Approved Conditions Scenario, and construction-related emissions of NO_X and PM_{10} would result in no net change under the Proposed Project Scenario and the Approved Conditions Scenario. The net increase in construction-related emissions associated with the Proposed Project Scenario would be below the applicable PCAPCD thresholds of significance for all criteria pollutants. Therefore, the proposed project would not result in a substantial increase in the severity of the previously identified significant effects associated with construction-related criteria air pollutant emissions.

Table 4 presents the estimated unmitigated operational emissions under the Approved Conditions Scenario and the Proposed Project Scenario.

Table 4
Maximum Unmitigated Operational Emissions (lbs/day)

	ROG	NO_X	PM_{10}
Approved Conditions Scenario	286.90	24.88	114.98
Proposed Project Scenario	215.05	33.80	138.97
Net Change	*-71.85*	*+8.92*	*+23.99*
PCAPCD Significance Threshold	**55.0**	**55.0**	**82.0**
Net Change Exceeds Threshold?	**NO**	**NO**	**NO**
Source: CalEEMod, March 2026 (see Appendix A).			

As shown in Table 4, implementation of the Proposed Project Scenario would result in a net decrease in ROG,[2] and a net increase in NO_X and PM_{10} emissions as compared to the Approved Conditions Scenario. However, the net increase in operational emissions associated with the Proposed Project Scenario would be below the applicable PCAPCD thresholds of significance for all criteria pollutants. Accordingly, operations of the proposed project would not result in a substantial increase in the severity of the previously identified significant effects associated with operational criteria air pollutant emissions.

Additionally, as discussed above, impacts related to emissions of localized CO and exposing sensitive receptors to substantial pollutant concentrations were determined to be less than significant within the Village 7 EIR and Village 5 EIR. Given the area of disturbance associated with the proposed project would not extend beyond the Specific Plan boundaries analyzed in the Village 7 EIR and Village 5 EIR, the proposed project would not be anticipated to result in any new significant impacts associated with CO or TACs during construction.

With regard to operational CO emissions, according to the modeling performed for the Proposed Project Scenario, operation of the project would result in maximum mobile source CO emissions of 352.31 lbs/day, an increase in 136.57 lbs/day as compared to the 215.74 lbs/day of mobile source CO emissions generated under the Approved Conditions Scenario. The net increase in CO emissions related to operation of the proposed project would be below the 550 lbs/day screening threshold used by PCAPCD.

In addition, the proposed land uses would not allow the development of uses that would involve long-term or frequent operations of any stationary diesel engines. Thus, project operations would not result in the production of substantial concentrations of TAC emissions.

Given all of the above, the proposed project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to air quality. Nonetheless, applicable mitigation measures from the Village 7 EIR and Village 5 EIR related to air quality emissions would still apply to the proposed project.

Furthermore, the proposed project would be required to comply with Policies under Goal HS-3 of the 2050 General Plan which are designed to reduce the generation of air pollutants to minimize impacts to human health. Policy HS-3.1 ensures compliance with local, regional, and State agencies to achieve Federal Air Quality Standards and requires development projects to incorporate programs developed by the Sacramento Area Council of Governments (SACOG) and the PCAPCD.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 7 EIR would still apply to the proposed project:

- Mitigation Measure 4.4-1(A), related to PM_{10} and $PM_{2.5}$ emissions;
- Mitigation Measure 4.4-2(A), related to ROG and NO_X emissions;
- Mitigation Measure 4.4-3(A), related to criteria air pollutants;
- Mitigation Measure 4.4-5(A), related to odors;
- Mitigation Measure 4.4-7(A), related to cumulative emissions of PM_{10} and $PM_{2.5}$;
- Mitigation Measure 4.4-8(A), related to emissions of ozone precursors;
- Mitigation Measure 4.4-9(A), related to cumulative emissions of ozone precursors; and

[2] The net decrease in ROG emissions is associated with a decrease in area source emissions under the Proposed Project Scenario, particularly related to the default number of wood fireplaces assumed in CalEEMod.

- Mitigation Measure 4.4-11(A), related to cumulative impacts related to odors.

The following mitigation measures from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.3-2, related to construction emissions of criteria air pollutants;
- Mitigation Measure 3.3-3, related to operational emissions of criteria air pollutants;
- Mitigation Measure 3.3-5(a), related to TACs;
- Mitigation Measure 3.3-5(b), related to TACs; and
- Mitigation Measure 3.3-7, related to cumulative emissions of criteria air pollutants.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Biological Resources

Village 7 Background

The Village 7 EIR determined that development of the Village 7 Programmatic Portion, which includes the Village 7 portion of the project site, would result in the loss of wetlands and other waters of the U.S., resulting in a significant impact. Therefore, the Village 7 EIR included Mitigation Measure 4.8-1(B), which requires the applicant to conduct a wetland delineation and, based on the delineation verified by the US. Army Corps of Engineers (USACE), a wetland mitigation plan to ensure no net loss of wetlands. The wetland mitigation plan is required to include the following or equally effective components: compensation for the loss of wetland habitat through a combination of preservation in open space preserves, on-site restoration/enhancement, and the purchase of mitigation credits at an approved mitigation bank; and reduction/avoidance measures such as avoidance buffers and protective fencing. Pursuant to Mitigation Measure 4.8-1(B), the wetland mitigation plan may be implemented through a 404 permit and/or Streambed Alteration Agreement process. The Village 7 EIR determined that implementation of Mitigation Measure 4.8-1(B) would reduce impacts related to the filling or adverse modification of jurisdictional wetland/other waters of the U.S. to a less-than-significant level.

The Village 7 EIR determined that the project site contains potential habitat for vernal pool crustaceans and amphibian species such as the western spadefoot – including vernal pools, seasonal wetlands and seasonal wetland swales – would be degraded and/or lost due to the Village 7 project. The Village 7 EIR requires implementation of Mitigation Measure 4.8-2(B) to reduce impacts to vernal pool crustaceans and western spadefoot to a less-than-significant level by obtaining a biological opinion from the U.S. Fish and Wildlife Service (USFWS) and complying with the conditions and mitigations set forth therein. Such conditions and mitigation may include, but would not be limited to, on-site and off-site preservation, creation of wetlands, purchase of credits at mitigation banks, payment of in lieu fees, and additional protection measures.

The Village 7 EIR determined that special-status plant species, such as dwarf downingia, legenere, Boggs Lake hedge-hyssop, and Sacramento orcutt grass, as well as special-status wildlife species, such as the western pond turtle, could potentially occur within the Programmatic Portion of Village 7, which includes the Village 7 portion of the project site. In addition, the Village 7 EIR, as amended, concluded that the removal of trees and on-site grading activities could result in the disruption of migratory nesting birds or protected raptor nests, resulting in the abandonment of active nests or the loss of active nests

through structure removal, as well as the loss of foraging habitat for Swainson's hawk, white tailed kite, and burrowing owl. Similarly, the Village 7 EIR determined that alterations to habitat that would occur during construction could result in impacts to nesting habitat for tri-colored blackbird. As such, mitigation measures that require the project site to be surveyed for special-status species, as well as pre-construction surveys during the breeding season, and the acquisition and preservation of suitable foraging habitat, were prescribed to reduce the associated impacts to a less-than-significant level. In addition, the Village 7 EIR concluded that development of the Village 7 Programmatic Portion would result in less-than-significant impacts related to habitat fragmentation and wildlife population isolation.

Since the Village 7 Specific Plan was originally adopted, Placer County prepared and adopted the Placer County Conservation Program (PCCP), a local Habitat Conservation Program (HCP), which addresses many of the special-status species and habitats that are identified in the Village 7 EIR. The PCCP is a regional, comprehensive program intended to protect, enhance and restore natural resources in western Placer County, while streamlining permitting for urban development. The PCCP includes three program components:

- The *Western Placer County Habitat Conservation Plan and Natural Community Conservation Plan*, a joint habitat conservation plan and natural community conservation plan (HCP/NCCP) that protects fish, wildlife, plants and their habitats and fulfill the requirements of the federal Endangered Species Act of 973, as amended (ESA), and the California Natural Community Conservation Planning Act (NCCPA);
- The *Western Placer County Aquatic Resource Program* (CARP) that protects streams, wetlands and other water resources and fulfills the requirements of the Clean Water Act (CWA) and analogous state laws and regulations; and
- The *Western Placer County In-Lieu Fee Program* (ILF Program) that fulfills compensatory mitigation requirements under Section 404 of the CWA.

In October 2020, the City of Lincoln adopted an ordinance enacting Chapter 18.89 – Placer County Conservation Program of Lincoln Municipal Code Title 18 (Zoning) and made findings that the PCCP EIS/EIR adequately addressed the environmental impacts of the PCCP, including the environmental effects of future development. The City's adoption of the PCCP requires that development projects participate in the PCCP in order to mitigate the effect on those species addressed by the PCCP and that would be adversely affected by the project development. The purpose of the ordinance is to implement the PCCP in order to provide a regulatory framework for promoting the protection and recovery of natural resources, including covered species and aquatic resources of Placer County, while streamlining the permitting process for both publicly- and privately-funded planned development within the City of Lincoln.

As a permittee under the PCCP, the City of Lincoln can transfer take authorization to private entities conducting activities covered by the plan and under their jurisdiction. Covered Activities are generally any actions undertaken in the PCCP plan area by or under the authority of the Permittees that may affect Covered Species or covered natural communities. The area for permit coverage under the HCP/NCCP has two main parts and associated subcomponents: (1) Plan Area A, comprised of Valley and Foothill areas; and (2) Plan Area B, which consists of subcomponent areas B1 through B5. The project site is within Plan Area A, which is the main focus of the HCP/NCCP and where all future growth and most of the Covered Activities will take place. Plan Area A is covered by a comprehensive permit and is comprised of the City of Lincoln plus all unincorporated lands within western Placer County: approximately 210,000 acres, or roughly five-sixths of western Placer County.

The PCCP addresses 14 Covered Species and several Covered Natural Communities, and includes conservation measures to protect all 14 Covered Species and their habitats. Plant species are not covered under the PCCP. Avoidance and minimization measures (AMMs) are set forth in Chapter 6 of

the PCCP, and are intended to ensure that adverse effects on Covered Species and natural communities are avoided and minimized.

Applicants are required to obtain a signed Certificate of PCCP Authorization from the City for potential impacts to terrestrial and aquatic habitats and species. During the local impact authorization process, impact fees are calculated using land cover data. Fees include Land Conversion fees and may also include Aquatic/Wetland Special Habitat fees. To address disturbances to vegetation communities/land covers within the PCCP, including disturbances to oak woodland acreages and impacts to individual trees, development fees are applied for a development project's vegetation community impacts, in accordance with PCCP guidelines.

Village 7 Impact Discussion

The existing setting of the project site area is comprised primarily of agricultural fields, the Auburn Ravine, and two rural residences located in the northeast corner of the site. The proposed project would include an amendment to the Village 7 Specific Plan and General Development Plan. The amendments would incorporate new land use designations that would increase the total unit count but would not change the overall footprint of the project site. Thus, the area of disturbance associated with the future buildout of the Village 7 project would not differ from the overall Village 7 Specific Plan area analyzed in the Village 7 EIR, as amended. As such, the proposed project would not be expected to result in any new or substantially more severe significant impacts related to biological resources relative to what has been previously analyzed for the project site in the Village 7 EIR.

In order to confirm whether any new information is available or new circumstances have occurred within the project site since the Village 7 EIR was prepared related to biological resources, a Biological Resources Assessment (BRA)[3] was prepared by ECORP Consulting (ECORP) (see Appendix B). The BRA includes the results of field surveys for areas of the project site where project-related activities may result in impacts to sensitive biological resources. The area proposed to remain VOS surrounding Auburn Ravine was not included in the BRA's biological study area (BSA), as development would not occur in such areas.

As discussed above, since the Village 7 EIR was certified, the City has adopted an ordinance implementing the PCCP. The project applicant intends to comply with the PCCP. According to the BRA, the project site consists of the PCCP land covers as presented in Table 5 below. The BRA concluded that designated critical habitat is not present where project-related activities may occur, nor is any Essential Habitat Connectivity area or known nursery site present on the site. Because the PCCP has been adopted, the applicant intends to comply with all provisions of the PCCP, which would include payment of the applicable land conversion fees. The proposed project would still result in impacts related to wetlands and other waters of the U.S. The Lake and Streambed Alteration Agreement program is not fully integrated into the PCCP and must be applied for separate and apart from the PCCP. Thus, both compliance with the PCCP and Mitigation Measure 4.8-1(B) from the Village 7 EIR would be applicable to the proposed project.

Table 5
Project PCCP Land Cover Types

PCCP Land Cover Type	Acreage
Natural Communities	
Vernal Pool Complex High	7.52
Vernal Pool Complex Intermediate	126.75
Vernal Pool Complex Low	26.58

[3] ECORP Consulting, Inc. *Biological Resources Assessment for the Scheiber Property-Lincoln Village 7 Project.* May 2025.

Urban (Nonnatural Communities)	
Road	3.64
Rural Residential	15.52
Total[1]	**180.00**

[1] The acreage value for each land cover type has been rounded to the nearest 1/100 decimal. Summation of these values may not equal the total area reported.

Source: ECORP Consulting, Inc. Biological Resources Assessment for the Scheiber Property-Lincoln Village 7 Project. May 2025.

Regarding special-status plant species, the BRA identified the following additional special-status plant species beyond those analyzed in the Village 7 EIR to have the potential to occur on-site: valley brodiaea, spicate calycadenia, stinkbells, Ahart's dwarf rush, bristly leptosiphon, and pincushion navarettia. As the PCCP does not cover plant species, the mitigation measures set forth in the Village 7 EIR for special-status plant species would be sufficient to ensure new significant impacts would not occur related to the additional plant species identified.

Regarding special-status wildlife species, some of the species identified in the Village 7 EIR as having potential to occur on the site are now covered by the PCCP, including Swainson's hawk, western burrowing owl, tricolored blackbird, northwestern pond turtle, conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp. Compliance with all applicable provisions of the PCCP would supersede the prior mitigation measures for those special-status species now covered under the PCCP set forth in the Village 7 EIR (i.e., Mitigation Measure 4.8-2[B], Mitigation Measure 4.8-4[B], and Mitigation Measure 4.8-7[B]). Mitigation Measures 4.8-3(B) and 4.8-5(B), related to rare plant species and nesting migratory birds, would not be covered by compliance with the PCCP and would still apply to the proposed project. Compliance with the PCCP would ensure that impacts to the covered species are reduced to a less-than-significant level, similar to the original mitigation measures set forth in the Village 7 EIR.

In addition to the special-status species identified in the Village 7 EIR as having potential to occur on the site, the BRA identified the following additional special-status wildlife species beyond those analyzed in the Village 7 EIR to have the potential to occur on-site: Crotch's bumble bee, yellow warbler, pallid bat, and Townsend's big-eared bat. None of the aforementioned special-status species are covered by the PCCP. Other nesting raptors and songbirds, which are protected under the federal Migratory Bird Treaty Act, have the potential to occur on-site. The mitigation measures set forth in the Village 7 EIR for nesting habitat, migratory nesting birds or protected raptor nests, and foraging habitat, as well as compliance with the PCCP, would be sufficient to ensure new significant impacts would not occur related to the additional bird and raptor species identified above.

The PCCP does not cover Crotch's bumble bee nor special-status bat species; therefore, implementation of new project-specific mitigation related to these species would be required to ensure no new significant impacts would occur. Pursuant to CEQA Guidelines, if changes or new information involve new significant impacts, additional documentation is not needed if a new or modified mitigation would eliminate the new significant impact or reduce the increase in severity to less than substantial and the applicant commits to implementing the mitigation measure(s). The additional project-specific mitigation set forth below related to such would eliminate the potential for new significant impacts to occur. Accordingly, new circumstances that would involve new significant impacts or substantially more severe significant impacts do not exist.

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe significant impacts related to biological resources from what has been anticipated for the project site in the Village 7 EIR, as amended.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

As discussed above, because the PCCP has been adopted, the mitigation measures set forth in the Village 7 EIR related to covered special-status species and aquatic resources would be superseded by compliance with the applicable PCCP requirements. The following mitigation measures from the Village 7 EIR would still apply to the proposed project:

- Mitigation Measure 4.8-1(B), related to jurisdictional wetlands and other waters of the U.S.;
- Mitigation Measure 4.8-3(B), related to rare plant populations; and
- Mitigation Measure 4.8-5(B), related to nesting migratory birds.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

Implementation of the following mitigation measures would ensure that any potential impacts related to Crotch's bumble bee and special-status bat species would be reduced to a less-than-significant level. The mitigation measures will be included as project conditions. The project applicant has agreed in advance to accept all such mitigation measures.

- Biological Resources Mitigation Measure 1

  The provisions contained herein only apply if Crotch's bumble bee remains a candidate species or is listed under CESA at the commencement of construction. Following CDFW's status report on Crotch's bumble bee, if the California Fish and Game Commission finds that the petitioned action is not warranted, the provisions contained herein shall not be required.

  Initial ground-disturbing activities associated with development of any future Tentative Map (e.g., grading, vegetation removal, staging) should take place between September 1 and March 31 (i.e., outside the colony active period) to avoid potential impacts on special-status bumble bees. If initial ground-disturbing activities do not occur between September 1 and March 31, then at a maximum of 14 days prior to the commencement of construction activities, a qualified biologist shall conduct a preconstruction survey for Crotch's bumble bees in the area(s) proposed for impact.

  The survey shall occur during the period from one hour after sunrise to two hours before sunset, with temperatures between 65 degrees Fahrenheit and 90 degrees Fahrenheit, with low wind and zero rain. If the timing of the start of construction makes the survey infeasible due to the temperature requirements, the surveying biologist shall select the most appropriate days based on the National Weather Service seven-day forecast and shall survey at a time of day that is closest to the temperature range stated above. The survey duration shall be commensurate with the physical extent of suitable floral resources (which represent foraging habitat) present within the area proposed for impact, and

the level of effort shall be based on the metric of a minimum of one person-hour of searching per three acres of suitable floral resources/foraging habitat. A meandering pedestrian survey shall be conducted throughout the area proposed for impact in order to identify patches of suitable floral resources.

Suitable floral resources for Crotch's bumble bee include species in the following families: Apocynaceae, Asteraceae, Boraginaceae, Fabaceae, and Lamiaceae.

At a minimum, preconstruction survey methods shall include the following:

- *Search areas with floral resources for foraging bumble bees. Observed foraging activity may indicate a nest is nearby, and therefore, the survey duration shall be increased when foraging bumble bees are present;*
- *If Crotch's bumble bees are observed, watch any Crotch's bumble bees present and observe their flight patterns. Attempt to track their movements between foraging areas and the nest;*
- *Visually look for nest entrances. Observe burrows, any other underground cavities, logs, or other possible nesting habitat;*
- *If floral resources or other vegetation preclude observance of the nest, small areas of vegetation may be removed via hand removal, line trimming, or mowing to a height of a minimum of four inches to assist with locating the nest;*
- *Look for concentrated Crotch's bumble bee activity;*
- *Listen for the humming of a nest colony; and*
- *If bumble bees are observed, attempt to photograph the individual and identify it to species.*

The biologist conducting the survey shall record when the survey was conducted, a general description of any suitable foraging habitat/floral resources present, a description of observed bumble bee activity, a list of bumble bee species observed, a description of any vegetation removed to facilitate the survey, and their determination of if survey observations suggest a Crotch's bumble bee nest(s) may be present or if construction activities could result in take of Crotch's bumble bees. The report shall be submitted to the City of Lincoln Community Development Department prior to the commencement of construction activities.

If bumble bees are not located during the preconstruction survey or the bumble bees located are definitively identified as a common species (i.e., not special-status species), then further mitigation or coordination with the California Department of Fish and Wildlife (CDFW) is not required.

If any sign(s) of a bumble bee nest is observed, and if the species present cannot be established as a common bumble bee, then construction shall not commence until either (1) the bumble bees present are positively identified as common (i.e., not a special-status species), or (2) the completion of coordination with CDFW to identify appropriate mitigation measures, which may include, but not be limited to, waiting until the colony active season ends,

establishment of nest buffers, or obtaining an Incidental Take Permit (ITP) from CDFW.

If Crotch's bumble bees are located, and, after coordination with CDFW, take of Crotch's bumble bees cannot be avoided, the Project applicant shall obtain an ITP from CDFW, and the applicant shall implement all conditions identified in the ITP.

Consistent with Fish and Game Code Section 2081, mitigation required by any ITP obtained from CDFW shall minimize and fully mitigate any impacts of the authorized take, be roughly proportional in extent to the impact of the take, be capable of successful implementation, and, where various alternative measures are available, maintain the applicant's objectives to the greatest extent possible. Specific required permit conditions may include, but are not limited to, the Project applicant's qualified biologist translocating nesting substrate in accordance with the latest scientific research to another suitable location (i.e., a location that supports similar or better floral resources as the impact area), enhancing floral resources on areas of the site that will remain appropriate habitat, worker awareness training, and/or other measures specified by CDFW.

- Biological Resources Mitigation Measure 2

  Prior to the commencement of construction activities, a qualified biologist shall conduct a bat habitat assessment of all potential roosting habitat features, including trees and structures within the proposed impact footprint within the project vicinity. The habitat assessment shall identify all potentially suitable roosting habitat and may be conducted up to one year prior to the start of construction. The results of the assessment shall be submitted to the City of Lincoln Community Development Department.

  - *If potential roosting habitat is identified (cavities in trees or potential roosts within structures) within the areas proposed for impact, the biologist shall survey the potential roosting habitat during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine the presence of roosting bats. The surveys are recommended to be conducted utilizing methods that are considered acceptable by bat experts after consultation with CDFW. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras, or a combination thereof.*
  - *If roosting bats are identified within any of the trees planned for removal, or if presence is assumed, the trees shall be removed outside of pup season, only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree.*

- *Additionally, it is recommended that all other tree removal shall be conducted from January through March on days with temperatures in excess of 50 degrees Fahrenheit to avoid potential impacts to foliage-roosting bat species.*
- *If roosting bats are identified within any structures planned for removal, a bat exclusion plan shall be prepared by a qualified bat biologist describing the methods to be used to humanely exclude bats prior to disturbance. The plan shall be approved by the City of Lincoln Community Development Department after consultation with CDFW and shall be implemented prior to the start of construction.*
- *The requirements for the bat expert and City to consult with CDFW prior to approving survey methods and a bat exclusion plan shall be satisfied either where CDFW responds to requests for consultation within 30 days of the requests or where the bat expert and City have attempted to consult with CDFW but CDFW has failed to respond to the request within 30 days of the placement of the request.*

Village 5 Background

The Village 5 EIR determined that project compliance with General Plan policies and implementation of the identified mitigation measures would reduce all impacts to biological resources, including aquatic resources, special-status plant species, special-status wildlife species, riparian habitat or other sensitive natural communities, heritage oak trees, and cumulative impacts to biological resources, to less-than-significant levels. The Village 5 EIR determined that no impact would occur related to conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state HCP, as the PCCP was not yet adopted; however, the Village 5 EIR discussed that the Village 5 Specific Plan was designed to fully comply with the PCCP by preserving a majority of both the Auburn and Markham Ravines in their natural, undeveloped states, in perpetuity via one or more conservation easements. Additionally, the Village 5 EIR determined that the Village 5 Specific Plan would fully comply with the conservation and mitigation strategies and ratios in the PCCP. Further, the mitigation measures set forth in the Village 5 EIR related to biological resources include the option to comply with all requirements of the PCCP, including compliance with the PCCP conditions on covered activities and avoidance and minimization measures, should the PCCP be adopted and approved. As discussed above, since the Village 5 EIR was certified, the City has adopted an ordinance implementing the PCCP.

Village 5 Impact Discussion

The proposed project would include an amendment to the Village 5 Specific Plan and General Development Plan. The amendments would incorporate new land use designations, including an increase in the total unit count within the Village 5 portion of the project site by 23 units. However, the area of disturbance associated with the future buildout of the Village 5 project would not differ from the overall Village 5 Specific Plan area analyzed in the Village 5 EIR. As such, with implementation of the mitigation measures set forth in the Village 5 EIR, the proposed project would not be expected to result in any new or substantially more severe significant impacts related to biological resources relative to what has been previously analyzed for the project site in the Village 5 EIR.

Similar to the Village 7 discussion above, the mitigation measures set forth in the Village 5 EIR for special-status plant species would be sufficient to ensure impacts to any plant species newly identified in the BRA would not occur. Similarly, the mitigation measures set forth in the Village 5 EIR related to special-

status and nesting bird and raptor species would be sufficient to ensure new significant impacts would not occur related to any additional bird and raptor species identified in the BRA.

The Village 5 EIR addressed special-status bat species, but did not include mitigation. Crotch's bumble bee was not addressed previously and mitigation for the species was not included in the Village 5 EIR. Thus, implementation of new project-specific mitigation related to such would be required to ensure no new impacts would occur.

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe significant impacts related to biological resources from what has been anticipated for the project site in the Village 5 EIR.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.4-1, related to federally protected wetlands;
- Mitigation Measure 3.4-2, related to special-status species;
- Mitigation Measure 3.4-3, related to vernal pool habitat and vernal pool crustaceans or amphibians;
- Mitigation Measure 3.4-4, related to rare plant populations;
- Mitigation Measure 3.4-5, related to western pond turtle;
- Mitigation Measure 3.4-6, related to nesting birds;
- Mitigation Measure 3.4-7, related to valley elderberry longhorn beetle;
- Mitigation Measure 3.4-8, related to Central Valley Steelhead and Chinook salmon;
- Mitigation Measure 3.4-11, related to approved local, regional, or State policies or ordinances protecting biological resources;
- Mitigation Measure 3.4-13, related to cumulative effects on federally protected wetlands;
- Mitigation Measure 3.4-14, related to cumulative impacts to vernal pool habitat and vernal pool crustaceans or amphibians;
- Mitigation Measure 3.4-15, related to cumulative impacts to rare plant populations;
- Mitigation Measure 3.4-16, related to cumulative impacts to western pond turtle;
- Mitigation Measure 3.4-17, related to cumulative impacts to nesting birds;
- Mitigation Measure 3.4-18, related to cumulative impacts to valley elderberry longhorn beetle;
- Mitigation Measure 3.4-19, related to cumulative impacts to Central Velley steelhead and Chinook Salmon; and
- Mitigation Measure 3.4-20, related to cumulative impacts to riparian habitat or other sensitive natural communities

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

Implementation of the following mitigation measures would ensure that any potential impacts related to Crotch's bumble bee and special-status bat species would be reduced to a less-than-

significant level. The mitigation measures will be included as project conditions. The project applicant has agreed in advance to accept all such mitigation measures.

- Biological Resources Mitigation Measure 1

  The provisions contained herein only apply if Crotch's bumble bee remains a candidate species or is listed under CESA at the commencement of construction. Following CDFW's status report on Crotch's bumble bee, if the California Fish and Game Commission finds that the petitioned action is not warranted, the provisions contained herein shall not be required.

  Initial ground-disturbing activities associated with development of any future Tentative Map (e.g., grading, vegetation removal, staging) should take place between September 1 and March 31 (i.e., outside the colony active period) to avoid potential impacts on special-status bumble bees. If initial ground-disturbing activities does not occur between September 1 and March 31, then at a maximum of 14 days prior to the commencement of construction activities, a qualified biologist shall conduct a preconstruction survey for Crotch's bumble bees in the area(s) proposed for impact.

  The survey shall occur during the period from one hour after sunrise to two hours before sunset, with temperatures between 65 degrees Fahrenheit and 90 degrees Fahrenheit, with low wind and zero rain. If the timing of the start of construction makes the survey infeasible due to the temperature requirements, the surveying biologist shall select the most appropriate days based on the National Weather Service seven-day forecast and shall survey at a time of day that is closest to the temperature range stated above. The survey duration shall be commensurate with the physical extent of suitable floral resources (which represent foraging habitat) present within the area proposed for impact, and the level of effort shall be based on the metric of a minimum of one person-hour of searching per three acres of suitable floral resources/foraging habitat. A meandering pedestrian survey shall be conducted throughout the area proposed for impact in order to identify patches of suitable floral resources.

  Suitable floral resources for Crotch's bumble bee include species in the following families: Apocynaceae, Asteraceae, Boraginaceae, Fabaceae, and Lamiaceae. Suitable floral resources for western bumble bee include species in the following families: Asteraceae, Fabaceae, Rhamnaceae, and Rosaceae, as well as plants in the genera Eriogonum and Penstemon.

  At a minimum, preconstruction survey methods shall include the following:

  - *Search areas with floral resources for foraging bumble bees. Observed foraging activity may indicate a nest is nearby, and therefore, the survey duration shall be increased when foraging bumble bees are present;*
  - *If Crotch's bumble bees are observed, watch any Crotch's bumble bees present and observe their flight patterns. Attempt to track their movements between foraging areas and the nest;*
  - *Visually look for nest entrances. Observe burrows, any other underground cavities, logs, or other possible nesting habitat;*

- *If floral resources or other vegetation preclude observance of the nest, small areas of vegetation may be removed via hand removal, line trimming, or mowing to a height of a minimum of four inches to assist with locating the nest;*
- *Look for concentrated Crotch's bumble bee activity;*
- *Listen for the humming of a nest colony; and*
- *If bumble bees are observed, attempt to photograph the individual and identify it to species.*

The biologist conducting the survey shall record when the survey was conducted, a general description of any suitable foraging habitat/floral resources present, a description of observed bumble bee activity, a list of bumble bee species observed, a description of any vegetation removed to facilitate the survey, and their determination of if survey observations suggest a Crotch's bumble bee nest(s) may be present or if construction activities could result in take of Crotch's bumble bees. The report shall be submitted to the City of Lincoln Community Development Department prior to the commencement of construction activities.

If bumble bees are not located during the preconstruction survey or the bumble bees located are definitively identified as a common species (i.e., not special-status species), then further mitigation or coordination with the California Department of Fish and Wildlife (CDFW) is not required.

If any sign(s) of a bumble bee nest is observed, and if the species present cannot be established as a common bumble bee, then construction shall not commence until either (1) the bumble bees present are positively identified as common (i.e., not a special-status species), or (2) the completion of coordination with CDFW to identify appropriate mitigation measures, which may include, but not be limited to, waiting until the colony active season ends, establishment of nest buffers, or obtaining an Incidental Take Permit (ITP) from CDFW.

If Crotch's bumble bees are located, and, after coordination with CDFW, take of Crotch's bumble bees cannot be avoided, the Project applicant shall obtain an ITP from CDFW, and the applicant shall implement all conditions identified in the ITP.

Consistent with Fish and Game Code Section 2081, mitigation required by any ITP obtained from CDFW shall minimize and fully mitigate any impacts of the authorized take, be roughly proportional in extent to the impact of the take, be capable of successful implementation, and, where various alternative measures are available, maintain the applicant's objectives to the greatest extent possible. Specific required permit conditions may include, but not be limited to, the Project applicant's qualified biologist translocating nesting substrate in accordance with the latest scientific research to another suitable location (i.e., a location that supports similar or better floral resources as the impact area), enhancing floral resources on areas of the site that will remain appropriate habitat, worker awareness training, and/or other measures specified by CDFW.

- Biological Resources Mitigation Measure 2

  Prior to the commencement of construction activities, a qualified biologist shall conduct a bat habitat assessment of all potential roosting habitat features, including trees and structures within the proposed impact footprint within the project vicinity. The habitat assessment shall identify all potentially suitable roosting habitat and may be conducted up to one year prior to the start of construction. The results of the assessment shall be submitted to the City of Lincoln Community Development Department.

  - *If potential roosting habitat is identified (cavities in trees or potential roosts within structures) within the areas proposed for impact, the biologist shall survey the potential roosting habitat during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine the presence of roosting bats. The surveys are recommended to be conducted utilizing methods that are considered acceptable by bat experts after consultation with CDFW. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras, or a combination thereof.*
  - *If roosting bats are identified within any of the trees planned for removal, or if presence is assumed, the trees shall be removed outside of pup season, only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree.*
  - *Additionally, it is recommended that all other tree removal shall be conducted from January through March on days with temperatures in excess of 50 degrees Fahrenheit to avoid potential impacts to foliage-roosting bat species.*
  - *If roosting bats are identified within any structures planned for removal, a bat exclusion plan shall be prepared by a qualified bat biologist describing the methods to be used to humanely exclude bats prior to disturbance. The plan shall be approved by the City of Lincoln Community Development Department after consultation with CDFW and shall be implemented prior to the start of construction.*
  - *The requirements for the bat expert and City to consult with CDFW prior to approving survey methods and a bat exclusion plan shall be satisfied either where CDFW responds to requests for consultation within 30 days of the requests or where the bat expert and City have attempted to consult with CDFW but CDFW has failed to respond to the request within 30 days of the placement of the request.*

Cultural and Tribal Cultural Resources

Village 7 Background

Potential impacts related to cultural resources (historic, archaeological, and paleontological resources) were analyzed within an Initial Study (IS) included as an appendix to the Village 7 EIR. Potential impacts on historic resources were determined to be reduced to a less-than-significant level through implementation of Mitigation Measure 2 set forth in the IS. Potential impacts on archaeological resources or human remains were determined to be reduced to a less-than-significant level through implementation of Mitigation Measure 3 set forth in the IS. Potential impacts on unique paleontological resources on or near the project site were determined to be reduced to a less-than-significant level through implementation of Mitigation Measure 4 set forth in the IS.

With regard to tribal cultural resources (TCRs), the City of Lincoln 2050 General Plan puts forth Policy OSC-6.7, which requires that, in the event that archaeological/paleontological resources are discovered during ground-disturbing activities, the City shall require all construction work to stop within a 100-foot area surrounding the find until the significance of the features can be determined by a qualified professional. In addition, Policy OSC-6.9 requires that the City discuss concerns regarding potential impacts to cultural resources and identify locations of importance to Native Americans by consulting with American Indian tribes, including appointed representatives from UAIC. Senate Bill (SB) 18 consultation was conducted prior to adoption of the 2010 Specific Plan. SB 18 requires local governments to consult with California Native American tribes regarding projects that involve amendments to general plans or specific plans.

Mitigation Measure 3 set forth in the IS was revised as part of the 2023 Addendum to better reflect current practice, including recognizing the role of the tribes that are traditionally and culturally affiliated with the project site and vicinity in determining the presence and significance of TCRs, and appropriate methods to treat such resources if they are present. The revisions included refinements to the mitigation measures included in the original Village 7 EIR and did not alter the nature or significance of the impacts identified in the original Village 7 EIR, as amended.

As discussed in the Village 7 EIR, the Village 7 project would be required to comply with a Programmatic Agreement among the Army Corps of Engineers, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation. Accordingly, the Village 7 EIR, as amended concluded that impacts to prehistoric and historic resources associated with the approved project were less than significant. Construction activities associated with the approved Village 7 project, particularly grading and excavation, could result in damage to previously unknown subsurface cultural resources. Impacts related to such activities were reduced with implementation of Mitigation Measures 2 through 4 from the Village 7 EIR, as amended.

Village 7 Impact Discussion

A Cultural Resources Inventory and Evaluation Report (Cultural Report) was prepared for the project site by ECORP Consulting, Inc., which included a records search and survey of the project site to identify any potentially eligible cultural resources that could be affected by the proposed project. According to the Cultural Report, the records search and field survey yielded one previously-recorded historic-era ranch complex (P-31-3634, 1700 Moore Road/Scheiber Ranch/Boyden Ranch), one previously-recorded road (SR-01 Moore Road) and no pre-contact resources within the project site. One historic-era ranch complex, 2300 Moore Road, was identified in the southwestern portion of the project site through maps and aerial photographs from 1975, but was demolished and removed by the early 2000s; the field survey did not identify any extant remains or associated cultural materials. A historic-era road, Sacramento-

Virgina Road, through the northern portion of the project site was identified from the 1855 plat map, but the field survey did not reveal any extant remains or associated cultural materials.

An evaluation of Resource P-31-3634, 1700 Moore Road/Scheiber Ranch/Boyden Ranch conducted in 1989 using National Register of Historic Places (NRHP) eligibility criteria found the resource ineligible for listing. Based on an evaluation conducted as part of the Cultural Report using California Register of Historic Resources (CRHR) eligibility criteria, Resource P-31-3634, 1700 Moore Road/Scheiber Ranch/Boyden Ranch, appears eligible under Criterion 1 for its contributions to dairy farming in the vicinity of Lincoln. However, the resource does not retain sufficient integrity to convey the significance. In addition, SR-01, Moore Road was evaluated using NRHP and CRHR eligibility criteria and was determined not eligible, as the road was determined to not have made a significant contribution to the broad pattern of history under Criterion A/1; construction crew members involved with past improvements of the road do not represent the lives of significant persons under Criterion B/2; the road does not embody any distinctive characteristics under Criterion C/3; and the potential for the resource to provide additional information that is not already represented in the archival record does not exist under Criterion D/4. Therefore, according to the Cultural Report, no known Historic Properties under Section 106 of the NHPA or Historical Resources under CEQA would be affected by the proposed project and, thus, Mitigation Measure 2 would not be applicable to the proposed project.

The overall disturbance area associated with the proposed project would be the same as what was previously anticipated for the site. As such, the proposed project would result in a similar potential for unearthing previously undiscovered subsurface cultural resources and, thus, the proposed project would be required to implement Mitigation Measures 3 and 4 from the Village 7 EIR, as amended.

Since the Village 7 EIR was certified, the State has enacted a second tribal consultation law - Assembly Bill 52 (AB) 52. Under AB 52, anytime a Negative Declaration or Environmental Impact Report is prepared, the lead agency must notify any tribe (that has requested such notification) and enter consultation if requested by the tribe(s). Due to the minor changes to the project, as presented throughout this Addendum, subsequent environmental documentation is not needed and, thus, AB 52 does not apply to the proposed project. However, SB 18 is still applicable and, in compliance with SB 18, in September 2025, the City of Lincoln notified the following five tribes of the proposed amendments to the Village 7 Specific Plan and General Development Plan and the Village 5 Specific Plan and General Development Plan: The United Auburn Indian Community (UAIC), Colfax-Todds Valley Consolidated Tribe, Nevada City Rancheria Nisenan Tribe, Tsi Akim Maidu, and Wilton Rancheria. Of the foregoing tribes, only the UAIC requested consultation. The UAIC responded with a request to conduct a formal consultation with the City for any grading occurring within the project site due to poor visibility of the ground surface during surveying conducted by UAIC and the proximity of Auburn Ravine, which is known to have many cultural sites and direct historical ties to UAIC. As such, a new project-specific mitigation measure has been added to ensure that the UAIC's request is incorporated. Implementation of the mitigation measure, in addition to the applicable measures from the Village 7 EIR, would ensure that potential impacts to tribal cultural resources within the Village 7 portion of the site would be less than significant.

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe significant impacts related to cultural and tribal cultural resources from what has been anticipated for the project site in the Village 7 EIR, as amended. Implementation of the mitigation measures in the Village 7 EIR as previously amended would continue to ensure impacts would be less than significant.

Mitigation Measure(s)

Mitigation Measures from Previous CEQA Documents

The following mitigation measures from the Village 7 EIR would still apply to the proposed project:

- Cultural Resources Mitigation Measure 3 (as amended by Specific Plan EIR Addendum 3, 2023), related to tribal consultation; and
- Cultural Resources Mitigation Measure 4, related to unique paleontological resources.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

Implementation of the following mitigation measure would ensure that any potential impacts related to tribal cultural resources would be reduced to a less-than-significant level. The mitigation measures will be included as project conditions. The project applicant has agreed in advance to accept all such mitigation measures.

- Tribal Cultural Resources Mitigation Measure 1:

  The following language shall be noted on any project Improvement Plans involving the Village 7B project site, subject to review and approval by the City of Lincoln Community Development Department:

  The project proponent or their construction contractor shall comply with the following measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities associated with the Village 7B project site:

  - *Native American Tribes are experts in their Tribal Cultural Resources (TCRs) who have the statutory authority and expertise to identify sites or objects of cultural value to their Tribe and to recommend appropriate treatment and final disposition of such sites or objects.*
  - *The project proponent shall contact the UAIC at least two weeks prior to project ground-disturbing activities to retain the services of a Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.*
  - *A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities on Assessor's Parcel Number (APN) 021-350-046 within the Village 7B project site. All ground-disturbing activities in this area shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the UAIC. Spot checking shall be permitted on the following APNs: 021-263-006, 021-263-014, 021-263-022, 021-263-023, 021-350-006, 021-350-023, 021-350-027, 021-350-038, 021-350-039, and 021-350-040.*
  - *Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.*

- *Appropriate treatment of TCRs may include but is not limited to:*
  - *A. Recordation of the resource(s)*
  - *B. Avoidance and preservation of the resource(s)*
  - *C. Reburial of the resource(s) onsite in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.*
- *To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log.*
- *The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.*
- *The Tribal Monitor(s), in consultation with the UAIC THPO and the City, shall determine an end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.*
- *In the event the Tribal Monitor(s) does not report to the job site at the scheduled time after receiving proper notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a tribal monitor, shall suspected TCRs be mishandled or disrespected.*
- *The City shall assist with resolution of disagreements between the project proponent/contractor and the Tribe if such occurs on the project.*

- Tribal Cultural Resources Mitigation Measure 2:

  The following mitigation measure is intended to address the identification and treatment of unanticipated discoveries of potential tribal cultural resources (TCRs) or resources of cultural significance to UAIC during ground disturbing activities.

  - *If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.*
  - *A Tribal Representative and the City of Lincoln shall be immediately notified, and the Tribal Representative in coordination with the City of Lincoln shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.*
  - *Treatment and Documentation:*
    - *A. The culturally affiliated Tribe shall consult with the City of Lincoln to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term*

management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

B. *The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.*
C. *The construction contractor(s) and City of Lincoln shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.*
D. *Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.*
E. *Work at the TCR discovery location shall not resume until authorization is granted by the City of Lincoln in coordination with the culturally affiliated Tribe.*
F. *If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Placer County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.*

Village 5 Background

Previous analysis associated with the Village 5 EIR determined that the project site area contains buildings that could be eligible for listing in the California or National Registers, and that buildout of Village 5 could, therefore, result in potentially significant impacts related to historical architectural, archaeological, and paleontological resources. Mitigation Measures 3.6-1, 3.6-2, 3.6-3, 3.6-5, 3.6-6, and 3.6-7, which would require a cultural resources investigation to be prepared with project-level development plans and training for construction personnel involved with earth-moving activities, among other requirements, would reduce impacts to historical architectural, archaeological, and paleontological resources to less-than-significant levels. However, impacts to historical architectural resources and cumulative impacts to historical architectural resources were determined to remain significant and unavoidable due to the uncertainty of future development plans for the area and the fact that the eligibility of potentially affected resources was unknown at the time of the Village 5 EIR. In addition, the Village 5

EIR determined that impacts related to resulting in damage to previously unidentified human remains would be potentially significant. Implementation of Mitigation Measure 3.6-4, which would require training of construction personnel involved with earth-moving activities and implementation of protection measures if human remains are discovered would reduce the impact to a less-than-significant level.

Village 5 Impact Discussion

The historic era structures or resources identified in and evaluated by the Cultural Report, which included an evaluation of the Village 5 portion of the project site, are not located within the project site. The preparation of the Cultural Report satisfies Mitigation Measures 3.6-1, 3.6-2, 3.6-5, and 3.6-6; thus, such measures are no longer applicable to the proposed project.

The overall disturbance area associated with the proposed project would be the same as what was previously anticipated for the site. As such, the proposed project would result in a similar potential for unearthing previously undiscovered subsurface cultural resources and, thus, the proposed project would be required to implement Mitigation Measures 3.6-3, 3.6-4, 3.6-7, and 3.6-8 from the Village 5 EIR.

As mentioned above, as part of the SB 18 consultation process, UAIC has requested tribal monitoring for any grading occurring within the Village 7B project site. The requested consultation for the project site is discussed in detail in the Village 7 Impact Discussion section above.

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe significant impacts related to cultural and tribal cultural resources from what has been anticipated for the project site in the Village 5 EIR, as amended.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.6-3, related to paleontological resources;
- Mitigation Measure 3.6-4, related to previously unidentified human remains;
- Mitigation Measure 3.6-7, related to cumulative impacts on paleontological resources; and
- Mitigation Measure 3.6-8, related to cumulative impacts on human remains.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

Implementation of the following mitigation measure would ensure that any potential impacts related to tribal cultural resources would be reduced to a less-than-significant level. The mitigation measures will be included as project conditions. The project applicant has agreed in advance to accept all such mitigation measures.

- Tribal Cultural Resources Mitigation Measure 1:

The following language shall be noted on any project Improvement Plans involving the Village 7B project site, subject to review and approval by the City of Lincoln Community Development Department:

The project proponent or their construction contractor shall comply with the following measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities associated with the Village 7B project site:

- *Native American Tribes are experts in their Tribal Cultural Resources (TCRs) who have the statutory authority and expertise to identify sites or objects of cultural value to their Tribe and to recommend appropriate treatment and final disposition of such sites or objects.*
- *The project proponent shall contact the UAIC at least two weeks prior to project ground-disturbing activities to retain the services of a Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.*
- *A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities on Assessor's Parcel Number (APN) 021-350-046 within the Village 7B project site. All ground-disturbing activities in this area shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the UAIC. Spot checking shall be permitted on the following APNs: 021-263-006, 021-263-014, 021-263-022, 021-263-023, 021-350-006, 021-350-023, 021-350-027, 021-350-038, 021-350-039, and 021-350-040.*
- *Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.*
- *Appropriate treatment of TCRs may include but is not limited to:*
    - *A. Recordation of the resource(s)*
    - *B. Avoidance and preservation of the resource(s)*
    - *C. Reburial of the resource(s) onsite in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.*
- *To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log.*
- *The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.*
- *The Tribal Monitor(s), in consultation with the UAIC THPO and the City, shall determine an end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.*
- *In the event the Tribal Monitor(s) does not report to the job site at the scheduled time after receiving proper notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a tribal monitor, shall suspected TCRs be mishandled or disrespected.*

- *The City shall assist with resolution of disagreements between the project proponent/contractor and the Tribe if such occurs on the project.*

- Tribal Cultural Resources Mitigation Measure 2:

  The following mitigation measure is intended to address the identification and treatment of unanticipated discoveries of potential tribal cultural resources (TCRs) or resources of cultural significance to UAIC during ground disturbing activities.

  - *If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.*
  - *A Tribal Representative and the City of Lincoln shall be immediately notified, and the Tribal Representative in coordination with the City of Lincoln shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.*
  - *Treatment and Documentation:*
    A. *The culturally affiliated Tribe shall consult with the City of Lincoln to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.*
    B. *The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.*
    C. *The construction contractor(s) and City of Lincoln shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of*

the reburial location, and assisting with the reburial, upon request.

D. *Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.*
E. *Work at the TCR discovery location shall not resume until authorization is granted by the City of Lincoln in coordination with the culturally affiliated Tribe.*
F. *If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Placer County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.*

Greenhouse Gas Emissions

Village 7 Background

A discussion of GHG emissions was included as part of the Climate Change section of the Village 7 EIR, as amended. The Village 7 EIR determined that build-out of the Specific Plan area would cause a significant increase in GHG emissions relative to existing conditions and the resulting impacts would be significant and unavoidable. Consequently, a Statement of Overriding Conditions was adopted by the City. The City of Lincoln General Plan includes policies that would indirectly result in the reduction in vehicle miles traveled (VMT) within the City, a major source of GHG emissions. In addition, the 2008 General Plan EIR implemented additional policies such as the Energy Efficient Buildings Policy, Alternative Fuels Vehicle Parking Policy, Passive and Active Solar Devices Policy, and Energy Efficient Master Planning Policy. However, the Village 7 EIR concluded that GHG impacts would remain significant and unavoidable even with implementation of General Plan policies and mitigation measures identified in the Village 7 EIR, as amended.

Village 5 Background

A discussion of GHG emissions was included as part of the Climate Change section of the Village 5 EIR. The Village 5 EIR determined that construction and operation of the proposed Specific Plan project would result in a cumulatively considerable increase in GHG emissions that could conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions and the resulting impacts would be significant and unavoidable even with implementation of the mitigation measures identified in the Village 5 EIR. Consequently, a Statement of Overriding Considerations was adopted by the City.

Impact Discussion

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds for construction and operations in concert with the criteria pollutant threshold update. For project construction, the PCAPCD established a threshold of 10,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/yr). Should

construction of a proposed project emit GHG emissions in excess of 10,000 $MTCO_2e$/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

The PCAPCD's operational thresholds begin with a screening emission level of 1,100 $MTCO_2e$/yr. Any project below the 1,100 MT CO_2e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the PCAPCD and, thus, would not conflict with any State or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO_2e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table 6.

Table 6
PCAPCD Operational GHG Efficiency Thresholds of Significance

Residential ($MTCO_2e$/capita)		Non-Residential ($MTCO_2e$/1,000 sf)	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

The PCAPCD further advises that regardless of emissions efficiency, should a project result in operational emissions in excess of 10,000 $MTCO_2e$/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

As previously discussed, the PCAPCD's thresholds are applied as the thresholds for which a substantial increase in the severity of the previously identified significant effects would occur. Accordingly, the GHG emissions associated with the Approved Conditions Scenario and the Proposed Project Scenario are compared, and the net change in GHG emissions associated with the proposed modifications is evaluated against the PCAPCD thresholds of significance. GHG emissions have been estimated for both the Approved Conditions Scenario and Proposed Project Scenario using CalEEMod under the same assumptions as presented in the Air Quality section of this Addendum. Given that impacts related to emissions of GHG are inherently considered cumulative, as emissions from each individual development project contribute to global climate change, the proposed modifications to both Village 5 and Village 7 Specific Plans were modeled together. All CalEEMod results are included as Appendix A of this Addendum. The results of the emissions analysis for construction and operational GHG emissions are discussed separately below.

Table 7 below presents the estimated unmitigated maximum construction-related GHG emissions under the Approved Conditions Scenario and the Proposed Project Scenario. As shown in the table, construction of the Proposed Project Scenario would result in a net increase in GHG emissions as compared to construction of the Approved Conditions Scenario. The net increase in GHG emissions related to construction of the Proposed Project Scenario would be well below the PCAPCD's bright-line threshold of 10,000 $MTCO_2e$/yr. Therefore, project construction would not result in a substantial increase in the severity of the previously identified significant effects associated with GHG emissions and global climate change.

Table 7
Unmitigated Annual Construction GHG Emissions

	Maximum GHG Emissions ($MTCO_2e$/yr)
Approved Conditions Scenario	876.92
Proposed Project Scenario	1,807.45
Net Change	*+930.53*
PCAPCD Significance Threshold	10,000.00
Net Change Exceeds Threshold?	**NO**

Source: CalEEMod, March 2026 (see Appendix A).

Table 8 presents the estimated operational GHG emissions at full buildout for the Approved Conditions Scenario and the Proposed Project Scenario.

Table 8 Unmitigated Operational GHG Emissions			
	GHG Emissions ($MTCO_2e$/yr)		
Emission Source	**Approved Conditions Scenario**	**Proposed Project Scenario**	**Net Change**
Mobile	**8,584.90**	**13,966.9**	***+5,382.0***
Area	**383.44**	**277.54**	***-105.9***
Energy	**1,203.54**	**1,893.32**	***+689.78***
Water	**53.68**	**53.68**	***+0.00***
Waste	**118.46**	**283.23**	***+164.77***
Refrigerants	**1.08**	**1.67**	***+0.59***
TOTAL ANNUAL GHG EMISSIONS	**10,345.10**	**16,476.3**	***+6,131.2***
PCAPCD Screening Level Threshold	**1,100.00**		
Net Change Exceeds Threshold?	**YES**		
Note: Rounding may result in slight differences in summation. ***Source: CalEEMod, March 2026 (see Appendix A).***			

As shown in the table, operations of the Proposed Project Scenario would result in a net increase in GHG emissions as compared to the Approved Conditions Scenario. In addition, the net increase in operational GHG emissions associated with the Proposed Project Scenario would exceed the 1,100 $MTCO_2e$/yr operational threshold of significance. Because the net change in emissions would exceed the PCAPCD's screening level threshold, the project's increase in emissions has been further evaluated in comparison with the efficiency thresholds, presented in Table 6. The estimated net increase in per capita emissions for the proposed project is presented below in Table 9 and compared with the applicable PCAPCD efficiency threshold.

As shown in Table 9, the proposed project's net increase of operational GHG emissions would be below the applicable PCAPCD efficiency threshold. Therefore, operation of the proposed project would not result in a substantial increase in the severity of the previously identified significant effect associated with operational GHG emissions. For further comparison purposes, the Proposed Project Scenario would result in 5.07 $MTCO_2e$/yr/capita,[4] a decrease in 1.74 $MTCO_2e$/yr/capita as compared to the 6.81 $MTCO_2e$/yr/capita[5] that would be generated under the Approved Conditions Scenario.

[4] 1,235 dwelling units x 2.63 persons per household = 3,248 persons; 16,576.3 $MTCO_2e$/yr / 3,248 persons = 5.07 $MTCO_2e$/yr/capita

[5] 577 dwelling units x 2.63 persons per household = 1,518 persons; 10,345.10 $MTCO_2e$/yr / 1,518 persons = 6.81 $MTCO_2e$/yr/capita

Table 9 Unmitigated Project Operational GHG Emissions Per Capita	
Project Emissions ($MTCO_2e$/yr/capita)	**PCAPCD Efficiency Threshold for Urban Residential Projects ($MTCO_2e$/yr/capita)**
3.54	4.5
Notes: The estimated net increase in population is 1,731 persons (658 dwelling units x 2.63 persons per household). ***Sources:*** • ***CalEEMod, March 2026 (see Appendix A).*** • ***U.S. Census Bureau. Quickfacts Lincoln City, California. Available at: https://www.census.gov/quickfacts/fact/table/lincolncitycalifornia/PST045225 Accessed March 2026.***	

Given the above, the proposed project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to GHG emissions and global climate change. Nonetheless, applicable mitigation measures from the Village 7 EIR and Village 5 EIR related to GHG emissions would still apply to the proposed project.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following Mitigation Measure from the Village 7 EIR would still apply to the proposed project:

- Mitigation Measure 4.11-1(A), related to cumulative contributions to global climate change.

The following Mitigation Measure from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.5-1, related to cumulative increases in GHG emissions.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Transportation

Village 7 Background

The Village 7 EIR performed a level of service (LOS) analysis for several roadway segments and intersections within the project vicinity. The conclusions of the Village 7 EIR related to transportation impacts and mitigation measures are presented below in Table 10.

Village 7 Impact Discussion

Since the release of the Village 7 EIR, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. LOS represents a qualitative description of the traffic operations experienced by the driver

along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, the Legislature passed legislation with the intention of ultimately removing LOS in most instances as a basis for environmental analysis under CEQA. However, pursuant to the conclusions of *Olen Properties Corp. v. City of Newport Beach* (2023) (93 Cal.App.5th 270), when evaluating a project's consistency with a previously certified EIR, a document "may properly analyze traffic impacts under the old LOS methodology, and need not employ the newly mandated VMT methodology, when the previously certified EIR used the LOS methodology."[6] Therefore, the following discussion addresses impacts related to LOS, as opposed to VMT.

Fehr and Peers prepared a Consistency Review Memorandum (Consistency Memo) for the proposed project to address project-specific impacts related to transportation (see Appendix C). The following discussion is based on the results of the Consistency Memo, which evaluated whether the proposed land use changes associated with the proposed project would cause new or more severe significant transportation impacts within the Village 7 portion of the project site.

Several roadway improvements identified in the Village 7 EIR have been constructed since preparation of the Village 7 EIR, including the SR 65 Bypass and the extension of Ferrari Ranch Road to Moore Road. The Consistency Memo determined that the proposed project would generate an additional 3,783 daily trips, 299 AM peak hour trips, and 334 PM peak hour trips as compared to the approved Village 7 Specific Plan. Table 10 presents a summary of the results of the Consistency Memo, specifically whether the proposed project would generate a new significant impact or substantially increase the severity of any previously identified significant impacts. The degree to which changes to the environmental setting (e.g. an increase in background traffic) may cause differences in project impacts at City intersections has been addressed through the collection of new traffic counts in fall of 2025, when schools were in session.

Based on the results of the Consistency Memo, as shown in Table 10, the proposed project would not result in any new or substantially more severe significant impacts related to transportation from what was identified in the Village 7 EIR. Several impact areas identified as significant and unavoidable would remain significant and unavoidable under the proposed project. In addition, the same mitigation measures would still apply to the proposed project.

Based on the above, the proposed project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to transportation. Nonetheless, applicable mitigation measures from the Village 7 EIR related to transportation would still apply to the proposed project.

[6] Miller Star Regalia. *Fourth District Belatedly Publishes CEQA Opinion Upholding City of Newport Beach's Approval of Multifamily-Housing Development Pursuant To Addendum To 2006 EIR For Larger Mixed-Use Development*. Available at: https://www.ceqadevelopments.com/2023/08/08/fourth-district-belatedly-publishes-ceqa-opinion-upholding-city-of-newport-beachs-approval-of-multifamily-housing-development-pursuant-to-addendum-to-2006-eir-for-larger-mixed-use-development/. Accessed March 2026.

Table 10
Consistency Memo Summary Table

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-1 The Proposed Project would not worsen (to a significant level) unacceptable operations at City of Lincoln intersections (excluding those in downtown on SR 65 which are described separately) under existing plus project conditions.	No	None	Less than Significant	**Less than Significant (Fall 2025 as existing setting).** An updated level of service evaluation based on fall 2025 conditions was completed at ten critical City of Lincoln intersections. The analysis shows that the net increase in vehicle trips between the proposed Village 7B Amendment project and the approved Village 7 project would not worsen an intersection in Lincoln to an unacceptable level and would not exacerbate already unacceptable conditions to a significant degree.
4.3-2 The Proposed Project could temporarily worsen unacceptable operations on State Route 65 in downtown Lincoln under existing plus project conditions if occupancy of the Proposed Project occurs prior to the completion of the SR 65 Bypass.	Yes	None	Short-term Significant and Unavoidable	**Less than Significant** Construction of the SR 65 Bypass is complete.
4.3-3 The Proposed Project would not cause operations at any intersections in Roseville to worsen to an unacceptable level under existing plus project conditions.	No	None	Less than Significant	**Less than Significant** Added project trips would be dispersed throughout the South Placer County roadway network. Added project traffic to an individual City of Roseville intersection would be modest. Additionally, facilities most likely to be adversely affected (along Fiddyment Road) have now been upgraded with roadway widenings and new signals.
4.3-4 The Proposed Project would not result in unacceptable levels of service at any intersections in Placer County under existing plus project conditions.	No	None	Less than Significant	**Less than Significant** The project would add a net increase of about 60 PM peak hour trips to Fiddyment Road south of Moore Road (in Placer County). This added volume is not sufficient to degrade to an unacceptable level the Fiddyment Road/Athens Avenue study intersection.
4.3-5 The Proposed Project would worsen to an unacceptable level or further worsen already unacceptable operations at three locations on SR 65 south of Lincoln	Yes	Pay applicable SPRTA Fee	Significant and Unavoidable	**Significant and Unavoidable** The Village 7B Amendment would add trips to SR 65 south of the Twelve Bridges Drive interchange. The following summarizes the Amendment's effects on SR 65 south of Lincoln:

under existing plus project conditions.				1. The 2009 DEIR determined that project trips would result in impacts to SR 65. Specifically, the SR 65/Sunset Boulevard intersection and SR 65 NB On-Ramp from I-80 Westbound segment would degrade from an acceptable to unacceptable LOS. This finding would remain with the proposed Village 7B Amendment. The 2009 DEIR determined that already unacceptable operations at the SR 65 NB Diagonal Off-Ramp to Galleria Boulevard would be exacerbated to a significant degree under the Village 7 Specific Plan. The proposed Amendment would not result in a substantial increase in that impact because the change in density (used to analyze freeway segments) would be less than the 5% threshold (i.e., the significance threshold used in the 2009 DEIR for freeway segments). The mitigation measures required for impacts to SR 65 facilities included payment of SR 65 SPRTA fees that included funding for SR 65 widening. 2. There are three study freeway segments that would operate acceptably at LOS E with the project in the 2009 DEIR (see Table 4.3-7 of the Village 7 EIR). These segments are SR 65 NB On-Ramp from Galleria Boulevard, SR 65 NB Off-Ramp to Pleasant Grove Blvd, and SR 65 SB Off-Ramp to Galleria Blvd. The Amendment is anticipated to worsen conditions to an unacceptable LOS F at SR 65 NB Off-Ramp to Pleasant Grove Boulevard segment because the volumes on the freeway would result in a V/C ratio >1 and LOS F. The Amendment would not degrade the two other segments to LOS F. The prior mitigation measure required related to impacts to SR 65 facilities (i.e., payment of fair share fees) would remain applicable to the proposed project. Per SACOG's Metropolitan Transportation Improvement Program (MTIP), the first phase of the SR 65 widening (from Blue Oaks Boulevard to Galleria Boulevard) is scheduled to begin construction in 2027. The MTIP also includes the planned widening of SR 65 to construct a third NB lane on SR 65 from Galleria Boulevard to Pleasant Grove Boulevard, which would address the above-noted segment that would worsen

				as a result of the Amendment (SR 65 NB Off-ramp to Pleasant Grove Boulevard). Thus, the DEIR overall conclusions with respect to impacts to SR 65 facilities would be unchanged (significant and unavoidable), the same mitigation measure (pay fair share SPRTA fee) would be required, and the same residual significance after mitigation would occur as compared to the approved Village 7 EIR. As such, the proposed project would not substantially increase the severity of the significant and unavoidable impacts identified in the Village 7 EIR and major revisions to the Village 7 EIR are not required.
4.3-6 The Proposed Project would add significant levels of traffic to Moore Road between the project site and Fiddyment Road, and to Fiddyment Road from Moore Road to the south City limits, which are not constructed to current design standards.	Yes	Pay fair cost to upgrade Moore Road between Fiddyment Road and the western Proposed Project boundary, and Fiddyment Road from Moore Road to the south City limits	Significant and Unavoidable	**Significant and Unavoidable** No change from 2009 DEIR conclusion. For this particular impact, the significance of the impact is determined by whether the project adds trips to a roadway not constructed to current design standards. The amount of traffic being added plays no role in the determination of the severity of the impact. Therefore, the proposed Village 7B Amendment, which is anticipated to add 380 additional daily trips to Moore Road east of Fiddyment Road and 320 additional daily trips on Fiddyment Road south of Moore Road, would have the same conclusion regarding the significance of the impact (significant and unavoidable), the same mitigation measure (pay fair share), and the same residual significance after mitigation.
4.3-7 The Proposed Project would add significant levels of traffic to portions of Nelson Lane, which is not constructed to current design standards.	Yes	None	Significant and Unavoidable	**Significant and Unavoidable** No change from 2009 DEIR conclusion. For this particular impact, the significance of the impact is determined by whether the project adds trips to a roadway not constructed to current design standards. The amount of traffic being added plays no role in the determination of the severity of the impact. Therefore, the proposed Village 7B Amendment, which is anticipated to add 450 additional daily trips to Nelson Lane north of Moore Road, would have the same conclusion regarding the significance of the impact (significant and unavoidable) due to lack of a feasible mitigation measure.
4.3-8 The Proposed Project would provide adequate facilities to	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion.

accommodate its planned transit demand.				
4.3-9 The Proposed Project would provide adequate on-site facilities to support walking and bicycling.	No	None	Less than Significant	**Less than Significant** The determination of impacts to bicycle and pedestrian infrastructure is based on whether the proposed project would provide adequate facilities that are in-line with approved plans or policies. The project proposes the equivalent or better bicycle and pedestrian facilities as compared to the approved Village 7 Specific Plan. No change from 2009 DEIR conclusion.
4.3-10 The Proposed Project would not conflict with planned transportation improvements.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion.
4.3-11 The Proposed Project would cause temporary impacts along Moore Road during construction-related activities.	Yes	None feasible	Short-term Significant and Unavoidable	**Less than Significant** Ferrari Ranch Road has been extended to Moore Road creating a secondary access point for construction. This was explicitly mentioned as a conditional impact consideration in the impact statement.
4.3-12 The Proposed Project would not cause any cumulative impacts on the City of Lincoln roadway system.	No	None	Less than Significant	**Less than Significant** The DEIR concluded that all Lincoln study intersections would operate acceptably under cumulative conditions because the General Plan considered the Village 7 project. The City's 2050 General Plan indicates that the study intersections on old SR 65 (now known as Lincoln Boulevard) are not subject to the LOS C operating standard. Table 4.3-9 indicates that no City of Lincoln study intersections are on the cusp of degrading from acceptable to unacceptable. Therefore, the added trips from the Amendment is not anticipated to cause another study intersection to operate unacceptably.
4.3-13 The Proposed Project would worsen to an unacceptable level or further worsen cumulatively unacceptable operations (to a significant degree) on roadway segments within Placer County.	Yes	Pay fair share cost to improve the five Placer County roadway segments significantly impacted by the Proposed Project	Significant and Unavoidable	**Significant and Unavoidable** Table 4.3-10 shows that the DEIR project caused significant impacts at five of the seven study segments in Placer County. The two non-impacted segments were: 1. Athens Avenue west of Industrial Avenue. The proposed Amendment would cause this segment to carry an additional (rounded) 60 vehicles per day, but the LOS would remain at an acceptable LOS C. 2. Industrial Avenue south of Twelve Bridges Drive. The project would cause this segment to carry an additional (rounded) 140 vehicles per day, but the LOS

				would remain at an acceptable LOS D (given this segment is within ½ mile of a freeway). The severity of impacts at the five impacted Placer County roadway segments would not increase as the net effect of proposed Village 7B Amendment trips would be less than a 0.01 V/C ratio increase (i.e., the significance threshold used in the 2009 DEIR for Placer County roadways). Thus, the added trips would not exacerbate to a substantial degree cumulatively unacceptable conditions.
4.3-14 The Proposed Project would worsen cumulatively unacceptable operations (to a significant degree) on State Route 193 and State Route 65 through Placer County, Rocklin, and Roseville.	Yes	Pay SPRTA Fees to help widen SR 65 to six lanes, and pay fair share cost to make improvements to the SR 193/Sierra College Boulevard intersection	Significant and Unavoidable	**Significant and Unavoidable** The 2009 DEIR concluded that then proposed project would impact 1 intersection and 18 different freeway/highway segments under cumulative conditions (per Table 4.13-12 of 2009 DEIR). The Amendment would not substantially increase the impact at the 18 impacted segments. However, the Amendment would cause an impact on two additional segments: SR 65 Diagonal On-Ramp from Sunset Boulevard and SR 65 SB Loop On-Ramp from Pleasant Grove Boulevard. The addition of Village 7B Amendment trips would result in a 5% increase in density for these two segments already operating at LOS F (i.e., the significance threshold used in the 2009 DEIR for freeways). However, the type of mitigation and residual significance after mitigation would not change.
4.3-15 The Proposed Project would cause a significant cumulative impact at one intersection located in the City of Roseville.	Yes	None feasible.	Significant and Unavoidable	**Significant and Unavoidable** This impact was deemed significant and unavoidable because the affected intersection (SR 65 NB Ramps/Pleasant Grove Boulevard) is outside the City of Lincoln and therefore the city does not have the ability to ensure improvements to it are made. Of the 179 signalized intersections in the City of Roseville studied under Cumulative No Project and Cumulative Plus Project Conditions in the 2009 DEIR, the Blue Oaks Blvd/West Side Dr (now Westbrook Blvd) intersection experienced a 0.12 v/c ratio increase (from 0.18 to 0.30), four intersections experienced a 0.02 or 0.03 v/c ratio increase, and 30 intersections experienced a 0.01 v/c ratio increase. All other intersections had either no change or a beneficial v/c ratio change. Following evaluates the 35 total intersections that had v/c ratio increases:

				- Blue Oaks Blvd/West Side Drive – Village 7B Amendment would not worsen operations to an unacceptable level given its LOS A operations. - Of the 34 intersections experiencing a 0.03, 0.02, or 0.01 v/c ratio increase in the 2009 DEIR, none were on the verge of worsening from acceptable (LOS C or better) to unacceptable (LOS D or worse).
Source: 2009 Village 7 Specific Plan Draft EIR (2009); Fehr & Peers, 2026.				

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 7 EIR would still apply to the proposed project:

- Mitigation Measure 4.3-5, related to operations at three locations on SR 65 south of Lincoln;
- Mitigation Measure 4.3-6, related to levels of traffic at Moore Road;
- Mitigation Measure 4.3-13, related to cumulative impacts to roadway segments within Placer County; and
- Mitigation Measure 4.3-14, related to cumulative impacts to SR 193 and SR 65.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Village 5 Background and Impact Discussion

The Village 5 EIR determined that the Village 5 Specific Plan would result in significant impacts to several study intersections and roadway segments. The relatively minor increase of 23 residential units within the Village 5 portion of the project site, in comparison to the approved uses, would result in a negligible increase in peak hour vehicle trips, such that new significant transportation impacts or a substantial increase in the severity of previously identified significant transportation impacts would not occur.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.15-1, related to traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS;
- Mitigation Measure 3.15-3, related to traffic levels at future City of Lincoln intersections in Village 5;
- Mitigation Measure 3.15-4, related to traffic levels at intersections under the County of Placer's jurisdiction;
- Mitigation Measure 3.15-6, related to traffic levels at intersections maintained by the California Department of Transportation (Caltrans);
- Mitigation Measure 3.15-13, related to temporary impacts to transportation and traffic when construction activity occurs within the Village 5 Specific Plan site;
- Mitigation Measure 3.15-14, related to cumulative impacts to traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS;
- Mitigation Measure 3.15-15, related to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an unacceptable LOS;

- Mitigation Measure 3.15-16, related to cumulative traffic levels at future City of Lincoln intersections in Village 5;
- Mitigation Measure 3.15-17, related to cumulative traffic levels at intersections under the County of Placer's jurisdiction;
- Mitigation Measure 3.15-18, related to cumulative traffic levels at intersections under the City of Roseville's jurisdiction;
- Mitigation Measure 3.15-19, related to cumulative traffic levels at intersections maintained by Caltrans;
- Mitigation Measure 3.15-20, related to cumulative traffic levels on study roadway segments in Placer County; and
- Mitigation Measure 3.15-22, related to cumulative traffic levels on study freeway facilities maintained by Caltrans and roadways in the City of Rocklin's jurisdiction.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Public Utilities

Village 7 Background

The Village 7 EIR evaluated impacts to public utilities in Chapter 4.9. The Village 7 EIR determined that the Village 7 Specific Plan would increase flows to the Lincoln WWTRF, leading to potentially significant impacts related to generating additional wastewater flows to be treated by the WWTRF and generating additional wastewater flows that would exceed the capacity of the existing wastewater collection infrastructure. Mitigation Measures 4.9-1(B) and 4.9-2(B) would require the City to ensure that the future expansion of the WWTRF provides adequate capacity to accommodate flows from the Village 7 Programmatic Portion, pay all applicable fees and fair-share costs to fund such expansion, and submit and comply with all recommendations identified by a wastewater infrastructure plan. In addition, the Village 7 EIR identified a cumulative significant and unavoidable impact related to requiring the expansion or construction of the WWTRF, which could result in significant environmental effects. The planned expansion of the WWTRF would result in potentially significant environmental impacts, which were identified in the Lincoln General Plan EIR. However, even with implementation of policies, implementation measures, and EIR mitigation measures as part of the General Plan, the General Plan EIR determined that impacts related to the future expansion of the WWTRF would remain significant and unavoidable. Additional feasible mitigation measures related to the impact are not available.

The Village 7 EIR determined that buildout of the Village 7 Specific Plan would result in less-than-significant project-level and cumulative impacts related to generating solid waste that would contribute to an exceedance of landfill capacity at the Western Regional Sanitary Landfill. Similarly, the Village 7 EIR identified less-than-significant project-level and cumulative impacts related to exceeding the existing or planned electricity and natural gas supply or transmission facilities.

The Village 7 EIR determined that buildout of the Village 7 Specific Plan would increase the demand on water supplies. While the Village 7 EIR determined that adequate water supplies are available to meet the demand of the project in addition to the City's existing and planned future uses, the entitlements are

not sufficient, as supply is not assigned to specific cities or projects until contracts for water delivery are in place. Thus, the Village 7 EIR included mitigation measures that would require future project applicants within the Village 7 area to obtain all necessary entitlements demonstrating that adequate water supply is available for the project. The Village 7 EIR also determined that the increased water demand resulting from buildout of the project, in combination with buildout in the City of Lincoln, would require the construction of expanded water treatment and/or distribution facilities, which could result in potentially significant impacts. Feasible mitigation related to the construction of expanded water treatment and/or distribution facilities is not available; therefore, the Village 7 EIR concluded that a cumulative significant and unavoidable impact related to such would occur. The Village 7 EIR determined that project-level impacts to demand on treated water and city-wide water storage and distribution facilities would be less than significant.

Village 7 Impact Discussion

The proposed project includes land use changes, including an increase of 635 residential units within the Village 7 portion of the project site. Such an increase would be expected to result in an increase in demand on wastewater infrastructure. The Village 7 EIR already identified that buildout of the Village 7 Specific Plan area would result in significant increases in demand on the WWTRF and wastewater conveyance infrastructure. Implementation of Mitigation Measure 4.9-1(B) requires the City to ensure that future expansions of the WWTRF provide adequate capacity to accommodate flows from the proposed project.

MacKay & Somps prepared a Wastewater Capacity Memorandum (Wastewater Memo) for the proposed project, which analyzed whether the incremental wastewater flow that would be generated by the project would result in new or more significant severe impacts related to wastewater capacity and collection infrastructure (see Appendix D).[7] According to the Wastewater Memo, the City's Wastewater Collection System Master Plan identifies a residential wastewater generation rate of 250 gallons per day per Equivalent Dwelling Unit (gpd/EDU) for average dry weather flow planning purposes. The incremental average daily wastewater flow (ADWF) associated with the proposed increase in residential units is calculated as 125,750 gpd, or approximately 0.13 million gpd (MGD).

For consistency with the Village 7 EIR's analysis, wastewater collection system impacts were evaluated under peak wet weather flow (PWWF) conditions using the same peaking factor of 2.3 that was applied to Village 7 in the Wastewater Collection System Master Plan. The peaking factor of 2.3 accounts for diurnal flow variability and system response during peak conditions and was used in the Master Plan to evaluate trunk sewer conveyance capacity. Based on application of the peaking factor, the incremental peak wastewater flow associated with the proposed unit increase is calculated as 0.3 MGD (0.13 MGD x 2.3).

According to the Wastewater Memo, the wastewater conveyance facilities downstream of Village 7 were modeled under full buildout peak wet weather flow conditions and are shown to retain greater than 15 MGD of residual capacity under full General Plan buildout conditions. Thus, the Wastewater Memo concluded that incremental peak flow anticipated to be generated by the proposed project would be accommodated by the existing wastewater conveyance facilities. In addition, future expansions of the WWTRF would accommodate additional wastewater flows generated by the proposed project in addition to regional growth over time through incremental facility improvements.

Based on the above, the increase in units resulting from the proposed project would not impact the City's ability to plan for future WWTRF expansions, and the project would still be required to pay fair-share fees

[7] MacKay & Somps. *Village 7 Wastewater Capacity Based on LU Updates Memorandum*. April 14, 2026.

to fund such expansions. Similarly, Mitigation Measure 4.9-2(B) would apply to the proposed project, which would require project applicants within Village 7 to submit a wastewater infrastructure plan that includes recommendations and mitigation measures to ensure wastewater flows would be adequately conveyed to the WWTRF. Therefore, the increased residential units associated with the proposed project would be adequately addressed within the wastewater infrastructure plan. Compliance with the mitigation measures set forth in the Village 7 EIR would ensure that the project would not result in any new or substantially more severe significant impacts with respect to wastewater capacity and collection infrastructure.

The Village 7 EIR used a residential solid waste generation rate of 7.23 pounds per day per dwelling unit, based on the General Plan EIR, and assumed a 60 percent diversion rate, which would result in an estimated increase to the WRSL's daily delivery of 0.15 percent. Between January 1, and November 9, 2021, the landfill received an average of 862.14 tons of waste per day, serving 144 vehicles. The increase of 635 dwelling units would result in the generation of an additional 4,591 pounds per day, or 2.3 tons per day, of solid waste, which constitutes an additional 0.12 percent of the WRSL's capacity of 1,900 tons per day. The WRSL has a permitted design capacity of 36,350,000 cubic yards and, as of December 2021, has a remaining capacity of 22,690,011 cubic yards. Under current land use and development conditions, the WRSL has a permitted lifespan extending to 2058.[8] The anticipated increase of 2.3 tons per day would not exceed the WRSL's permitted capacity of 1,900 tons per day, and the WRSL has capacity to accommodate solid waste generated by the proposed project.

As stated in the Village 7 EIR, the City's development review process would provide PG&E sufficient opportunity to provide input on development projects. Furthermore, the adequate electrical and gas supply from a variety of sources the City relies on, as well as the service connections available to the site, would not be impacted by the proposed increase in units within the Village 7 area. Therefore, although the proposed project would increase the number of dwelling units in the Village 7 portion of the project site, impacts to electricity and natural gas supply and transmission capabilities would remain less than significant.

The City's future surface water supply from Placer County Water Agency (PCWA) is governed by existing agreements, including participation in the Ophir Water Treatment Plant (WTP) expansion. Increases in available treated capacity are anticipated to occur through the phased implementation of the Ophir WTP and associated facilities, consistent with executed agreements between the City and PCWA. New City developments annexed into the City, including the project site, would be served by PCWA Zone 6 supply through new connections to the City's distribution system.

The City recently adopted the 2025 Urban Water Management Plan (UWMP). According to the City of Lincoln's 2025 UWMP, the City has a contract with the PCWA for a maximum delivery entitlement of 18.9 MGD of treated water supply, which is supplemented by production from City-owned groundwater wells. In addition, the City has an active water supply agreement with the Nevada Irrigation District (NID), which entitles the City to receive raw water supply treated and delivered to the City by way of PCWA facilities. Treated surface water supplies approximately 90 percent of the City's annual demand and groundwater supplies the remaining 10 percent.

The increase in residential units associated with the proposed project would increase the demand for water. The UWMP used demand assumptions from the City's 2025 Water Master Plan Update (WMPU)[9],

[8] Placer County Department of Public Works, Environmental Engineering Division (Solid Waste). *EIR Guidance Document*. August 2022.

[9] City of Lincoln. *Water Master Plan Update*. Available at: https://www.census.gov/quickfacts/fact/table/lincolncitycalifornia/PST045225. Accessed April 2026.

which includes a water use factor for each land use type, expressed in acre-feet per dwelling unit per year (af/du/yr) and acre-feet per acre per year (af/ac/yr). The expected water demand for the approved and proposed land uses in the Village 7 portion of the project site were calculated based on the WMPU unit water use factors, as shown in Table 11, below.

As shown in Table 11, the land use changes associated with the proposed project would increase water demand from approximately 229.28 acre-feet per year (af/yr) to 315.43 af/yr, constituting an increase of approximately 86.15 af/yr. According to the UWMP, the overall anticipated water supply for the City of Lincoln under 2050 buildout assumptions, including the proposed project, is approximately 25,392 af/yr.

Table 11
Anticipated Water Use by Land Use

Land Use		Approved	Proposed	Unit Water Use Factor	Approved Water Use (af/yr)	Proposed Water Use (af/yr)	Net Change (af/yr)
Village Country Estates (VCE)	Units	0	7	1.46 af/du/yr	0	10.22	+10.22
VLDR	Units	332	151	0.39 af/du/yr	129.48	58.89	-70.59
VMDR	Units	238	307	0.30 af/du/yr	71.4	92.1	+20.7
VMHDR	Units	0	740	0.18 af/du/yr	0	133.2	+133.2
VMU	Acres	0	4.1	2 af/ac/yr	0	8.2	+8.2
VPR	Acres	8.0	5.3	3.55 af/ac/yr	28.4	12.82	-15.58
Total					**229.28**	**315.43**	**+86.15**

Note: Water use for the proposed project was calculated based on the WMPU.

Source: City of Lincoln. Water Master Plan Update. Available at: https://www.census.gov/quickfacts/fact/table/lincolncitycalifornia/PST045225. Accessed April 2026.

As shown in Chapter 7 of the City's UWMP, PCWA has sufficient water supplies through the projected buildout conditions of the City during single dry-year and five consecutive dry-years between 2025 and 2050 conditions. Therefore, the PCWA is anticipated to have sufficient water supplies to meet the demands of the City of Lincoln until at least 2050. In addition, the City's Water Shortage Contingency Plan, as described in Chapter 8 of the UWMP, includes actions that would be implemented in the event of a water supply shortage.

Based on the above, the proposed project's increase in the City's overall water demand could be accommodated by the existing water supply provided by PCWA and the planned expansion of the Ophir WTP. The Water Shortfall Contingency Plan would be implemented in the event that adequate water supply is not available to the City. In addition, the proposed project would still be subject to Mitigation Measures 4.9-17(A), 4.9-17(B), 4.9-19(A), and 4.9-19(B) to ensure that adequate water supply exists and all necessary entitlements are obtained at the time tentative maps are recorded for the proposed project. Overall, the proposed project would not result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to increased demand for wastewater treatment, solid waste services, electricity, natural gas, or water supply.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 7 EIR would still apply to the proposed project:

- Mitigation Measure 4.9-1(B), related to generating additional wastewater flows to be treated by the WWTRF;
- Mitigation Measure 4.9-2(B), related to existing wastewater collection infrastructure capacity;
- Mitigation Measure 4.9-17(B), related to existing and planned water supplies; and
- Mitigation Measure 4.9-19(B), related to demand on PCWA water supplies.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Village 5 Background

The Village 5 EIR determined that more than sufficient water supplies would be available to meet the anticipated demand under buildout of the Village 5 Specific Plan area; therefore, impacts related to requiring new or expanded water entitlements or supply sources would be less than significant. However, the Village 5 EIR determined that significant impacts could result with respect to the need for new or expanded water treatment, storage, or conveyance facilities, which could have significant environmental effects. Implementation of Mitigation Measure 3.16-2 would require adequate infrastructure and treatment capacity improvements be constructed, which would reduce the impact to a less-than-significant level.

The Village 5 EIR identified less-than-significant impacts related to generating additional wastewater flows, which could exceed applicable treatment requirements or result in the expansion or construction of new facilities; resulting in solid waste exceedance of capacity and cumulative solid waste generation at the WRSL; and contributing to cumulative increases in demand for water supply that could result in the need for new or expanded entitlements or supply sources. However, the Village 5 EIR determined that buildout of Village 5 would result in potentially significant impacts related to contributing to cumulative increases in demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities. Implementation of Mitigation Measure 3.16-2(a), which requires the City ensure that the Ophir WTP is completed and operational at 10 mgd and the Village 7 18-inch transmission main is installed and connected to a third point of connection in the Village 5 Specific Plan area, would reduce the impact to a less-than-significant level. Similarly, the Village 5 EIR determined that buildout of the Village 5 Specific Plan would result in a cumulatively significant and unavoidable impact related to contributing to cumulative additional wastewater flows that would result in the expansion or construction of new facilities, with no feasible mitigation available.

Village 5 Impact Discussion

Following approval of the proposed project, buildout of the Village 5 area would result in the development of 23 additional residential units from was anticipated for the overall Village 5 area. Such an increase in units would not increase the demand for public utility services such that any new significant impacts or a

substantial increase in the severity of a previously identified significant impact related to increased demand for water supply, wastewater treatment, and solid waste services would occur.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents

The following mitigation measures from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.16-2; and
- Mitigation Measure 3.16-7.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Remaining CEQA Topics

Village 7

In addition to the CEQA topics discussed in the previous sections of this Addendum, the Village 7 EIR included analysis of the following issue areas:

- Hazardous Materials and Public Safety;
- Hydrology and Water Quality;
- Land Use;
- Population, Employment, and Housing;
- Noise;
- Public Services; and
- Visual Resources.

The proposed project's potential to result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to the above issues areas is discussed in further detail below.

Hazardous Materials and Public Safety

The area of disturbance associated with the proposed project would not extend beyond the boundaries of the overall Village 7 Specific Plan area analyzed in the Village 7 EIR. In addition, although the project would result in the creation of the new VMHDR land use, such land use designation would be similar to the existing VMDR and VHDR land uses, which were evaluated in the Village 7 EIR and would not involve the generation or transport of hazardous materials. As such, the project would not propose new land use designations that would generate or transport hazardous materials. Thus, the proposed project would not substantially increase any quantities of hazardous materials relative to the approved project and would not expose people to new or substantially more severe hazards. As a result, the proposed project would not result in any new

or substantially more severe significant impacts related to hazards and hazardous materials relative to the approved project. Nonetheless, Mitigation Measure 4.6-1(B), which would require asbestos sampling prior to demolition of any existing on-site structures and/or development, the preparation of a Phase 1 Environmental Assessment (EA), and implementation of all applicable measures included in the Phase 1 EA, would still be required to ensure that the proposed project would not result in the generation or exposure of hazardous materials that could create a health or safety hazard to workers, the public, or the environment. In addition, Mitigation Measure 4.6-2(B), which would require construction activities to halt if evidence of hazardous materials are found on site, would still be required of the proposed project in order to ensure that the construction of the proposed project would not result in the generation or exposure of hazardous materials that could create a health or safety hazard to workers, the public, or the environment, or create a health hazard to workers, the public, and the environment due to previously unidentified contaminated soil and groundwater. Implementation of the foregoing mitigation measures would ensure that the proposed project would not result in any new or substantially more severe significant impacts related to hazardous materials and public safety relative to what has been previously analyzed for the site in the Village 7 EIR, as amended.

Hydrology and Water Quality

The Village 7 EIR determined that the approved project would result in impacts related to Hydrology and Water Quality by increasing the amount (volume) of stormwater runoff from the Village 7 Programmatic Portion, which includes the Village 7 portion of the project site, as well as increasing the types and amounts of pollutants in stormwater runoff that could be discharged from the project site. Accordingly, the proposed project would be required to comply with Mitigation Measures 4.7-2(B), which would require the applicant to identify on- or off-site storage capacity in the watershed to accommodate increased stormwater runoff and cover its fair share of costs associated with construction maintenance, etc. of regional retention facilities, and 4.7-4(B), which would require the conditions of approval to specify the Best Management Practices (BMPs), identify proposed water quality facilities, and incorporate long term maintenance provisions within the Stormwater Management Plan. With implementation of the aforementioned mitigation measures and the fact that the proposed project would be expected to result in a similar amount of ground disturbance to what was previously analyzed, the proposed project would not result in new or substantially more severe significant impacts related to hydrology and water quality from what was previously analyzed in the Village 7 EIR, as amended.

Land Use

The Village 7 EIR determined that the previously approved Village 7 project would result in the conversion of Farmland to urban uses and concluded a significant and unavoidable impact for which the City of Lincoln adopted a Statement of Overriding Considerations. In addition, the Village 7 EIR determined that buildout of the Programmatic Portion of the Village 7 Specific Plan area, which includes the project site, could result in impacts related to internal land use incompatibilities and incompatibilities with adjacent land uses. Mitigation Measure 4.1-1(B) would require the applicant to construct fencing and or post signs to inform the public of sensitive wetland/wildlife areas within the open space areas near the Orchard creek wetlands preserve; comply with setback and buffer requirements; and notify home buyers of agricultural operations and potential nuisance related to such. Mitigation Measure 4.1-2(B) would require the notification of home buyers within the Extended Approach/Departure (C1) zone regarding noise and safety issues and notification of home buyers regarding information about agricultural operations and potential nuisance related to such. In addition, the Village 7 EIR determined that impacts related to conflict with an existing Williamson Act contract (WAC) and cumulative impacts related to the

conversion of agricultural resources, including Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and agricultural land under WAC to non-agricultural uses would be significant and unavoidable. The proposed project would include modifications to land use designations and would not result in the additional conversion of farmland. The proposed land use modifications would not create incompatibilities with adjacent uses. Implementation of the foregoing mitigation measures would ensure that the proposed project would not result in any new or substantially more severe significant impacts related to land use relative to what has been previously analyzed for the site in the Village 7 EIR, as amended.

Population, Employment, and Housing

The Village 7 EIR determined that population growth rates associated with the approved project were already accounted for in the projections of future growth in the City's Sphere of Influence (SOI) in the adopted 2050 General Plan. Thus, the Village 7 EIR determined that the impact of the approved project on population and housing would be less than significant. The proposed project would add 635 units to the Village 7 portion of the project site. Considering the General Plan buildout assumption of 132,000 persons by 2050 and using the General Plan rates, the increase in units associated with the proposed project could contribute an increase of approximately 1,816 additional new residents, or 0.01 percent of the overall population in the City by 2050, which would not be considered a substantial increase in unplanned population growth. As such, the proposed project would not result in any new or substantially more severe significant impacts to population and housing relative to what has been previously analyzed in the Village 7 EIR, as amended.

Noise

Although the proposed project would create the new VMHDR land use designation within the Village 7 portion of the project site, uses associated with the VMHDR designation would not be substantially different from the existing VHDR and VMDR designations analyzed in the Village 7 EIR. As such, the land use changes associated with the proposed project and the new VMHDR designation would not be significantly different from the types of land uses anticipated for the project site. In addition, although the project includes changes to land use designations and an overall increase of 635 residential units, future operations associated with the Village 7 Specific Plan would not be significantly different than previously anticipated, as the project site would still be developed with residential uses. The Village 7 EIR determined that a significant and unavoidable impact related to creating noise could combine with other roadway noise and affect sensitive receptors, with no feasible mitigation. Regarding traffic noise, generally, a doubling in traffic volumes is required to increase traffic noise levels by 3.0 on the A-weighted decibel scale (dBA), which is considered to be the threshold for a significant increase pursuant to the Village 7 EIR. As shown in Tables 2 and 3 within the Consistency Memo, the proposed project would not result in a doubling of traffic volumes at any of the analyzed intersections in the project vicinity. Accordingly, the proposed project would not be considered to result in a substantial increase in traffic noise and, thus, would not result in any long-term vehicular noise impacts beyond what has been addressed in the Village 7 EIR. Thus, the proposed project would not result in any new or substantially more severe significant impacts related to operational noise from what has been previously analyzed for the approved project in the Village 7 EIR, as amended. With regard to construction noise, the Village 7 EIR concluded that impacts related to cumulative construction noise would be significant and unavoidable. The proposed project would result in future buildout at a duration and intensity similar to what was previously analyzed in the Village 7 EIR for the approved project. As such, the construction noise generated by the proposed project is anticipated to be similar to construction noise levels identified by the Village 7 EIR. Therefore, the

proposed project would not result in new or substantially more severe construction noise impacts. Mitigation Measures 4.5-1(B) and 4.5-5(B) from the Village 7 EIR, which would require contractors to comply with construction hour limitations, obtain equipment mufflers to mitigate noise, keep equipment as far away from existing residences as possible, and require construction operators to shut off equipment when not in use, would still apply to the proposed project.

Public Services

Chapter 4.9 of the Village 7 EIR analyzed impacts to public utilities and services. Impacts related to public utilities are discussed in detail above, under the Public Utilities section. The Village 7 EIR determined that buildout of the Village 7 Specific Plan would result in less-than-significant impacts related to public services, including impacts to police services and facilities, fire protection services and facilities, and school capacity. In addition, the Village 7 EIR determined that impacts to parks and recreation facilities would be less than significant with implementation of Mitigation Measure 4.9-19(B), which would ensure that in-lieu fees and all applicable fair-share fees are paid to fund the provision of recreational facilities. The proposed project would increase the number of residential units planned for the project site, thereby increasing demand for public services. However, any future development within the project site would be required to pay all applicable fair-share fees related to public services, including those required under Mitigation Measure 4.9-19, which would account for the increased number of proposed units and fund any necessary improvements to the provision of public services. As such, the proposed project would not result in new or substantially more severe significant impacts to public services.

Visual Resources

The proposed project would include land use designation changes within the Village 7 Specific Plan Area generally resulting in greater residential density. The amount of open space would decrease by 22.8 acres. The proposed land uses would be generally consistent with the residential uses that were previously approved for the project site, with the addition of the VMHDR land use. The VMHDR land use would not be substantially different from the VMDR and VHDR land uses already analyzed in the Village 7 EIR. In addition, despite a decrease in the overall provision of open space, a continuous portion of the Auburn Ravine and the surrounding area would still be preserved as part of the proposed project. As such, the proposed project would not have adverse effects related to visual resources beyond what was previously analyzed for the site in the Village 7 EIR, as amended. Nonetheless, Mitigation Measure 4.10-2(B), which requires that all lighting be shielded and directed such that adjacent properties are not illuminated, would still be required of the proposed project.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents Related to the Remaining CEQA Topics

The following mitigation measures from the Village 7 EIR would still apply to the proposed project:

- Mitigation Measure 4.1-1(B), related to internal land use incompatibilities;
- Mitigation Measure 4.1-2(B), related to land use incompatibilities with adjacent land uses;
- Mitigation Measure 4.5-1(B), related to temporary increases in ambient noise levels;

- Mitigation Measure 4.5-5(B), related to temporary increases in cumulative noise levels in the vicinity of the project site;
- Mitigation Measure 4.6-1(B), related to hazardous materials;
- Mitigation Measure 4.6-2(B), related to previously unidentified contaminated soil and groundwater;
- Mitigation Measure 4.7-4(B), related to increasing pollutants in stormwater affecting water quality;
- Mitigation Measure 4.9-19(B), related to demand on PCWA water supplies; and
- Mitigation Measure 4.10-2(B), related to increasing glare and lighting in the project vicinity.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Village 5

In addition to the CEQA topics discussed in the previous sections of this Addendum, the Village 5 EIR included analysis of the following issue areas:

- Aesthetics and Visual Quality;
- Agriculture and Forestry Resources;
- Energy;
- Geology, Soils, and Seismicity;
- Hazards and Hazardous Materials;
- Hydrology, Drainage, and Water Quality;
- Land Use and Planning;
- Noise;
- Population, Employment, and Housing; and
- Public Services.

The proposed project's potential to result in any new significant impacts or a substantial increase in the severity of a previously identified significant impact related to the above issue areas is discussed in further detail below.

Aesthetics and Visual Quality

The Village 5 EIR determined that impacts related to aesthetics and visual quality would be significant and unavoidable due to buildout of the Village 5 Specific Plan. The proposed project would include land use designation acreage changes within the Village 5 area generally resulting in greater residential density and increased parks and open spaces. The proposed land uses would be generally consistent with the uses that were previously approved for the project site. As such, the proposed changes to the Specific Plan would not result in any new or substantially more severe significant impacts related to aesthetics and visual quality beyond what was previously identified in the Village 5 EIR. Nonetheless, Mitigation Measures 3.1-4 and 3.1-8, which require

that all lighting be shielded and directed such that adjacent properties are not illuminated, would still be required of the proposed project.

Agriculture and Forestry Resources

The Village 5 EIR determined that impacts related to conflicting with a Williamson Act contract and changes in the environment that could indirectly convert agricultural land to non-agricultural uses would be less-than-significant. However, the Village 5 EIR determined that the previously approved Village 5 project would result in the conversion of Farmland to urban uses and concluded a significant and unavoidable project-level and cumulative impact for which the City of Lincoln adopted a Statement of Overriding Considerations. Mitigation Measure 3.2-1of the Village 5 EIR requires compliance with the PCCP if adopted and equivalent measures if not adopted. As noted above, the proposed land use changes in Village 5 would not change the development footprint as compared to what was previously analyzed in the Village 5 EIR. As such, buildout of the proposed project would not result in the development of agricultural land beyond what was previously analyzed. As discussed above, the PCCP has been approved and adopted. Thus, compliance with the prior Village 5 EIR mitigation measures would ensure that the proposed project would not result in any new or substantially more severe significant impacts related to agriculture and forestry resources relative to what has been previously analyzed for the site in the Village 5 EIR.

Energy

The Village 5 EIR concluded less-than-significant impacts would occur related to transportation energy use per service population, complying with the Title 24 energy standards, and resulting in a cumulative increase of VMT per service population. The Village 5 EIR also determined that impacts related to using fuel and energy in an unnecessary, wasteful, or inefficient manner during project construction would be potentially significant due to the operation of construction equipment and vehicles. Mitigation Measure 3.7-1 requires construction activities to limit idling and fuel waste, use of electricity and clean fuel power sources, and ensure proper operating condition of construction equipment to reduce the potential for fuel leaks or inefficiencies, which would reduce the impact to a less-than-significant level. The proposed project would result in land use changes that would increase the residential density within the Village 5 portion of the project site, resulting in an additional 23 dwelling units. The increase in residential units would result in an incremental increase in operational energy usage, which would not change the significance of any of the above impacts. In addition, the area of disturbance associated with the proposed project would be the same as what was analyzed in the Village 5 EIR, and construction activities associated with the proposed project would be similar. Furthermore, implementation of Mitigation Measure 3.7-1 would still apply to the proposed project. The proposed project would be required to comply with all current State requirements related to energy, which have and continue to become more stringent over time. Thus, compliance with State requirements would be expected to reduce the proposed project's energy demand to less than what was anticipated for the site in the Village 5 EIR. As such, the proposed project would not result in any new or substantially more severe significant impacts to energy relative to what has been previously analyzed in the Village 5 EIR.

Geology, Soils, and Seismicity

The Village 5 EIR determined that buildout of the Village 5 Specific Plan would result in less-than-significant impacts related to seismic ground shaking, liquefaction, landslide, lateral spreading, subsidence, expansive soils, and cumulative impacts related to geology. However, the Village 5 EIR determined that a potentially significant impact related to substantial soil erosion or the loss

of topsoil could result from buildout of the Village 5 Specific Plan. The Village 5 EIR determined that implementation of Mitigation Measure 3.8-2 related to stormwater control, including soil erosion control measures, would reduce the impact to a less-than-significant level. Although the proposed land use changes would result in a greater residential density in a portion of Village 5, the level of ground disturbance resulting from construction of the proposed project would be similar to what was anticipated in the Village 5 EIR. As such, the proposed project would not result in any new or substantially more severe significant impacts to geology, soils, and seismicity relative to what has been previously analyzed in the Village 5 EIR, and Mitigation Measure 3.8-2 would still be required.

Hazards and Hazardous Materials

The area of disturbance associated with the proposed project would not extend beyond the boundaries of the overall Village 5 Specific Plan area analyzed in the Village 5 EIR. In addition, although the project would result in residential development at a greater density than anticipated in the Village 5 EIR, the proposed land uses would still result in residential development similar to what was analyzed in the Village 5 EIR. As such, the proposed project would not contain new land use designations that would involve operations that would generate or transport hazardous materials within the Village 5 portion of the site. Thus, the proposed project would not substantially increase quantities of hazardous materials relative to the approved project and would not expose people to new or substantially more severe hazards. As a result, the proposed project would not result in any new or substantially more severe significant impacts related to hazards and hazardous materials relative to the approved Village 5 project. Nonetheless, Mitigation Measure 3.9-2, which requires a Phase I Environmental Site Assessment (ESA) be prepared and compliance with any recommendations included within, as well as Mitigation Measure 3.9-4, which requires preparation of and compliance with a Soil and Groundwater Management Plan if suspect soils or groundwater are encountered during construction, would still be required of the proposed project. Mitigation Measure 3.9-4 would also require construction activities to stop and appropriate measures be implemented if suspected contaminated soil or groundwater is encountered. Therefore, the proposed project would not result in any new or substantially more severe significant impacts related to hazards and hazardous materials relative to what has been previously analyzed in the Village 5 EIR.

Hydrology, Drainage, and Water Quality

According to the Village 5 EIR, impacts to water quality would be less than significant with implementation of Mitigation Measures 3.10-1(a) and 3.10-1(b), which would require preparation and implementation of a Water Quality Management Plan and Stormwater Pollution Prevention Plan (SWPPP). Similarly, the Village 5 EIR determined that impacts related to generating flooding, erosion, siltation, or polluted runoff would be less than significant with implementation of Mitigation Measures 3.10-3, 3.10-4, 3.10-5, 3.10-8, and 3.10-10. Impacts related to interfering with groundwater recharge were determined to be less than significant. Impacts related to placing structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows would be less than significant with implementation of Mitigation Measure 3.10-7, which would require an encroachment permit be obtained from the Central Valley Flood Protection Board for construction located within the 100-year and 200-year flood zone, and any other necessary state or federal permits. The proposed project would not introduce additional ground disturbance or expand upon the disturbance area analyzed in Village 5 EIR. In addition, the proposed land use changes would only slightly increase the amount of impervious surface within the project site as compared to

what was analyzed in the Village 5 EIR. Therefore, with implementation of the above mitigation measures, the proposed project would not result in new or substantially more severe significant impacts related to hydrology and water quality from what was previously analyzed in the Village 5 EIR, as amended.

Land Use and Planning

The Village 5 EIR determined that a significant and unavoidable impact related to conflicts with adjacent land uses could occur, and included Mitigation Measure 3.11-1, which would require future homebuyers to be notified of nearby agricultural uses. In addition, the Village 5 EIR determined that, even with implementation of Mitigation Measure 3.11-2, which would require measures to reduce light and glare, impacts related to conflicting land uses within the Village 5 Specific Plan area would be significant and unavoidable. Thus, a Statement of Overriding Considerations was adopted by the City. The Village 5 EIR determined that buildout of the Village 5 Specific Plan would result in less-than-significant impacts related to conflicting with applicable land use plans and policies, including the Lincoln General Plan, Placer County LAFCo, the Placer County Airport Land Use Compatibility Plan (ALUCP), and the PCCP. The proposed land use changes within Village 5 would not result in increased impacts related to conflicting land uses, because, although the residential density would increase slightly as a result of the proposed land use changes, residential development would not extend beyond the development footprint that was previously analyzed in the Village 5 EIR. In addition, Mitigation Measures 3.11-1 and 3.11-2 would still apply to the proposed project. Furthermore, the proposed project would still comply with all applicable land use plans and policies following the proposed land use changes, if approved. As such, the proposed project would not result in any new or substantially more severe significant impacts to land use and planning relative to what has been previously analyzed in the Village 5 EIR.

Noise

As noted above, the land use changes associated with the proposed project would generally increase the residential density in the Village 5 portion of the project site, while increasing park and open space. Although the project includes changes to land use designations and an increase of 23 residential units, future operation associated with the Village 5 Specific Plan would not be significantly different than previously anticipated. Regarding traffic noise, generally, a doubling in traffic volumes is required to increase traffic noise levels by 3.0 on the A-weighted decibel scale (dBA). The threshold for a significant increase, pursuant to the Village 5 EIR, ranges from 3.0 to 10.0. The proposed addition of 23 residential units would not result in a doubling of traffic volumes at any of the analyzed intersections in the project vicinity. Accordingly, the proposed project would not be considered to result in a substantial increase in traffic noise and, thus, would not result in any long-term vehicular noise impacts beyond what has been addressed in the Village 5 EIR. Thus, the proposed project would not result in any new or substantially more severe significant impacts related to operational noise from what has been previously analyzed for the approved project in the Village 5 EIR. In addition, the proposed project would result in future buildout at a duration and intensity similar to what was previously analyzed in the Village 5 EIR for the approved project. Therefore, the proposed project would not result in new or substantially more severe construction noise impacts. Mitigation Measures 3.12-1 through 3.12-9, which would require implementation of BMPs related to construction and operational noise, would still apply to the proposed project. As such, the proposed project would not result in any new or substantially more severe significant impacts to noise relative to what has been previously analyzed in the Village 5 EIR.

Population, Employment, and Housing

The Village 5 EIR determined that impacts related to population growth rates associated with the approved project would be significant and unavoidable, with no available mitigation measures. Thus, a Statement of Overriding Considerations was adopted by the City. The proposed project would only incrementally add to the population increase anticipated by the Village 5 EIR by increasing the residential units allowed within the Village 5 portion of the project site by 23 units. As such, the proposed project would not result in any new or substantially more severe significant impacts from what was identified in the Village 5 EIR. In addition, the proposed project would not change the significance level of impacts related to the displacement of substantial numbers of people or existing housing, as the development footprint of the proposed project would remain the same as what was analyzed in the Village 5 EIR, and thus, any existing housing on the site would have already been accounted for in the analysis. As such, the proposed project would not result in any new or substantially more severe significant impacts to population and housing relative to what has been previously analyzed in the Village 5 EIR.

Public Services

The Village 5 EIR determined that the buildout of the Village 5 Specific Plan would result in less-than-significant impacts related to police, fire, school, park, and library facilities through the payment of all appropriate fees. As noted above, the proposed project would include land use changes resulting in an increase of 23 residential units as compared to what was analyzed in the Village 5 EIR. The increase in residential units would not substantially increase the demand for public services above what has been anticipated for buildout of the site. In addition, future development within the project site would be required to pay all applicable fees related to public services, which would account for the increase in residential units. Mitigation Measure 3.14-4 would still apply to the proposed project, which would require payment of in lieu park fees. As such, the proposed project would not result in any new or substantially more severe significant impacts to public services relative to what has been previously analyzed in the Village 5 EIR.

Mitigation Measure(s)

Mitigation Measures from the Previous CEQA Documents Related to the Remaining CEQA Topics

The following mitigation measures from the Village 5 EIR would still apply to the proposed project:

- Mitigation Measure 3.1-4, related to light and glare in the project area;
- Mitigation Measure 3.1-8, related to cumulative increases in light and glare in the project area;
- Mitigation Measure 3.2-1(a), related to conversion of Important Farmland to non-agricultural uses;
-
- Mitigation Measure 3.8-2, related to soil erosion or the loss of topsoil;
- Mitigation Measure 3.9-2, related to hazardous materials;
- Mitigation Measure 3.9-4(a), related to hazardous materials sites;
- Mitigation Measures 3.10-1(a) and 3.10-1(b), related to violation of water quality standards and waste discharge requirements;
- Mitigation Measure 3.10-3, related to resulting in substantial erosion or siltation on- or off-site;

- Mitigation Measure 3.10-4, related to resulting in flooding on- or off-site.;
- Mitigation Measure 3.10-5, related to polluted runoff;
- Mitigation Measure 3.10-7, related to impeding or redirecting flood flows;
- Mitigation Measure 3.10-8, related to cumulative impacts to adding polluted runoff and violating water quality;
- Mitigation Measure 3.10-10, related to cumulative impacts related to resulting in substantial erosion or siltation on- or off-site;
- Mitigation Measure 3.11-1, related to conflicting with adjacent land uses;
- Mitigation Measure 3.11-2, related to conflicting land uses within the Village 5 Specific Plan area;
- Mitigation Measure 3.12-1 through 3.12-9, related to project-level and cumulative impacts related to construction and operational noise levels; and
- Mitigation Measure 3.14-4, related to the provision of park facilities.

Modified Mitigation Measures

None required.

Additional Project-Specific Mitigation Measures

None required.

Conclusion

As established in the discussions above, the proposed project would not result in any new significant information of substantial importance, new significant impacts, new or revised alternatives, or a substantial increase in the severity of previously identified significant impacts after mitigation that would require major revisions to the original Village 7 EIR, as amended, or the Village 5 EIR. The changes or new information identified in this addendum that involve new significant impacts do not require additional documentation, as the new mitigation measures would eliminate the new impact or reduce the increase in severity to less than substantial and the applicant has committed to implementing the mitigation measures. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

Appendix

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APPENDIX A
CALIFORNIA EMISSIONS ESTIMATOR MODEL RESULTS

Lincoln Village 7B Amendment Project - Approved Conditions Custom Report

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3.7.1. Onsite - Unmitigated

3.7.2. Offsite - Unmitigated

3.8. Building Construction (2032)

3.8.1. Onsite - Unmitigated

3.8.2. Offsite - Unmitigated

3.9. Building Construction (2033)

3.9.1. Onsite - Unmitigated

3.9.2. Offsite - Unmitigated

3.10. Building Construction (2034)

3.10.1. Onsite - Unmitigated

3.10.2. Offsite - Unmitigated

3.11. Building Construction (2035)

3.11.1. Onsite - Unmitigated

3.11.2. Offsite - Unmitigated

3.12. Building Construction (2036)

3.12.1. Onsite - Unmitigated

3.12.2. Offsite - Unmitigated

3.13. Building Construction (2037)

3.13.1. Onsite - Unmitigated

3.13.2. Offsite - Unmitigated

3.14. Building Construction (2038)

3.14.1. Onsite - Unmitigated

3.14.2. Offsite - Unmitigated

3.15. Building Construction (2039)

3.15.1. Onsite - Unmitigated

3.15.2. Offsite - Unmitigated

3.16. Building Construction (2040)

3.16.1. Onsite - Unmitigated

3.16.2. Offsite - Unmitigated

3.17. Building Construction (2041)

3.17.1. Onsite - Unmitigated

3.17.2. Offsite - Unmitigated

3.18. Paving (2028)

3.18.1. Onsite - Unmitigated

3.18.2. Offsite - Unmitigated

3.19. Paving (2029)

3.19.1. Onsite - Unmitigated

3.19.2. Offsite - Unmitigated

3.20. Architectural Coating (2029)

3.20.1. Onsite - Unmitigated

3.20.2. Offsite - Unmitigated

3.21. Architectural Coating (2030)

3.21.1. Onsite - Unmitigated

3.21.2. Offsite - Unmitigated

3.22. Architectural Coating (2031)

3.22.1. Onsite - Unmitigated

3.22.2. Offsite - Unmitigated

3.23. Architectural Coating (2032)

3.23.1. Onsite - Unmitigated

3.23.2. Offsite - Unmitigated

3.24. Architectural Coating (2033)

3.24.1. Onsite - Unmitigated

3.24.2. Offsite - Unmitigated

3.25. Architectural Coating (2034)

3.25.1. Onsite - Unmitigated

3.25.2. Offsite - Unmitigated

3.26. Architectural Coating (2035)

3.26.1. Onsite - Unmitigated

3.26.2. Offsite - Unmitigated

3.27. Architectural Coating (2036)

3.27.1. Onsite - Unmitigated

3.27.2. Offsite - Unmitigated

3.28. Architectural Coating (2037)

3.28.1. Onsite - Unmitigated

3.28.2. Offsite - Unmitigated

3.29. Architectural Coating (2038)

3.29.1. Onsite - Unmitigated

3.29.2. Offsite - Unmitigated

3.30. Architectural Coating (2039)

3.30.1. Onsite - Unmitigated

3.30.2. Offsite - Unmitigated

3.31. Architectural Coating (2040)

3.31.1. Onsite - Unmitigated

3.31.2. Offsite - Unmitigated

3.32. Architectural Coating (2041)

3.32.1. Onsite - Unmitigated

3.32.2. Offsite - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

8.1. Justifications

8.2. Project Characteristics

8.2.1. Project Details

8.3. Land Use

8.4. Construction

8.4.1. Construction Phases

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lincoln Village 7B Amendment Project - Approved Conditions
Construction Start Date	9/1/2026
Operational Year	2041
Lead Agency	City of Lincoln
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30000
Precipitation (days)	7.80000
Location	38.87687999721343, -121.32629306847214
County	Placer-Sacramento
City	—
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	469
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.39

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	339.000	Dwelling Unit	76.2000	661,050	3,970,659	—	885.000	—

City Park	77.9000	Acre	77.9000	0.00000	3,393,324	3,393,324	—	—
Condo/Townhouse	238.000	Dwelling Unit	22.8000	252,280	397,267	—	621.000	—
Other Asphalt Surfaces	4.80000	Acre	4.80000	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.70426	4.46025	29.2019	29.6623	0.06093	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	7,764.56	7,764.56	0.27030	0.28070	11.6633	7,864.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.58375	4.33334	29.2098	29.4332	0.06093	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	7,341.80	7,341.80	0.27162	0.28070	0.30322	7,430.27
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.22073	3.04591	18.5180	20.0603	0.04244	0.75663	7.65635	8.41298	0.69610	3.22345	3.91955	—	5,230.79	5,230.79	0.18891	0.20050	3.13627	5,296.63
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.58778	0.55588	3.37954	3.66101	0.00775	0.13809	1.39728	1.53537	0.12704	0.58828	0.71532	—	866.017	866.017	0.03128	0.03319	0.51925	876.917

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.80497	3.20070	29.2019	29.6623	0.04890	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	5,489.26	5,489.26	0.21761	0.04414	0.63115	5,508.49
2027	3.57527	3.00777	25.6172	28.2057	0.06093	1.04307	9.40566	10.4487	0.95962	3.70112	4.66074	—	6,812.84	6,812.84	0.27029	0.05485	0.64378	6,836.59
2028	3.49237	2.93768	24.3652	28.0476	0.06093	0.98510	9.40566	10.3908	0.90629	3.70112	4.60741	—	6,808.66	6,808.66	0.27030	0.05485	0.57074	6,832.34
2029	4.70426	4.46025	11.9096	29.2306	0.03709	0.31242	4.01254	4.32496	0.28934	0.95960	1.24894	—	7,764.56	7,764.56	0.16526	0.28070	11.6633	7,864.00
2030	4.61129	4.37295	11.5063	28.4162	0.03709	0.29502	4.01254	4.30756	0.26137	0.95960	1.22097	—	7,652.15	7,652.15	0.15750	0.28070	10.1770	7,749.91
2031	4.52711	4.29367	11.1186	27.6974	0.03709	0.26462	4.01254	4.27716	0.24441	0.95960	1.20401	—	7,541.05	7,541.05	0.15614	0.26873	8.83478	7,633.87
2032	4.46590	4.23873	10.7842	27.0874	0.03709	0.24409	4.01254	4.25663	0.22552	0.95960	1.18512	—	7,436.82	7,436.82	0.15614	0.25677	7.57193	7,524.81
2033	4.40329	4.18776	10.4969	26.6487	0.03709	0.22259	4.01254	4.23513	0.20574	0.95960	1.16534	—	7,339.99	7,339.99	0.14838	0.25677	6.44709	7,426.66
2034	4.34656	4.12617	10.1754	26.1165	0.03709	0.21054	4.01254	4.22308	0.19465	0.95960	1.15425	—	7,250.21	7,250.21	0.14838	0.24480	5.46493	7,332.33
2035	4.31944	4.10217	9.92307	25.7324	0.03709	0.19716	4.01254	4.20970	0.18235	0.95960	1.14195	—	7,167.71	7,167.71	0.13641	0.23283	4.61954	7,245.12
2036	4.27197	4.06987	9.65834	25.3440	0.03709	0.18560	4.01254	4.19814	0.17171	0.95960	1.13131	—	7,095.22	7,095.22	0.13641	0.23283	3.86332	7,171.88
2037	4.21747	3.90690	9.46979	24.9630	0.03709	0.17408	4.01254	4.18662	0.16111	0.95960	1.12072	—	7,030.75	7,030.75	0.13641	0.23283	3.21041	7,106.76
2038	4.18655	3.88498	9.33237	24.6488	0.03709	0.16803	4.01254	4.18057	0.15554	0.95960	1.11514	—	6,973.71	6,973.71	0.13641	0.22087	2.66254	7,045.61
2039	4.14529	3.84513	9.18256	24.4335	0.03709	0.16147	4.01254	4.17401	0.14951	0.95960	1.10911	—	6,923.91	6,923.91	0.12865	0.22087	2.18453	6,995.13
2040	4.10006	3.80227	9.08558	24.1668	0.03709	0.15738	4.01254	4.16991	0.14574	0.95960	1.10535	—	6,879.97	6,879.97	0.12865	0.20890	1.79359	6,947.23
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.79879	3.19375	29.2098	29.4332	0.04890	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	5,466.94	5,466.94	0.21838	0.05004	0.01633	5,487.33
2027	3.68679	3.09966	28.0179	28.8656	0.06093	1.17173	19.8338	21.0056	1.07799	10.1439	11.2219	—	6,787.81	6,787.81	0.27162	0.06160	0.01668	6,812.97
2028	3.47945	2.93063	24.3737	27.8017	0.06093	0.98510	9.40566	10.3908	0.90629	3.70112	4.60741	—	6,784.14	6,784.14	0.27118	0.06116	0.01479	6,809.16
2029	4.58375	4.33334	12.2076	25.1958	0.03709	0.31242	4.01254	4.32496	0.28934	0.95960	1.24894	—	7,341.80	7,341.80	0.18078	0.28070	0.30322	7,430.27
2030	4.50494	4.26020	11.7937	24.5321	0.03709	0.29502	4.01254	4.30756	0.26137	0.95960	1.22097	—	7,236.79	7,236.79	0.17166	0.28070	0.26365	7,[illegible]

2031	4.43629	4.19644	11.4010	23.9719	0.03709	0.26462	4.01254	4.27716	0.24441	0.95960	1.20401	—	7,132.31	7,132.31	0.17166	0.26873	0.22919	7,216.92
2032	4.37508	4.14791	11.0440	23.5295	0.03709	0.24409	4.01254	4.25663	0.22552	0.95960	1.18512	—	7,033.92	7,033.92	0.17166	0.25677	0.19633	7,114.93
2033	4.32023	4.09693	10.6521	23.1552	0.03709	0.22259	4.01254	4.23513	0.20574	0.95960	1.16534	—	6,942.28	6,942.28	0.16390	0.25677	0.16719	7,023.06
2034	4.27903	4.05864	10.4352	22.7852	0.03709	0.21054	4.01254	4.22308	0.19465	0.95960	1.15425	—	6,857.13	6,857.13	0.16390	0.24480	0.14183	6,934.31
2035	4.25966	3.92499	10.1723	22.3742	0.03709	0.19716	4.01254	4.20970	0.18235	0.95960	1.14195	—	6,778.70	6,778.70	0.15193	0.23283	0.11952	6,852.00
2036	4.20443	3.89269	9.90114	22.0657	0.03709	0.18560	4.01254	4.19814	0.17171	0.95960	1.13131	—	6,709.62	6,709.62	0.14417	0.23283	0.10013	6,782.71
2037	4.15769	3.84849	9.71899	21.7569	0.03709	0.17408	4.01254	4.18662	0.16111	0.95960	1.12072	—	6,648.24	6,648.24	0.14417	0.23283	0.08333	6,721.31
2038	4.13454	3.82656	9.57517	21.5304	0.03709	0.16803	4.01254	4.18057	0.15554	0.95960	1.11514	—	6,593.96	6,593.96	0.14417	0.22087	0.06880	6,663.45
2039	4.10240	3.79584	9.42536	21.2996	0.03709	0.16147	4.01254	4.17401	0.14951	0.95960	1.10911	—	6,546.36	6,546.36	0.14417	0.22087	0.05666	6,615.84
2040	4.07406	3.76715	9.21318	21.1193	0.03709	0.15738	4.01254	4.16991	0.14574	0.95960	1.10535	—	6,504.41	6,504.41	0.14417	0.20890	0.04647	6,570.31
2041	3.93488	3.73975	9.12019	21.0143	0.03709	0.15297	4.01254	4.16551	0.14169	0.95960	1.10129	—	6,467.48	6,467.48	0.13641	0.20890	0.03805	6,533.18
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.90686	0.76259	6.97339	7.03030	0.01168	0.29665	4.73506	5.03171	0.27292	2.42178	2.69469	—	1,306.33	1,306.33	0.05205	0.01186	0.06498	1,311.23
2027	2.55940	2.15200	18.5180	20.0603	0.04244	0.75663	7.65635	8.41298	0.69610	3.22345	3.91955	—	4,732.92	4,732.92	0.18891	0.04265	0.19524	4,750.55
2028	1.23198	1.04410	8.75638	11.3698	0.02057	0.34722	2.19057	2.53779	0.31944	0.85023	1.16967	—	2,340.48	2,340.48	0.09217	0.01885	0.14608	2,348.55
2029	2.79323	2.62862	7.95157	16.4320	0.02386	0.21462	2.40728	2.62190	0.19860	0.57557	0.77417	—	4,643.55	4,643.55	0.11098	0.17053	3.03868	4,700.18
2030	3.22073	3.04591	8.37774	17.7492	0.02649	0.21073	2.85200	3.06273	0.18669	0.68191	0.86860	—	5,230.79	5,230.79	0.11804	0.20050	3.13627	5,296.63
2031	3.16517	2.99386	8.10275	17.3723	0.02649	0.18902	2.85200	3.04102	0.17458	0.68191	0.85649	—	5,155.15	5,155.15	0.11707	0.19195	2.72504	5,218.00
2032	3.13557	2.97286	7.79734	17.0458	0.02656	0.17483	2.85981	3.03464	0.16153	0.68377	0.84530	—	5,097.94	5,097.94	0.11739	0.18391	2.34166	5,158.02
2033	3.08782	2.92832	7.56988	16.7540	0.02649	0.15899	2.85200	3.01099	0.14696	0.68191	0.82886	—	5,017.77	5,017.77	0.11153	0.18340	1.99294	5,077.21
2034	3.05839	2.90097	7.40540	16.5063	0.02649	0.15038	2.85200	3.00238	0.13904	0.68191	0.82094	—	4,956.33	4,956.33	0.11153	0.17486	1.68273	5,012.90
2035	3.03347	2.87828	7.23170	16.2303	0.02649	0.14083	2.85200	2.99283	0.13025	0.68191	0.81215	—	4,899.60	4,899.60	0.10298	0.16631	1.42172	4,953.16
2036	3.00778	2.78353	7.04778	15.9845	0.02657	0.13293	2.85981	2.99275	0.12298	0.68377	0.80676	—	4,863.09	4,863.09	0.10326	0.16676	1.19416	4,916.56
2037	2.97727	2.75544	6.82010	15.7360	0.02649	0.12435	2.85200	2.97635	0.11508	0.68191	0.79699	—	4,805.48	4,805.48	0.09744	0.16631	0.98999	4,858.47
2038	2.95518	2.73423	6.72494	15.5807	0.02649	0.12002	2.85200	2.97202	0.11110	0.68191	0.79301	—	4,766.33	4,766.33	0.09744	0.15776	0.81919	4,816.59
2039	2.93223	2.71228	6.61794	15.4269	0.02649	0.11534	2.85200	2.96734	0.10679	0.68191	0.78870	—	4,732.01	4,732.01	0.09744	0.15776	0.67499	4,782.14
2040	2.91899	2.70014	6.55804	15.3465	0.02657	0.11272	2.85981	2.97253	0.10439	0.68377	0.78816	—	4,714.62	4,714.62	0.09770	0.14962	0.55432	4,762.20
2041	0.17985	0.17041	0.27051	0.64828	0.00106	0.00430	0.12555	0.12985	0.00398	0.02994	0.03392	—	196.340	196.340	0.00403	0.00586	0.01976	19[illegible]

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.16550	0.13917	1.27264	1.28303	0.00213	0.05414	0.86415	0.91829	0.04981	0.44197	0.49178	—	216.278	216.278	0.00862	0.00196	0.01076	217.089
2027	0.46709	0.39274	3.37954	3.66101	0.00775	0.13809	1.39728	1.53537	0.12704	0.58828	0.71532	—	783.589	783.589	0.03128	0.00706	0.03232	786.507
2028	0.22484	0.19055	1.59804	2.07498	0.00375	0.06337	0.39978	0.46315	0.05830	0.15517	0.21346	—	387.494	387.494	0.01526	0.00312	0.02418	388.830
2029	0.50976	0.47972	1.45116	2.99884	0.00435	0.03917	0.43933	0.47850	0.03625	0.10504	0.14129	—	768.792	768.792	0.01837	0.02823	0.50309	778.168
2030	0.58778	0.55588	1.52894	3.23924	0.00483	0.03846	0.52049	0.55895	0.03407	0.12445	0.15852	—	866.017	866.017	0.01954	0.03319	0.51925	876.917
2031	0.57764	0.54638	1.47875	3.17044	0.00483	0.03450	0.52049	0.55499	0.03186	0.12445	0.15631	—	853.494	853.494	0.01938	0.03178	0.45116	863.900
2032	0.57224	0.54255	1.42301	3.11085	0.00485	0.03191	0.52192	0.55382	0.02948	0.12479	0.15427	—	844.022	844.022	0.01944	0.03045	0.38769	853.969
2033	0.56353	0.53442	1.38150	3.05761	0.00483	0.02902	0.52049	0.54951	0.02682	0.12445	0.15127	—	830.750	830.750	0.01846	0.03036	0.32995	840.590
2034	0.55816	0.52943	1.35149	3.01240	0.00483	0.02745	0.52049	0.54793	0.02537	0.12445	0.14982	—	820.576	820.576	0.01846	0.02895	0.27860	829.944
2035	0.55361	0.52529	1.31979	2.96204	0.00483	0.02570	0.52049	0.54619	0.02377	0.12445	0.14822	—	811.185	811.185	0.01705	0.02753	0.23538	820.052
2036	0.54892	0.50799	1.28622	2.91717	0.00485	0.02426	0.52192	0.54618	0.02244	0.12479	0.14723	—	805.139	805.139	0.01710	0.02761	0.19771	813.992
2037	0.54335	0.50287	1.24467	2.87181	0.00484	0.02269	0.52049	0.54318	0.02100	0.12445	0.14545	—	795.602	795.602	0.01613	0.02753	0.16390	804.375
2038	0.53932	0.49900	1.22730	2.84348	0.00484	0.02190	0.52049	0.54239	0.02028	0.12445	0.14472	—	789.120	789.120	0.01613	0.02612	0.13563	797.442
2039	0.53513	0.49499	1.20777	2.81540	0.00484	0.02105	0.52049	0.54154	0.01949	0.12445	0.14394	—	783.439	783.439	0.01613	0.02612	0.11175	791.737
2040	0.53272	0.49278	1.19684	2.80074	0.00485	0.02057	0.52192	0.54249	0.01905	0.12479	0.14384	—	780.558	780.558	0.01618	0.02477	0.09177	788.437
2041	0.03282	0.03110	0.04937	0.11831	0.00019	0.00078	0.02291	0.02370	0.00073	0.00546	0.00619	—	32.5064	32.5064	0.00067	0.00097	0.00327	32.8154

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	19.6570	20.8995	1.14311	10.1024	11.2456	—	5,297.94	5,297.94	0.21491	0.04298	0.00000	5,316.12
2027	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	9.20359	10.2467	0.95962	3.65375	4.61338	—	6,598.08	6,598.08	0.26765	0.05353	0.00000	6,620.72
2028	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	9.20359	10.1887	0.90629	3.65375	4.56005	—	6,598.26	6,598.26	0.26765	0.05353	0.00000	6,620.90
2029	3.60105	3.39133	9.37581	14.0134	0.02512	0.28848	0.00000	0.28848	0.26540	0.00000	0.26540	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.03
2030	3.56661	3.36256	9.17669	13.9919	0.02512	0.27109	0.00000	0.27109	0.24940	0.00000	0.24940	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03

2031	3.53677	3.33761	8.89546	13.9488	0.02512	0.25266	0.00000	0.25266	0.23245	0.00000	0.23245	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2032	3.50661	3.31237	8.64086	13.8879	0.02512	0.23212	0.00000	0.23212	0.21355	0.00000	0.21355	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.02
2033	3.48280	3.29244	8.43072	13.8782	0.02512	0.21063	0.00000	0.21063	0.19378	0.00000	0.19378	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2034	3.46489	3.27743	8.27893	13.8663	0.02512	0.19857	0.00000	0.19857	0.18268	0.00000	0.18268	—	2,530.37	2,530.37	0.10264	0.02053	0.00000	2,539.05
2035	3.44553	3.26118	8.09177	13.7859	0.02512	0.18520	0.00000	0.18520	0.17038	0.00000	0.17038	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
2036	3.42555	3.24441	7.87246	13.7000	0.02512	0.17363	0.00000	0.17363	0.15974	0.00000	0.15974	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2037	3.40986	3.23125	7.73437	13.5926	0.02512	0.16212	0.00000	0.16212	0.14915	0.00000	0.14915	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2038	3.40223	3.22485	7.63829	13.5576	0.02512	0.15606	0.00000	0.15606	0.14358	0.00000	0.14358	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.04
2039	3.39338	3.21741	7.51921	13.4985	0.02512	0.14951	0.00000	0.14951	0.13754	0.00000	0.13754	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2040	3.38696	3.21201	7.44740	13.4821	0.02512	0.14541	0.00000	0.14541	0.13378	0.00000	0.13378	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	19.6570	20.8995	1.14311	10.1024	11.2456	—	5,297.94	5,297.94	0.21491	0.04298	0.00000	5,316.12
2027	3.63178	3.05170	27.9724	28.2794	0.06093	1.17173	19.6570	20.8287	1.07799	10.1024	11.1804	—	6,598.08	6,598.08	0.26765	0.05353	0.00000	6,620.72
2028	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	9.20359	10.1887	0.90629	3.65375	4.56005	—	6,598.26	6,598.26	0.26765	0.05353	0.00000	6,620.90
2029	3.60105	3.39133	9.37581	14.0134	0.02512	0.28848	0.00000	0.28848	0.26540	0.00000	0.26540	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.03
2030	3.56661	3.36256	9.17669	13.9919	0.02512	0.27109	0.00000	0.27109	0.24940	0.00000	0.24940	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2031	3.53677	3.33761	8.89546	13.9488	0.02512	0.25266	0.00000	0.25266	0.23245	0.00000	0.23245	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2032	3.50661	3.31237	8.64086	13.8879	0.02512	0.23212	0.00000	0.23212	0.21355	0.00000	0.21355	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.02
2033	3.48280	3.29244	8.43072	13.8782	0.02512	0.21063	0.00000	0.21063	0.19378	0.00000	0.19378	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2034	3.46489	3.27743	8.27893	13.8663	0.02512	0.19857	0.00000	0.19857	0.18268	0.00000	0.18268	—	2,530.37	2,530.37	0.10264	0.02053	0.00000	2,539.05
2035	3.44553	3.26118	8.09177	13.7859	0.02512	0.18520	0.00000	0.18520	0.17038	0.00000	0.17038	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
2036	3.42555	3.24441	7.87246	13.7000	0.02512	0.17363	0.00000	0.17363	0.15974	0.00000	0.15974	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2037	3.40986	3.23125	7.73437	13.5926	0.02512	0.16212	0.00000	0.16212	0.14915	0.00000	0.14915	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2038	3.40223	3.22485	7.63829	13.5576	0.02512	0.15606	0.00000	0.15606	0.14358	0.00000	0.14358	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.04
2039	3.39338	3.21741	7.51921	13.4985	0.02512	0.14951	0.00000	0.14951	0.13754	0.00000	0.13754	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2040	3.38696	3.21201	7.44740	13.4821	0.02512	0.14541	0.00000	0.14541	0.13378	0.00000	0.13378	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
2041	3.38206	3.20789	7.39018	13.4343	0.02512	0.14100	0.00000	0.14100	0.12972	0.00000	0.12972	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.89327	0.75059	6.96272	6.87788	0.01168	0.29665	4.69306	4.98971	0.27292	2.41193	2.68485	—	1,264.87	1,264.87	0.05131	0.01026	0.00000	1,269.21
2027	2.51520	2.11347	18.4869	19.5767	0.04244	0.75663	7.51500	8.27163	0.69610	3.19033	3.88643	—	4,595.86	4,595.86	0.18643	0.03729	0.00000	4,611.64
2028	1.19946	1.01236	8.73061	10.9820	0.02057	0.34722	2.07126	2.41847	0.31944	0.82227	1.14171	—	2,227.14	2,227.14	0.09034	0.01807	0.00000	2,234.78
2029	2.19910	2.05902	6.34980	9.52232	0.01665	0.20019	0.00000	0.20019	0.18418	0.00000	0.18418	—	1,689.98	1,689.98	0.06855	0.01371	0.00000	1,695.78
2030	2.54758	2.40183	6.55478	9.99425	0.01794	0.19363	0.00000	0.19363	0.17814	0.00000	0.17814	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.59
2031	2.52626	2.38401	6.35390	9.96346	0.01794	0.18047	0.00000	0.18047	0.16603	0.00000	0.16603	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.59
2032	2.51158	2.37246	6.18895	9.94712	0.01799	0.16626	0.00000	0.16626	0.15296	0.00000	0.15296	—	1,812.33	1,812.33	0.07352	0.01470	0.00000	1,818.55
2033	2.48772	2.35174	6.02194	9.91299	0.01794	0.15045	0.00000	0.15045	0.13841	0.00000	0.13841	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.60
2034	2.47492	2.34102	5.91352	9.90448	0.01795	0.14184	0.00000	0.14184	0.13049	0.00000	0.13049	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.61
2035	2.46109	2.32942	5.77983	9.84709	0.01795	0.13228	0.00000	0.13228	0.12170	0.00000	0.12170	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.60
2036	2.45352	2.32378	5.63859	9.81251	0.01799	0.12436	0.00000	0.12436	0.11441	0.00000	0.11441	—	1,812.35	1,812.35	0.07352	0.01470	0.00000	1,818.57
2037	2.43561	2.30804	5.52455	9.70903	0.01795	0.11580	0.00000	0.11580	0.10653	0.00000	0.10653	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.60
2038	2.43016	2.30346	5.45592	9.68401	0.01795	0.11147	0.00000	0.11147	0.10255	0.00000	0.10255	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.60
2039	2.42384	2.29815	5.37087	9.64176	0.01795	0.10679	0.00000	0.10679	0.09825	0.00000	0.09825	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.59
2040	2.42588	2.30058	5.33414	9.65649	0.01800	0.10415	0.00000	0.10415	0.09582	0.00000	0.09582	—	1,812.35	1,812.35	0.07352	0.01470	0.00000	1,818.57
2041	0.15928	0.15399	0.22281	0.39805	0.00074	0.00397	0.00000	0.00397	0.00365	0.00000	0.00365	—	72.9830	72.9830	0.00296	0.00059	0.00000	73.2335
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.16302	0.13698	1.27070	1.25521	0.00213	0.05414	0.85648	0.91062	0.04981	0.44018	0.48999	—	209.414	209.414	0.00849	0.00170	0.00000	210.132
2027	0.45902	0.38571	3.37385	3.57275	0.00775	0.13809	1.37149	1.50957	0.12704	0.58224	0.70927	—	760.898	760.898	0.03087	0.00617	0.00000	763.509
2028	0.21890	0.18476	1.59334	2.00421	0.00375	0.06337	0.37800	0.44137	0.05830	0.15006	0.20836	—	368.728	368.728	0.01496	0.00299	0.00000	369.994
2029	0.40134	0.37577	1.15884	1.73782	0.00304	0.03654	0.00000	0.03654	0.03361	0.00000	0.03361	—	279.796	279.796	0.01135	0.00227	0.00000	280.756
2030	0.46493	0.43833	1.19625	1.82395	0.00327	0.03534	0.00000	0.03534	0.03251	0.00000	0.03251	—	299.234	299.234	0.01214	0.00243	0.00000	300.261
2031	0.46104	0.43508	1.15959	1.81833	0.00327	0.03294	0.00000	0.03294	0.03030	0.00000	0.03030	—	299.234	299.234	0.01214	0.00243	0.00000	300.261
2032	0.45836	0.43297	1.12948	1.81535	0.00328	0.03034	0.00000	0.03034	0.02791	0.00000	0.02791	—	300.053	300.053	0.01217	0.00243	0.00000	301.082
2033	0.45401	0.42919	1.09900	1.80912	0.00327	0.02746	0.00000	0.02746	0.02526	0.00000	0.02526	—	299.235	299.235	0.01214	0.00243	0.00000	300.261
2034	0.45167	0.42724	1.07922	1.80757	0.00328	0.02589	0.00000	0.02589	0.02381	0.00000	0.02381	—	299.236	299.236	0.01214	0.00243	0.00000	300.263
2035	0.44915	0.42512	1.05482	1.79709	0.00328	0.02414	0.00000	0.02414	0.02221	0.00000	0.02221	—	299.236	299.236	0.01214	0.00243	0.00000	30

2036	0.44777	0.42409	1.02904	1.79078	0.00328	0.02270	0.00000	0.02270	0.02088	0.00000	0.02088	—	300.056	300.056	0.01217	0.00243	0.00000	301.085
2037	0.44450	0.42122	1.00823	1.77190	0.00328	0.02113	0.00000	0.02113	0.01944	0.00000	0.01944	—	299.236	299.236	0.01214	0.00243	0.00000	300.263
2038	0.44350	0.42038	0.99571	1.76733	0.00328	0.02034	0.00000	0.02034	0.01872	0.00000	0.01872	—	299.235	299.235	0.01214	0.00243	0.00000	300.262
2039	0.44235	0.41941	0.98018	1.75962	0.00328	0.01949	0.00000	0.01949	0.01793	0.00000	0.01793	—	299.234	299.234	0.01214	0.00243	0.00000	300.261
2040	0.44272	0.41986	0.97348	1.76231	0.00328	0.01901	0.00000	0.01901	0.01749	0.00000	0.01749	—	300.055	300.055	0.01217	0.00243	0.00000	301.085
2041	0.02907	0.02810	0.04066	0.07264	0.00013	0.00072	0.00000	0.00072	0.00067	0.00000	0.00067	—	12.0832	12.0832	0.00049	0.00010	0.00000	12.1246

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06350	0.05683	0.03839	0.85414	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	191.323	191.323	0.00270	0.00116	0.63115	192.367
2027	0.06993	0.06230	0.03713	0.92409	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	214.765	214.765	0.00265	0.00132	0.64378	215.869
2028	0.06729	0.05966	0.03624	0.87876	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	210.400	210.400	0.00265	0.00132	0.57074	211.431
2029	1.10322	1.06893	2.53378	15.2172	0.01197	0.02393	4.01254	4.03647	0.02393	0.95960	0.98354	—	5,234.22	5,234.22	0.06262	0.26017	11.6633	5,324.98
2030	1.04468	1.01039	2.32962	14.4242	0.01197	0.02393	4.01254	4.03647	0.01197	0.95960	0.97157	—	5,121.80	5,121.80	0.05486	0.26017	10.1770	5,210.88
2031	0.99034	0.95605	2.22314	13.7486	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	5,010.70	5,010.70	0.05350	0.24820	8.83478	5,094.84
2032	0.95929	0.92636	2.14330	13.1995	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,906.48	4,906.48	0.05350	0.23624	7.57193	4,985.79
2033	0.92048	0.89532	2.06619	12.7705	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,809.64	4,809.64	0.04573	0.23624	6.44709	4,887.63
2034	0.88167	0.84874	1.89645	12.2503	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,719.84	4,719.84	0.04573	0.22427	5.46493	4,793.28
2035	0.87391	0.84098	1.83130	11.9465	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,637.35	4,637.35	0.03377	0.21230	4.61954	4,706.08
2036	0.84642	0.82546	1.78588	11.6440	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,564.86	4,564.86	0.03377	0.21230	3.86332	4,632.83
2037	0.80761	0.67565	1.73542	11.3704	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,500.39	4,500.39	0.03377	0.21230	3.21041	4,567.71
2038	0.78432	0.66013	1.69408	11.0912	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,443.36	4,443.36	0.03377	0.20034	2.66254	4,506.57
2039	0.75192	0.62772	1.66335	10.9350	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,393.57	4,393.57	0.02601	0.20034	2.18453	4,456.10
2040	0.71311	0.59027	1.63818	10.6847	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,349.61	4,349.61	0.02601	0.18837	1.79359	4,408.19

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05733	0.04989	0.04622	0.62501	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	169.004	169.004	0.00347	0.00706	0.01633	171.211
2027	0.06288	0.05481	0.05194	0.66998	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	189.728	189.728	0.00397	0.00807	0.01668	192.248
2028	0.05437	0.05260	0.04475	0.63286	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	185.878	185.878	0.00353	0.00763	0.01479	188.254
2029	0.98271	0.94201	2.83181	11.1824	0.01197	0.02393	4.01254	4.03647	0.02393	0.95960	0.98354	—	4,811.46	4,811.46	0.07814	0.26017	0.30322	4,891.25
2030	0.93833	0.89764	2.61705	10.5401	0.01197	0.02393	4.01254	4.03647	0.01197	0.95960	0.97157	—	4,706.44	4,706.44	0.06902	0.26017	0.26365	4,785.96
2031	0.89952	0.85883	2.50552	10.0230	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,601.96	4,601.96	0.06902	0.24820	0.22919	4,677.88
2032	0.86847	0.83554	2.40311	9.64160	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,503.59	4,503.59	0.06902	0.23624	0.19633	4,575.91
2033	0.83742	0.80449	2.22140	9.27705	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,411.93	4,411.93	0.06126	0.23624	0.16719	4,484.02
2034	0.81414	0.78121	2.15626	8.91889	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,326.76	4,326.76	0.06126	0.22427	0.14183	4,395.26
2035	0.81414	0.66381	2.08050	8.58823	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,248.34	4,248.34	0.04929	0.21230	0.11952	4,312.96
2036	0.77889	0.64828	2.02868	8.36572	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,179.26	4,179.26	0.04153	0.21230	0.10013	4,243.67
2037	0.74784	0.61724	1.98462	8.16430	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,117.88	4,117.88	0.04153	0.21230	0.08333	4,182.26
2038	0.73231	0.60171	1.93688	7.97284	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,063.61	4,063.61	0.04153	0.20034	0.06880	4,124.41
2039	0.70903	0.57843	1.90615	7.80110	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	4,016.01	4,016.01	0.04153	0.20034	0.05666	4,076.81
2040	0.68710	0.55514	1.76578	7.63713	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	3,974.05	3,974.05	0.04153	0.18837	0.04647	4,031.27
2041	0.55282	0.53185	1.73000	7.57995	0.01197	0.01197	4.01254	4.02451	0.01197	0.95960	0.97157	—	3,937.12	3,937.12	0.03377	0.18837	0.03805	3,994.14
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01360	0.01200	0.01067	0.15242	0.00000	0.00000	0.04200	0.04200	0.00000	0.00984	0.00984	—	41.4595	41.4595	0.00074	0.00159	0.06498	42.0178
2027	0.04420	0.03853	0.03115	0.48364	0.00000	0.00000	0.14135	0.14135	0.00000	0.03312	0.03312	—	137.054	137.054	0.00248	0.00536	0.19524	138.909
2028	0.03252	0.03174	0.02577	0.38779	0.00000	0.00000	0.11932	0.11932	0.00000	0.02796	0.02796	—	113.344	113.344	0.00183	0.00078	0.14608	113.770
2029	0.59413	0.56959	1.60177	6.90969	0.00721	0.01443	2.40728	2.42170	0.01443	0.57557	0.59000	—	2,953.56	2,953.56	0.04243	0.15682	3.03868	3,004.39
2030	0.67315	0.64408	1.82296	7.75500	0.00855	0.01710	2.85200	2.86909	0.00855	0.68191	0.69045	—	3,423.40	3,423.40	0.04473	0.18584	3.13627	3,483.03
2031	0.63891	0.60985	1.74885	7.40880	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	3,347.76	3,347.76	0.04376	0.17729	2.72504	3,404.41
2032	0.62398	0.60040	1.60838	7.09863	0.00857	0.00857	2.85981	2.86838	0.00857	0.68377	0.69234	—	3,285.60	3,285.60	0.04388	0.16920	2.34166	3,339.47
2033	0.60010	0.57658	1.54794	6.84102	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	3,210.38	3,210.38	0.03821	0.16874	1.99294	3,263.61

2034	0.58347	0.55995	1.49188	6.60183	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	3,148.92	3,148.92	0.03821	0.16019	1.68273	3,199.30
2035	0.57238	0.54886	1.45187	6.38324	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	3,092.20	3,092.20	0.02966	0.15165	1.42172	3,139.56
2036	0.55426	0.45974	1.40918	6.17200	0.00857	0.00857	2.85981	2.86838	0.00857	0.68377	0.69234	—	3,050.73	3,050.73	0.02975	0.15206	1.19416	3,097.98
2037	0.54166	0.44740	1.29555	6.02693	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	2,998.08	2,998.08	0.02412	0.15165	0.98999	3,044.86
2038	0.52502	0.43077	1.26903	5.89669	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	2,958.93	2,958.93	0.02412	0.14310	0.81919	3,003.00
2039	0.50839	0.41413	1.24707	5.78511	0.00855	0.00855	2.85200	2.86055	0.00855	0.68191	0.69045	—	2,924.62	2,924.62	0.02412	0.14310	0.67499	2,968.54
2040	0.49310	0.39956	1.22389	5.69005	0.00857	0.00857	2.85981	2.86838	0.00857	0.68377	0.69234	—	2,902.27	2,902.27	0.02419	0.13492	0.55432	2,943.63
2041	0.02057	0.01642	0.04770	0.25022	0.00033	0.00033	0.12555	0.12588	0.00033	0.02994	0.03027	—	123.357	123.357	0.00107	0.00527	0.01976	124.973
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00248	0.00219	0.00195	0.02782	0.00000	0.00000	0.00767	0.00767	0.00000	0.00180	0.00180	—	6.86410	6.86410	0.00012	0.00026	0.01076	6.95653
2027	0.00807	0.00703	0.00569	0.08826	0.00000	0.00000	0.02580	0.02580	0.00000	0.00604	0.00604	—	22.6909	22.6909	0.00041	0.00089	0.03232	22.9980
2028	0.00594	0.00579	0.00470	0.07077	0.00000	0.00000	0.02178	0.02178	0.00000	0.00510	0.00510	—	18.7654	18.7654	0.00030	0.00013	0.02418	18.8359
2029	0.10843	0.10395	0.29232	1.26102	0.00132	0.00263	0.43933	0.44196	0.00263	0.10504	0.10767	—	488.996	488.996	0.00702	0.02596	0.50309	497.412
2030	0.12285	0.11755	0.33269	1.41529	0.00156	0.00312	0.52049	0.52361	0.00156	0.12445	0.12601	—	566.783	566.783	0.00741	0.03077	0.51925	576.656
2031	0.11660	0.11130	0.31916	1.35211	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	554.259	554.259	0.00724	0.02935	0.45116	563.639
2032	0.11388	0.10957	0.29353	1.29550	0.00156	0.00156	0.52192	0.52348	0.00156	0.12479	0.12635	—	543.969	543.969	0.00726	0.02801	0.38769	552.887
2033	0.10952	0.10523	0.28250	1.24849	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	531.515	531.515	0.00633	0.02794	0.32995	540.328
2034	0.10648	0.10219	0.27227	1.20483	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	521.340	521.340	0.00633	0.02652	0.27860	529.680
2035	0.10446	0.10017	0.26497	1.16494	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	511.949	511.949	0.00491	0.02511	0.23538	519.789
2036	0.10115	0.08390	0.25718	1.12639	0.00156	0.00156	0.52192	0.52348	0.00156	0.12479	0.12635	—	505.084	505.084	0.00492	0.02518	0.19771	512.907
2037	0.09885	0.08165	0.23644	1.09991	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	496.366	496.366	0.00399	0.02511	0.16390	504.112
2038	0.09582	0.07861	0.23160	1.07615	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	489.885	489.885	0.00399	0.02369	0.13563	497.180
2039	0.09278	0.07558	0.22759	1.05578	0.00156	0.00156	0.52049	0.52205	0.00156	0.12445	0.12601	—	484.205	484.205	0.00399	0.02369	0.11175	491.476
2040	0.08999	0.07292	0.22336	1.03843	0.00156	0.00156	0.52192	0.52348	0.00156	0.12479	0.12635	—	480.503	480.503	0.00400	0.02234	0.09177	487.352
2041	0.00375	0.00300	0.00871	0.04567	0.00006	0.00006	0.02291	0.02297	0.00006	0.00546	0.00552	—	20.4232	20.4232	0.00018	0.00087	0.00327	20.6908

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	307.078	286.903	24.8762	641.125	1.38837	54.2967	60.6805	114.977	53.5295	15.4027	68.9322	6,249.60	70,816.3	77,065.9	44.4415	2.38662	34.0317	78,922.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	302.690	282.695	27.1282	559.249	1.33206	54.2822	60.6805	114.963	53.5185	15.4027	68.9212	6,249.60	65,176.7	71,426.3	44.5194	2.56840	7.25418	73,312.0
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	100.061	94.1695	19.3751	265.174	0.70341	12.6175	55.8721	68.4896	12.4338	14.1833	26.6171	1,590.76	59,489.1	61,079.8	30.3830	2.10760	17.5258	62,485.0
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.2611	17.1859	3.53595	48.3943	0.12837	2.30269	10.1967	12.4994	2.26917	2.58844	4.85761	263.369	9,849.09	10,112.5	5.03024	0.34894	2.90160	10,345.1

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.3137	16.6632	13.2735	215.737	0.58796	0.24506	60.6805	60.9255	0.23027	15.4027	15.6330	—	59,760.1	59,760.1	1.39456	1.94661	27.4905	60,402.6
Area	288.310	270.013	7.71749	423.735	0.77562	53.7375	—	53.7375	52.9851	—	52.9851	6,008.75	3,656.50	9,665.24	18.0447	0.29379	—	10,203.9
Energy	0.45465	0.22733	3.88520	1.65328	0.02480	0.31412	—	0.31412	0.31412	—	0.31412	—	7,233.01	7,233.01	0.80876	0.05442	—	7,269.45
Water	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Waste	—	—	—	—	—	—	—	—	—	—	—	204.513	0.00000	204.513	20.4403	0.00000	—	715.520
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.54127	6.54127
Total	307.078	286.903	24.8762	641.125	1.38837	54.2967	60.6805	114.977	53.5295	15.4027	68.9322	6,249.60	70,816.3	77,065.9	44.4415	2.38662	34.0317	78,922.2

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.9262	15.2966	15.8277	166.761	0.53307	0.24514	60.6805	60.9256	0.23035	15.4027	15.6330	—	54,208.0	54,208.0	1.47614	2.12912	0.71291	54,880.1
Area	285.309	267.171	7.41529	390.835	0.77420	53.7229	—	53.7229	52.9740	—	52.9740	6,008.75	3,568.97	9,577.72	18.0410	0.29307	—	10,116.1
Energy	0.45465	0.22733	3.88520	1.65328	0.02480	0.31412	—	0.31412	0.31412	—	0.31412	—	7,233.01	7,233.01	0.80876	0.05442	—	7,269.45
Water	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Waste	—	—	—	—	—	—	—	—	—	—	—	204.513	0.00000	204.513	20.4403	0.00000	—	715.520
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.54127	6.54127
Total	302.690	282.695	27.1282	559.249	1.33206	54.2822	60.6805	114.963	53.5185	15.4027	68.9212	6,249.60	65,176.7	71,426.3	44.5194	2.56840	7.25418	73,312.0
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.8365	14.3262	13.6749	159.492	0.50398	0.22690	55.8721	56.0990	0.21320	14.1833	14.3965	—	51,244.4	51,244.4	1.32587	1.89518	10.9846	51,853.3
Area	83.7694	79.6160	1.81493	104.029	0.17463	12.0765	—	12.0765	11.9065	—	11.9065	1,349.91	844.959	2,194.87	4.05485	0.06620	—	2,315.97
Energy	0.45465	0.22733	3.88520	1.65328	0.02480	0.31412	—	0.31412	0.31412	—	0.31412	—	7,233.01	7,233.01	0.80876	0.05442	—	7,269.45
Water	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Waste	—	—	—	—	—	—	—	—	—	—	—	204.513	0.00000	204.513	20.4403	0.00000	—	715.520
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.54127	6.54127
Total	100.061	94.1695	19.3751	265.174	0.70341	12.6175	55.8721	68.4896	12.4338	14.1833	26.6171	1,590.76	59,489.1	61,079.8	30.3830	2.10760	17.5258	62,485.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.89017	2.61453	2.49567	29.1073	0.09198	0.04141	10.1967	10.2381	0.03891	2.58844	2.62735	—	8,484.09	8,484.09	0.21951	0.31377	1.81862	8,584.90
Area	15.2879	14.5299	0.33122	18.9853	0.03187	2.20396	—	2.20396	2.17293	—	2.17293	223.493	139.893	363.386	0.67133	0.01096	—	383.435
Energy	0.08297	0.04149	0.70905	0.30172	0.00453	0.05733	—	0.05733	0.05733	—	0.05733	—	1,197.51	1,197.51	0.13390	0.00901	—	1,203.54
Water	—	—	—	—	—	—	—	—	—	—	—	6.01639	27.6027	33.6191	0.62138	0.01520	—	53.6828
Waste	—	—	—	—	—	—	—	—	—	—	—	33.8594	0.00000	33.8594	3.38413	0.00000	—	118.463
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.08298	1.08298
Total	18.2611	17.1859	3.53595	48.3943	0.12837	2.30269	10.1967	12.4994	2.26917	2.58844	4.85761	263.369	9,849.09	10,112.5	5.03024	0.34894	2.90160	10,345.1

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	—	1.24251	1.14311	—	1.14311	—	5,297.94	5,297.94	0.21491	0.04298	—	5,316.12
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	—	1.24251	1.14311	—	1.14311	—	5,297.94	5,297.94	0.21491	0.04298	—	5,316.12
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.89327	0.75059	6.96272	6.87788	0.01168	0.29665	—	0.29665	0.27292	—	0.27292	—	1,264.87	1,264.87	0.05131	0.01026	—	1,269.21
Dust From Material Movement	—	—	—	—	—	—	4.69306	4.69306	—	2.41193	2.41193	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16302	0.13698	1.27070	1.25521	0.00213	0.05414	—	0.05414	0.04981	—	0.04981	—	209.414	209.414	0.00849	0.00170	—	210.132
Dust From Material Movement	—	—	—	—	—	—	0.85648	0.85648	—	0.44018	0.44018	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06350	0.05683	0.03839	0.85414	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	191.323	191.323	0.00270	0.00116	0.63115	192.367
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05733	0.04989	0.04622	0.62501	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	169.004	169.004	0.00347	0.00706	0.01633	171.211

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01360	0.01200	0.01067	0.15242	0.00000	0.00000	0.04200	0.04200	0.00000	0.00984	0.00984	—	41.4595	41.4595	0.00074	0.00159	0.06498	42.0178
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00248	0.00219	0.00195	0.02782	0.00000	0.00000	0.00767	0.00767	0.00000	0.00180	0.00180	—	6.86410	6.86410	0.00012	0.00026	0.01076	6.95653
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Site Preparation (2027)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63178	3.05170	27.9724	28.2794	0.04891	1.17173	—	1.17173	1.07799	—	1.07799	—	5,297.82	5,297.82	0.21490	0.04298	—	5,316.00
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32693	0.27471	2.51806	2.54570	0.00440	0.10548	—	0.10548	0.09704	—	0.09704	—	476.907	476.907	0.01935	0.00387	—	478.544
Dust From Material Movement	—	—	—	—	—	—	1.76952	1.76952	—	0.90942	0.90942	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05966	0.05014	0.45955	0.46459	0.00080	0.01925	—	0.01925	0.01771	—	0.01771	—	78.9575	78.9575	0.00320	0.00064	—	79.2284
Dust From Material Movement	—	—	—	—	—	—	0.32294	0.32294	—	0.16597	0.16597	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05502	0.04796	0.04545	0.58624	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	166.012	166.012	0.00347	0.00706	0.01460	168.217
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00495	0.00432	0.00349	0.05419	0.00000	0.00000	0.01584	0.01584	0.00000	0.00371	0.00371	—	15.3554	15.3554	0.00028	0.00060	0.02187	15.5633
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00090	0.00079	0.00064	0.00989	0.00000	0.00000	0.00289	0.00289	0.00000	0.00068	0.00068	—	2.54226	2.54226	0.00005	0.00010	0.00362	2.57667
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2027)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.18827	1.83875	15.9688	17.0310	0.03804	0.65115	—	0.65115	0.59906	—	0.59906	—	4,118.96	4,118.96	0.16708	0.03342	—	4,133.09
Dust From Material Movement	—	—	—	—	—	—	5.74549	5.74549	—	2.28092	2.28092	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39936	0.33557	2.91430	3.10816	0.00694	0.11884	—	0.11884	0.10933	—	0.10933	—	681.940	681.940	0.02766	0.00553	—	684.281
Dust From Material Movement	—	—	—	—	—	—	1.04855	1.04855	—	0.41627	0.41627	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06993	0.06230	0.03713	0.92409	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	214.765	214.765	0.00265	0.00132	0.64378	215.869
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06288	0.05481	0.05194	0.66998	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	189.728	189.728	0.00397	0.00807	0.01668	192.248
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03925	0.03421	0.02766	0.42945	0.00000	0.00000	0.12551	0.12551	0.00000	0.02941	0.02941	—	121.699	121.699	0.00220	0.00476	0.17336	123.346
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00716	0.00624	0.00505	0.07837	0.00000	0.00000	0.02291	0.02291	0.00000	0.00537	0.00537	—	20.1486	20.1486	0.00036	0.00079	0.02870	20.4213
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Grading (2028)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	—	0.98510	0.90629	—	0.90629	—	6,598.26	6,598.26	0.26765	0.05353	—	6,620.90
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	—	0.98510	0.90629	—	0.90629	—	6,598.26	6,598.26	0.26765	0.05353	—	6,620.90
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77081	0.64770	5.47520	6.11432	0.01371	0.22170	—	0.22170	0.20396	—	0.20396	—	1,484.93	1,484.93	0.06024	0.01205	—	1,490.03
Dust From Material Movement	—	—	—	—	—	—	2.07126	2.07126	—	0.82227	0.82227	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14067	0.11820	0.99922	1.11586	0.00250	0.04046	—	0.04046	0.03722	—	0.03722	—	245.847	245.847	0.00997	0.00199	—	246.691

Dust From Material Movement	—	—	—	—	—	—	0.37800	0.37800	—	0.15006	0.15006	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06729	0.05966	0.03624	0.87876	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	210.400	210.400	0.00265	0.00132	0.57074	211.431
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05437	0.05260	0.04475	0.63286	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	185.878	185.878	0.00353	0.00763	0.01479	188.254
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01233	0.01204	0.00977	0.14706	0.00000	0.00000	0.04525	0.04525	0.00000	0.01060	0.01060	—	42.9830	42.9830	0.00069	0.00030	0.05540	43.1444
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00225	0.00220	0.00178	0.02684	0.00000	0.00000	0.00826	0.00826	0.00000	0.00193	0.00193	—	7.11632	7.11632	0.00012	0.00005	0.00917	7.14305
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2029)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69518	0.58173	5.17251	7.77609	0.01410	0.16614	—	0.16614	0.15285	—	0.15285	—	1,444.67	1,444.67	0.05860	0.01172	—	1,449.62
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12687	0.10617	0.94398	1.41914	0.00257	0.03032	—	0.03032	0.02789	—	0.02789	—	239.181	239.181	0.00970	0.00194	—	240.002

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.86223	0.84930	0.52523	12.2330	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	3,032.74	3,032.74	0.03881	0.01941	7.38075	3,046.87
Vendor	0.06854	0.04977	1.90350	0.53768	0.01197	0.02393	0.45530	0.47924	0.02393	0.12579	0.14973	—	1,594.93	1,594.93	0.01605	0.23688	2.80640	1,668.73
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76521	0.74580	0.65007	8.85131	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,679.55	2,679.55	0.05175	0.01941	0.19179	2,686.82
Vendor	0.06446	0.04705	2.05173	0.56080	0.01197	0.02393	0.45530	0.47924	0.02393	0.12579	0.14973	—	1,596.00	1,596.00	0.01605	0.23688	0.07307	1,667.06
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46122	0.44952	0.32438	5.48085	0.00000	0.00000	1.77779	1.77779	0.00000	0.41657	0.41657	—	1,659.46	1,659.46	0.02729	0.01170	1.92138	1,665.54
Vendor	0.04049	0.03000	1.21240	0.33064	0.00721	0.01443	0.27327	0.28770	0.01443	0.07553	0.08996	—	961.601	961.601	0.00967	0.14278	0.73231	1,005.12
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08417	0.08204	0.05920	1.00025	0.00000	0.00000	0.32445	0.32445	0.00000	0.07602	0.07602	—	274.742	274.742	0.00452	0.00194	0.31811	275.750
Vendor	0.00739	0.00547	0.22126	0.06034	0.00132	0.00263	0.04987	0.05250	0.00263	0.01378	0.01642	—	159.204	159.204	0.00160	0.02364	0.12124	166.410
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Building Construction (2030)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12372	0.94034	8.39196	12.8848	0.02340	0.26012	—	0.26012	0.23931	—	0.23931	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12372	0.94034	8.39196	12.8848	0.02340	0.26012	—	0.26012	0.23931	—	0.23931	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80266	0.67167	5.99426	9.20340	0.01671	0.18580	—	0.18580	0.17093	—	0.17093	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14649	0.12258	1.09395	1.67962	0.00305	0.03391	—	0.03391	0.03120	—	0.03120	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82342	0.81049	0.42627	11.5810	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,982.38	2,982.38	0.03234	0.01941	6.44162	2,995.41
Vendor	0.05657	0.03780	1.81811	0.52707	0.01197	0.02393	0.45530	0.47924	0.01197	0.12579	0.13776	—	1,542.95	1,542.95	0.01605	0.23688	2.44705	1,616.39
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.73933	0.71993	0.55110	8.32608	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,635.29	2,635.29	0.04528	0.01941	0.16666	2,642.37
Vendor	0.05113	0.03372	1.95572	0.54883	0.01197	0.02393	0.45530	0.47924	0.01197	0.12579	0.13776	—	1,544.10	1,544.10	0.01469	0.23688	0.06366	1,615.12
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52810	0.51423	0.37979	6.14310	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,934.13	1,934.13	0.02772	0.01386	1.98407	1,940.93
Vendor	0.03944	0.02700	1.36722	0.38328	0.00855	0.01710	0.32385	0.34094	0.00855	0.08951	0.09806	—	1,102.45	1,102.45	0.01146	0.16920	0.75538	1,153.91
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09638	0.09385	0.06931	1.12112	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	320.217	320.217	0.00459	0.00229	0.32849	321.344
Vendor	0.00720	0.00493	0.24952	0.06995	0.00156	0.00312	0.05910	0.06222	0.00156	0.01634	0.01790	—	182.523	182.523	0.00190	0.02801	0.12506	191.043
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Building Construction (2031)

3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09751	0.91839	8.11856	12.8454	0.02340	0.24323	—	0.24323	0.22377	—	0.22377	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09751	0.91839	8.11856	12.8454	0.02340	0.24323	—	0.24323	0.22377	—	0.22377	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78393	0.65599	5.79897	9.17527	0.01671	0.17374	—	0.17374	0.15984	—	0.15984	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14307	0.11972	1.05831	1.67449	0.00305	0.03171	—	0.03171	0.02917	—	0.02917	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.77814	0.76521	0.41980	11.0279	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,936.60	2,936.60	0.03234	0.01941	5.60831	2,948.80
Vendor	0.05657	0.03780	1.71938	0.51511	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,486.78	1,486.78	0.01469	0.22492	2.10480	1,556.28
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.70699	0.68759	0.53817	7.90628	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,594.96	2,594.96	0.04528	0.01941	0.14550	2,602.03
Vendor	0.05113	0.03372	1.85972	0.53550	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,488.01	1,488.01	0.01469	0.22492	0.05459	1,555.45
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50037	0.48651	0.37517	5.86172	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,904.50	1,904.50	0.02772	0.01386	1.72898	1,911.06
Vendor	0.03846	0.02603	1.29865	0.37473	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	1,062.35	1,062.35	0.01049	0.16066	0.65026	1,111.14
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09132	0.08879	0.06847	1.06976	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	315.312	315.312	0.00459	0.00229	0.28625	316.397
Vendor	0.00702	0.00475	0.23700	0.06839	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	175.885	175.885	0.00174	0.02660	0.10766	183.962
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8. Building Construction (2032)

3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.07014	0.89545	7.87082	12.7872	0.02340	0.22400	—	0.22400	0.20608	—	0.20608	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	1.07014	0.89545	7.87082	12.7872	0.02340	0.22400	—	0.22400	0.20608	—	0.20608	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.76648	0.64136	5.63741	9.15876	0.01676	0.16044	—	0.16044	0.14760	—	0.14760	—	1,716.71	1,716.71	0.06964	0.01393	—	1,722.60
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.13988	0.11705	1.02883	1.67147	0.00306	0.02928	—	0.02928	0.02694	—	0.02694	—	284.222	284.222	0.01153	0.00231	—	285.197
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.75227	0.73933	0.41333	10.5803	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,895.25	2,895.25	0.03234	0.01941	4.84114	2,906.68
Vendor	0.05657	0.03916	1.64731	0.50314	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,432.18	1,432.18	0.01469	0.21295	1.76256	1,497.77
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68112	0.66818	0.53170	7.59839	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,558.43	2,558.43	0.04528	0.01941	0.12539	2,565.47
Vendor	0.05113	0.03372	1.76507	0.52354	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,433.47	1,433.47	0.01469	0.21295	0.04586	1,497.34
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48785	0.47858	0.30531	5.60954	0.00000	0.00000	2.11257	2.11257	0.00000	0.49502	0.49502	—	1,882.86	1,882.86	0.02780	0.01390	1.49687	1,889.19
Vendor	0.03857	0.02610	1.24201	0.36719	0.00857	0.00857	0.32473	0.33330	0.00857	0.08975	0.09833	—	1,026.17	1,026.17	0.01052	0.15252	0.54541	1,072.43
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08903	0.08734	0.05572	1.02374	0.00000	0.00000	0.38554	0.38554	0.00000	0.09034	0.09034	—	311.729	311.729	0.00460	0.00230	0.24782	312.777
Vendor	0.00704	0.00476	0.22667	0.06701	0.00156	0.00156	0.05926	0.06083	0.00156	0.01638	0.01794	—	169.895	169.895	0.00174	0.02525	0.09030	177.554
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9. Building Construction (2033)

3.9.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04826	0.87711	7.66646	12.7788	0.02340	0.20357	—	0.20357	0.18729	—	0.18729	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04826	0.87711	7.66646	12.7788	0.02340	0.20357	—	0.20357	0.18729	—	0.18729	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74875	0.62650	5.47604	9.12768	0.01671	0.14541	—	0.14541	0.13378	—	0.13378	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13665	0.11434	0.99938	1.66580	0.00305	0.02654	—	0.02654	0.02441	—	0.02441	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.71993	0.71346	0.40686	10.2317	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,858.21	2,858.21	0.02587	0.01941	4.15333	2,868.80
Vendor	0.05657	0.03916	1.57796	0.49253	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,379.78	1,379.78	0.01469	0.21295	1.46310	1,445.07

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65525	0.64231	0.43920	7.30343	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,525.67	2,525.67	0.03881	0.01941	0.10767	2,532.53
Vendor	0.05113	0.03372	1.69436	0.51293	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,381.13	1,381.13	0.01469	0.21295	0.03799	1,444.99
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46803	0.45879	0.29985	5.40201	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,853.68	1,853.68	0.02310	0.01386	1.28492	1,859.67
Vendor	0.03846	0.02603	1.18811	0.35861	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	985.963	985.963	0.01049	0.15211	0.45103	1,032.00
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08542	0.08373	0.05472	0.98587	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	306.898	306.898	0.00382	0.00229	0.21273	307.890
Vendor	0.00702	0.00475	0.21683	0.06545	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	163.237	163.237	0.00174	0.02518	0.07467	170.860
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10. Building Construction (2034)

3.10.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03154	0.86309	7.51935	12.7673	0.02340	0.19236	—	0.19236	0.17697	—	0.17697	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03154	0.86309	7.51935	12.7673	0.02340	0.19236	—	0.19236	0.17697	—	0.17697	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73681	0.61649	5.37096	9.11947	0.01671	0.13740	—	0.13740	0.12641	—	0.12641	—	1,712.03	1,712.03	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13447	0.11251	0.98020	1.66430	0.00305	0.02508	—	0.02508	0.02307	—	0.02307	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68759	0.67465	0.31436	9.79698	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,825.10	2,825.10	0.02587	0.01941	3.53165	2,835.06
Vendor	0.05657	0.03916	1.51921	0.49389	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,329.72	1,329.72	0.01469	0.20098	1.22695	1,391.21
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63584	0.62290	0.43273	7.01494	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,496.37	2,496.37	0.03881	0.01941	0.09166	2,503.21
Vendor	0.05113	0.03372	1.63698	0.50097	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,331.12	1,331.12	0.01469	0.20098	0.03183	1,391.41
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45417	0.44493	0.29523	5.20980	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,832.25	1,832.25	0.02310	0.01386	1.08652	1,838.05
Vendor	0.03846	0.02603	1.13760	0.35006	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	950.220	950.220	0.01049	0.14356	0.37891	993.642
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08289	0.08120	0.05388	0.95079	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	303.350	303.350	0.00382	0.00229	0.17989	304.310
Vendor	0.00702	0.00475	0.20761	0.06389	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	157.320	157.320	0.00174	0.02377	0.06273	164.509
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11. Building Construction (2035)

3.11.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01288	0.84742	7.33637	12.6875	0.02340	0.17964	—	0.17964	0.16527	—	0.16527	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01288	0.84742	7.33637	12.6875	0.02340	0.17964	—	0.17964	0.16527	—	0.16527	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72348	0.60530	5.24026	9.06249	0.01671	0.12832	—	0.12832	0.11805	—	0.11805	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13204	0.11047	0.95635	1.65391	0.00305	0.02342	—	0.02342	0.02154	—	0.02154	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68112	0.66818	0.30789	9.55377	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,795.85	2,795.85	0.02587	0.01941	3.00256	2,805.28
Vendor	0.05657	0.03916	1.46183	0.48193	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,282.33	1,282.33	0.00272	0.18902	1.01647	1,339.74
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63584	0.52394	0.42627	6.73939	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,470.47	2,470.47	0.03881	0.01941	0.07764	2,477.30
Vendor	0.05113	0.03508	1.56898	0.50097	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,283.77	1,283.77	0.00272	0.18902	0.02635	1,340.19
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44493	0.43569	0.29523	5.02684	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,813.19	1,813.19	0.02310	0.01386	0.92401	1,818.82
Vendor	0.03846	0.02603	1.09759	0.35103	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	916.380	916.380	0.00194	0.13501	0.31291	956.975
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08120	0.07951	0.05388	0.91740	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	300.194	300.194	0.00382	0.00229	0.15298	301.126
Vendor	0.00702	0.00475	0.20031	0.06406	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	151.717	151.717	0.00032	0.02235	0.05181	158.438
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12. Building Construction (2036)

3.12.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99338	0.83105	7.12086	12.6028	0.02340	0.16861	—	0.16861	0.15512	—	0.15512	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99338	0.83105	7.12086	12.6028	0.02340	0.16861	—	0.16861	0.15512	—	0.15512	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71150	0.59523	5.10027	9.02665	0.01676	0.12076	—	0.12076	0.11110	—	0.11110	—	1,716.72	1,716.72	0.06964	0.01393	—	1,722.61
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12985	0.10863	0.93080	1.64736	0.00306	0.02204	—	0.02204	0.02028	—	0.02028	—	284.222	284.222	0.01153	0.00231	—	285.197
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66818	0.65525	0.30789	9.31056	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,771.08	2,771.08	0.02587	0.01941	2.52639	2,780.04
Vendor	0.04460	0.03916	1.41641	0.47132	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,239.56	1,239.56	0.00272	0.18902	0.83165	1,296.79
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61643	0.51100	0.41980	6.56280	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,448.51	2,448.51	0.03234	0.01941	0.06547	2,455.17
Vendor	0.03916	0.03508	1.52492	0.49036	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,241.05	1,241.05	0.00272	0.18902	0.02156	1,297.46
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43688	0.36137	0.29141	4.85715	0.00000	0.00000	2.11257	2.11257	0.00000	0.49502	0.49502	—	1,802.05	1,802.05	0.02316	0.01390	0.78065	1,807.55
Vendor	0.03000	0.02610	1.05949	0.34342	0.00857	0.00857	0.32473	0.33330	0.00857	0.08975	0.09833	—	888.274	888.274	0.00195	0.13538	0.25739	928.924
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07973	0.06595	0.05318	0.88643	0.00000	0.00000	0.38554	0.38554	0.00000	0.09034	0.09034	—	298.350	298.350	0.00384	0.00230	0.12924	299.261
Vendor	0.00547	0.00476	0.19336	0.06267	0.00156	0.00156	0.05926	0.06083	0.00156	0.01638	0.01794	—	147.064	147.064	0.00032	0.02241	0.04261	153.794
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13. Building Construction (2037)

3.13.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97854	0.81859	6.98661	12.4996	0.02340	0.15752	—	0.15752	0.14492	—	0.14492	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97854	0.81859	6.98661	12.4996	0.02340	0.15752	—	0.15752	0.14492	—	0.14492	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69896	0.58471	4.99044	8.92825	0.01671	0.11251	—	0.11251	0.10351	—	0.10351	—	1,712.03	1,712.03	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12756	0.10671	0.91075	1.62941	0.00305	0.02053	—	0.02053	0.01889	—	0.01889	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63584	0.53041	0.30143	9.08029	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,748.69	2,748.69	0.02587	0.01941	2.11634	2,757.23
Vendor	0.04460	0.03916	1.37371	0.47404	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,201.97	1,201.97	0.00272	0.18902	0.67080	1,259.03
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59056	0.48513	0.41980	6.39268	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,428.66	2,428.66	0.03234	0.01941	0.05489	2,435.30
Vendor	0.03916	0.03508	1.48087	0.49308	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,203.49	1,203.49	0.00272	0.18902	0.01745	1,259.90
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42645	0.35114	0.22454	4.73623	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,782.56	1,782.56	0.01848	0.01386	0.65285	1,787.81
Vendor	0.02992	0.02603	1.02610	0.34346	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	859.003	859.003	0.00194	0.13501	0.20657	899.492
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07783	0.06408	0.04098	0.86436	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	295.124	295.124	0.00306	0.00229	0.10809	295.992
Vendor	0.00546	0.00475	0.18726	0.06268	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	142.218	142.218	0.00032	0.02235	0.03420	148.921
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.14. Building Construction (2038)

3.14.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97116	0.81240	6.89314	12.4656	0.02340	0.15176	—	0.15176	0.13962	—	0.13962	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97116	0.81240	6.89314	12.4656	0.02340	0.15176	—	0.15176	0.13962	—	0.13962	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69369	0.58028	4.92367	8.90403	0.01671	0.10840	—	0.10840	0.09973	—	0.09973	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12660	0.10590	0.89857	1.62499	0.00305	0.01978	—	0.01978	0.01820	—	0.01820	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.14.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61643	0.51747	0.30143	8.85648	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,729.11	2,729.11	0.02587	0.01941	1.77244	2,737.31
Vendor	0.04460	0.03916	1.33237	0.46343	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,168.43	1,168.43	0.00272	0.17705	0.53561	1,221.79
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.57762	0.47219	0.41333	6.24197	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,411.36	2,411.36	0.03234	0.01941	0.04577	2,417.99
Vendor	0.03916	0.03508	1.44089	0.48247	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,169.98	1,169.98	0.00272	0.17705	0.01388	1,222.82
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41259	0.33728	0.21992	4.63320	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,769.90	1,769.90	0.01848	0.01386	0.54515	1,775.03
Vendor	0.02992	0.02603	1.00512	0.33685	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	835.056	835.056	0.00194	0.12647	0.16501	872.956
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07530	0.06155	0.04014	0.84556	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	293.026	293.026	0.00306	0.00229	0.09026	293.877
Vendor	0.00546	0.00475	0.18343	0.06148	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	138.253	138.253	0.00032	0.02094	0.02732	144.528
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.15. Building Construction (2039)

3.15.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96216	0.80483	6.77581	12.4056	0.02340	0.14541	—	0.14541	0.13378	—	0.13378	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96216	0.80483	6.77581	12.4056	0.02340	0.14541	—	0.14541	0.13378	—	0.13378	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68726	0.57488	4.83987	8.86111	0.01671	0.10387	—	0.10387	0.09556	—	0.09556	—	1,712.03	1,712.03	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12542	0.10492	0.88328	1.61715	0.00305	0.01896	—	0.01896	0.01744	—	0.01744	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.15.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59056	0.49160	0.30143	8.72517	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,712.46	2,712.46	0.01941	0.01941	1.46821	2,720.20
Vendor	0.04324	0.03780	1.30164	0.46479	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,138.61	1,138.61	0.00272	0.17705	0.42267	1,191.86
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55822	0.45279	0.41333	6.09773	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,396.52	2,396.52	0.03234	0.01941	0.03809	2,403.15
Vendor	0.03916	0.03508	1.41015	0.48383	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,140.19	1,140.19	0.00272	0.17705	0.01095	1,193.03
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39873	0.32342	0.21992	4.53940	0.00000	0.00000	2.10680	2.10680	0.00000	0.49366	0.49366	—	1,759.05	1,759.05	0.01848	0.01386	0.45350	1,764.09
Vendor	0.02992	0.02603	0.98316	0.33782	0.00855	0.00855	0.32385	0.33239	0.00855	0.08951	0.09806	—	813.766	813.766	0.00194	0.12647	0.13079	851.632
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07277	0.05902	0.04014	0.82844	0.00000	0.00000	0.38449	0.38449	0.00000	0.09009	0.09009	—	291.230	291.230	0.00306	0.00229	0.07508	292.066
Vendor	0.00546	0.00475	0.17943	0.06165	0.00156	0.00156	0.05910	0.06066	0.00156	0.01634	0.01790	—	134.728	134.728	0.00032	0.02094	0.02165	140.997
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.16. Building Construction (2040)

3.16.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95545	0.79919	6.70501	12.3875	0.02340	0.14145	—	0.14145	0.13014	—	0.13014	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95545	0.79919	6.70501	12.3875	0.02340	0.14145	—	0.14145	0.13014	—	0.13014	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68433	0.57241	4.80241	8.87247	0.01676	0.10131	—	0.10131	0.09321	—	0.09321	—	1,716.72	1,716.72	0.06964	0.01393	—	1,722.61
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12489	0.10447	0.87644	1.61923	0.00306	0.01849	—	0.01849	0.01701	—	0.01701	—	284.222	284.222	0.01153	0.00231	—	285.197
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.16.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55822	0.45925	0.29496	8.51431	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,698.17	2,698.17	0.01941	0.01941	1.22087	2,705.66
Vendor	0.04324	0.03916	1.28423	0.46751	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,111.81	1,111.81	0.00272	0.16508	0.32855	1,161.41
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53881	0.43338	0.32083	5.95995	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,383.85	2,383.85	0.03234	0.01941	0.03161	2,390.48
Vendor	0.04052	0.03508	1.38078	0.48519	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,113.42	1,113.42	0.00272	0.16508	0.00854	1,162.70
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38592	0.31041	0.21589	4.45779	0.00000	0.00000	2.11257	2.11257	0.00000	0.49502	0.49502	—	1,754.54	1,754.54	0.01853	0.01390	0.37706	1,759.53
Vendor	0.03000	0.02708	0.96482	0.34070	0.00857	0.00857	0.32473	0.33330	0.00857	0.08975	0.09833	—	796.813	796.813	0.00195	0.11824	0.10185	832.199
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07043	0.05665	0.03940	0.81355	0.00000	0.00000	0.38554	0.38554	0.00000	0.09034	0.09034	—	290.485	290.485	0.00307	0.00230	0.06243	291.310
Vendor	0.00547	0.00494	0.17608	0.06218	0.00156	0.00156	0.05926	0.06083	0.00156	0.01638	0.01794	—	131.921	131.921	0.00032	0.01958	0.01686	137.780
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.17. Building Construction (2041)

3.17.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95056	0.79508	6.64779	12.3397	0.02340	0.13704	—	0.13704	0.12608	—	0.12608	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02604	0.02178	0.18213	0.33807	0.00064	0.00375	—	0.00375	0.00345	—	0.00345	—	65.6667	65.6667	0.00266	0.00053	—	65.8921
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00475	0.00398	0.03324	0.06170	0.00012	0.00069	—	0.00069	0.00063	—	0.00063	—	10.8719	10.8719	0.00044	0.00009	—	10.9092
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.17.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42691	0.41398	0.31436	5.92114	0.00000	0.00000	2.96436	2.96436	0.00000	0.69484	0.69484	—	2,373.08	2,373.08	0.02587	0.01941	0.02619	2,379.53
Vendor	0.04052	0.03508	1.35277	0.47458	0.01197	0.01197	0.45530	0.46727	0.01197	0.12579	0.13776	—	1,089.43	1,089.43	0.00272	0.16508	0.00662	1,138.70
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01388	0.01099	0.00826	0.16963	0.00000	0.00000	0.08081	0.08081	0.00000	0.01894	0.01894	—	66.8114	66.8114	0.00071	0.00053	0.01196	66.9995
Vendor	0.00115	0.00104	0.03614	0.01274	0.00033	0.00033	0.01242	0.01275	0.00033	0.00343	0.00376	—	29.8214	29.8214	0.00007	0.00452	0.00301	31

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00253	0.00201	0.00151	0.03096	0.00000	0.00000	0.01475	0.01475	0.00000	0.00346	0.00346	—	11.0614	11.0614	0.00012	0.00009	0.00198	11.0925
Vendor	0.00021	0.00019	0.00660	0.00233	0.00006	0.00006	0.00227	0.00233	0.00006	0.00063	0.00069	—	4.93728	4.93728	0.00001	0.00075	0.00050	5.16123
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.18. Paving (2028)

3.18.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81550	0.68524	6.62754	9.90989	0.01395	0.25554	—	0.25554	0.23510	—	0.23510	—	1,511.03	1,511.03	0.06129	0.01226	—	1,516.22
Paving	0.05716	0.05716	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81550	0.68524	6.62754	9.90989	0.01395	0.25554	—	0.25554	0.23510	—	0.23510	—	1,511.03	1,511.03	0.06129	0.01226	—	1,516.22
Paving	0.05716	0.05716	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.40057	0.33659	3.25540	4.86767	0.00685	0.12552	—	0.12552	0.11548	—	0.11548	—	742.209	742.209	0.03011	0.00602	—	744.756
Paving	0.02808	0.02808	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07310	0.06143	0.59411	0.88835	0.00125	0.02291	—	0.02291	0.02107	—	0.02107	—	122.881	122.881	0.00498	0.00100	—	123.303
Paving	0.00512	0.00512	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.18.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05046	0.04474	0.02718	0.65907	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	157.800	157.800	0.00198	0.00099	0.42806	158.573
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04077	0.03945	0.03357	0.47464	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	139.408	139.408	0.00265	0.00572	0.01109	141.191
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02019	0.01970	0.01600	0.24073	0.00000	0.00000	0.07407	0.07407	0.00000	0.01736	0.01736	—	70.3612	70.3612	0.00114	0.00049	0.09068	70.6256

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00368	0.00360	0.00292	0.04393	0.00000	0.00000	0.01352	0.01352	0.00000	0.00317	0.00317	—	11.6491	11.6491	0.00019	0.00008	0.01501	11.6929
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.19. Paving (2029)

3.19.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80047	0.67262	6.45817	9.91841	0.01395	0.23904	—	0.23904	0.21992	—	0.21992	—	1,510.63	1,510.63	0.06128	0.01226	—	1,515.81
Paving	0.05716	0.05716	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08929	0.07503	0.72038	1.10636	0.00156	0.02666	—	0.02666	0.02453	—	0.02453	—	168.504	168.504	0.00684	0.00137	—	169.082
Paving	0.00638	0.00638	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01630	0.01369	0.13147	0.20191	0.00028	0.00487	—	0.00487	0.00448	—	0.00448	—	27.8978	27.8978	0.00113	0.00023	—	27.9935
Paving	0.00116	0.00116	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.19.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03912	0.03813	0.03323	0.45252	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	136.991	136.991	0.00265	0.00099	0.00981	137.363
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00436	0.00425	0.00307	0.05186	0.00000	0.00000	0.01682	0.01682	0.00000	0.00394	0.00394	—	15.7008	15.7008	0.00026	0.00011	0.01818	15.7584
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00080	0.00078	0.00056	0.00946	0.00000	0.00000	0.00307	0.00307	0.00000	0.00072	0.00072	—	2.59944	2.59944	0.00004	0.00002	0.00301	2.60898
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.20. Architectural Coating (2029)

3.20.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07126	0.05889	0.45691	0.63987	0.00099	0.00739	—	0.00739	0.00680	—	0.00680	—	76.8138	76.8138	0.00312	0.00062	—	77.0774
Architectural Coatings	1.33700	1.33700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01300	0.01075	0.08339	0.11678	0.00018	0.00135	—	0.00135	0.00124	—	0.00124	—	12.7174	12.7174	0.00052	0.00010	—	12.7610
Architectural Coatings	0.24400	0.24400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.20.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17245	0.16986	0.10505	2.44659	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	606.547	606.547	0.00776	0.00388	1.47615	609.374
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15304	0.14916	0.13001	1.77026	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	535.911	535.911	0.01035	0.00388	0.03836	537.264

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08805	0.08582	0.06193	1.04634	0.00000	0.00000	0.33940	0.33940	0.00000	0.07953	0.07953	—	316.805	316.805	0.00521	0.00223	0.36681	317.968
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01607	0.01566	0.01130	0.19096	0.00000	0.00000	0.06194	0.06194	0.00000	0.01451	0.01451	—	52.4507	52.4507	0.00086	0.00037	0.06073	52.6432
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.21. Architectural Coating (2030)

3.21.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11905	0.09839	0.78473	1.10719	0.00173	0.01097	—	0.01097	0.01009	—	0.01009	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.11905	0.09839	0.78473	1.10719	0.00173	0.01097	—	0.01097	0.01009	—	0.01009	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08504	0.07028	0.56052	0.79085	0.00123	0.00783	—	0.00783	0.00721	—	0.00721	—	95.3663	95.3663	0.00387	0.00077	—	95.6936
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01552	0.01283	0.10229	0.14433	0.00022	0.00143	—	0.00143	0.00132	—	0.00132	—	15.7890	15.7890	0.00064	0.00013	—	15.8432
Architectural Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.21.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16468	0.16210	0.08525	2.31619	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	596.476	596.476	0.00647	0.00388	1.28832	599.082
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14787	0.14399	0.11022	1.66522	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	527.057	527.057	0.00906	0.00388	0.03333	528.474
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10562	0.10285	0.07596	1.22862	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	386.825	386.825	0.00554	0.00277	0.39681	388.187
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01928	0.01877	0.01386	0.22422	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	64.0434	64.0434	0.00092	0.00046	0.06570	64.2688
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.22. Architectural Coating (2031)

3.22.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.11542	0.09539	0.77690	1.10346	0.00173	0.00943	—	0.00943	0.00867	—	0.00867	—	133.518	133.518	0.00542	0.00108	—	133.976
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11542	0.09539	0.77690	1.10346	0.00173	0.00943	—	0.00943	0.00867	—	0.00867	—	133.518	133.518	0.00542	0.00108	—	133.976
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08245	0.06814	0.55493	0.78819	0.00123	0.00673	—	0.00673	0.00619	—	0.00619	—	95.3697	95.3697	0.00387	0.00077	—	95.6970
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01505	0.01244	0.10127	0.14384	0.00023	0.00123	—	0.00123	0.00113	—	0.00113	—	15.7895	15.7895	0.00064	0.00013	—	15.8437

Architect Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.22.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15563	0.15304	0.08396	2.20558	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	587.320	587.320	0.00647	0.00388	1.12166	589.760
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14140	0.13752	0.10763	1.58126	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	518.993	518.993	0.00906	0.00388	0.02910	520.405
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10007	0.09730	0.07503	1.17234	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	380.901	380.901	0.00554	0.00277	0.34580	382.211
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01826	0.01776	0.01369	0.21395	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	63.0624	63.0624	0.00092	0.00046	0.05725	63.2794
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.23. Architectural Coating (2032)

3.23.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11264	0.09309	0.77005	1.10069	0.00173	0.00813	—	0.00813	0.00748	—	0.00748	—	133.504	133.504	0.00542	0.00108	—	133.962
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11264	0.09309	0.77005	1.10069	0.00173	0.00813	—	0.00813	0.00748	—	0.00748	—	133.504	133.504	0.00542	0.00108	—	133.962
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08067	0.06667	0.55154	0.78836	0.00124	0.00582	—	0.00582	0.00536	—	0.00536	—	95.6210	95.6210	0.00388	0.00078	—	95.9492
Architectural Coatings	1.66443	1.66443	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01472	0.01217	0.10066	0.14388	0.00023	0.00106	—	0.00106	0.00098	—	0.00098	—	15.8312	15.8312	0.00064	0.00013	—	15.8855
Architectural Coatings	0.30376	0.30376	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.23.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15045	0.14787	0.08267	2.11606	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	579.050	579.050	0.00647	0.00388	0.96823	581.337
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13622	0.13364	0.10634	1.51968	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	511.687	511.687	0.00906	0.00388	0.02508	512.005

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09757	0.09572	0.06106	1.12191	0.00000	0.00000	0.42251	0.42251	0.00000	0.09900	0.09900	—	376.572	376.572	0.00556	0.00278	0.29937	377.838
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01781	0.01747	0.01114	0.20475	0.00000	0.00000	0.07711	0.07711	0.00000	0.01807	0.01807	—	62.3458	62.3458	0.00092	0.00046	0.04956	62.5555
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.24. Architectural Coating (2033)

3.24.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11071	0.09150	0.76425	1.09943	0.00173	0.00705	—	0.00705	0.00649	—	0.00649	—	133.516	133.516	0.00542	0.00108	—	133.975
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.11071	0.09150	0.76425	1.09943	0.00173	0.00705	—	0.00705	0.00649	—	0.00649	—	133.516	133.516	0.00542	0.00108	—	133.975
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07908	0.06536	0.54590	0.78531	0.00123	0.00504	—	0.00504	0.00463	—	0.00463	—	95.3689	95.3689	0.00387	0.00077	—	95.6962
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01443	0.01193	0.09963	0.14332	0.00023	0.00092	—	0.00092	0.00085	—	0.00085	—	15.7894	15.7894	0.00064	0.00013	—	15.8436
Architectural Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.24.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14399	0.14269	0.08137	2.04633	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	571.643	571.643	0.00517	0.00388	0.83067	573.760
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13105	0.12846	0.08784	1.46069	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	505.133	505.133	0.00776	0.00388	0.02153	506.505
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09361	0.09176	0.05997	1.08040	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	370.736	370.736	0.00462	0.00277	0.25698	371.935
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01708	0.01675	0.01094	0.19717	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	61.3796	61.3796	0.00076	0.00046	0.04255	61.5780
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.25. Architectural Coating (2034)

3.25.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10951	0.09051	0.75958	1.09901	0.00173	0.00621	—	0.00621	0.00571	—	0.00571	—	133.530	133.530	0.00542	0.00108	—	133.989
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10951	0.09051	0.75958	1.09901	0.00173	0.00621	—	0.00621	0.00571	—	0.00571	—	133.530	133.530	0.00542	0.00108	—	133.989
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07822	0.06465	0.54256	0.78501	0.00123	0.00444	—	0.00444	0.00408	—	0.00408	—	95.3788	95.3788	0.00387	0.00077	—	95.7061
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01428	0.01180	0.09902	0.14326	0.00023	0.00081	—	0.00081	0.00074	—	0.00074	—	15.7911	15.7911	0.00064	0.00013	—	15.8452

Architect Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.25.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13752	0.13493	0.06287	1.95940	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	565.020	565.020	0.00517	0.00388	0.70633	567.013
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12717	0.12458	0.08655	1.40299	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	499.273	499.273	0.00776	0.00388	0.01833	500.642
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09083	0.08899	0.05905	1.04196	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	366.450	366.450	0.00462	0.00277	0.21730	367.609
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01658	0.01624	0.01078	0.19016	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	60.6700	60.6700	0.00076	0.00046	0.03598	60.8619
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.26. Architectural Coating (2035)

3.26.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10881	0.08993	0.75540	1.09844	0.00173	0.00555	—	0.00555	0.00511	—	0.00511	—	133.527	133.527	0.00542	0.00108	—	133.985
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10881	0.08993	0.75540	1.09844	0.00173	0.00555	—	0.00555	0.00511	—	0.00511	—	133.527	133.527	0.00542	0.00108	—	133.985
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07772	0.06424	0.53957	0.78460	0.00123	0.00397	—	0.00397	0.00365	—	0.00365	—	95.3764	95.3764	0.00387	0.00077	—	95.7037
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01418	0.01172	0.09847	0.14319	0.00023	0.00072	—	0.00072	0.00067	—	0.00067	—	15.7907	15.7907	0.00064	0.00013	—	15.8448
Architectural Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.26.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13622	0.13364	0.06158	1.91075	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	559.170	559.170	0.00517	0.00388	0.60051	561.057
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12717	0.10479	0.08525	1.34788	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	494.095	494.095	0.00776	0.00388	0.01553	49[illegible]

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08899	0.08714	0.05905	1.00537	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	362.637	362.637	0.00462	0.00277	0.18480	363.764
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01624	0.01590	0.01078	0.18348	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	60.0387	60.0387	0.00076	0.00046	0.03060	60.2252
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.27. Architectural Coating (2036)

3.27.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10833	0.08953	0.75160	1.09720	0.00173	0.00502	—	0.00502	0.00462	—	0.00462	—	133.525	133.525	0.00542	0.00108	—	133.984
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.10833	0.08953	0.75160	1.09720	0.00173	0.00502	—	0.00502	0.00462	—	0.00462	—	133.525	133.525	0.00542	0.00108	—	133.984
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07759	0.06412	0.53832	0.78586	0.00124	0.00360	—	0.00360	0.00331	—	0.00331	—	95.6367	95.6367	0.00388	0.00078	—	95.9649
Architectural Coatings	1.66443	1.66443	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01416	0.01170	0.09824	0.14342	0.00023	0.00066	—	0.00066	0.00060	—	0.00060	—	15.8337	15.8337	0.00064	0.00013	—	15.8881
Architectural Coatings	0.30376	0.30376	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.27.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13364	0.13105	0.06158	1.86211	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	554.216	554.216	0.00517	0.00388	0.50528	556.007
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12329	0.10220	0.08396	1.31256	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	489.702	489.702	0.00647	0.00388	0.01309	491.034
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08738	0.07227	0.05828	0.97143	0.00000	0.00000	0.42251	0.42251	0.00000	0.09900	0.09900	—	360.410	360.410	0.00463	0.00278	0.15613	361.510
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01595	0.01319	0.01064	0.17729	0.00000	0.00000	0.07711	0.07711	0.00000	0.01807	0.01807	—	59.6699	59.6699	0.00077	0.00046	0.02585	59.8521
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.28. Architectural Coating (2037)

3.28.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10748	0.08882	0.74776	1.09309	0.00173	0.00460	—	0.00460	0.00423	—	0.00423	—	133.525	133.525	0.00542	0.00108	—	133.983
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10748	0.08882	0.74776	1.09309	0.00173	0.00460	—	0.00460	0.00423	—	0.00423	—	133.525	133.525	0.00542	0.00108	—	133.983
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07677	0.06345	0.53412	0.78078	0.00123	0.00329	—	0.00329	0.00302	—	0.00302	—	95.3751	95.3751	0.00387	0.00077	—	95.7024
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01401	0.01158	0.09748	0.14249	0.00023	0.00060	—	0.00060	0.00055	—	0.00055	—	15.7904	15.7904	0.00064	0.00013	—	15.8446

Architect Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.28.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12717	0.10608	0.06029	1.81606	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	549.737	549.737	0.00517	0.00388	0.42327	551.446
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11811	0.09703	0.08396	1.27854	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	485.731	485.731	0.00647	0.00388	0.01098	487.060
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08529	0.07023	0.04491	0.94725	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	356.513	356.513	0.00370	0.00277	0.13057	357.562
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01557	0.01282	0.00820	0.17287	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	59.0248	59.0248	0.00061	0.00046	0.02162	59.1985
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.29. Architectural Coating (2038)

3.29.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10723	0.08862	0.74515	1.09197	0.00173	0.00430	—	0.00430	0.00396	—	0.00396	—	133.522	133.522	0.00542	0.00108	—	133.980
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10723	0.08862	0.74515	1.09197	0.00173	0.00430	—	0.00430	0.00396	—	0.00396	—	133.522	133.522	0.00542	0.00108	—	133.980
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07659	0.06330	0.53225	0.77998	0.00123	0.00307	—	0.00307	0.00283	—	0.00283	—	95.3729	95.3729	0.00387	0.00077	—	95.7002
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01398	0.01155	0.09714	0.14235	0.00023	0.00056	—	0.00056	0.00052	—	0.00052	—	15.7901	15.7901	0.00064	0.00013	—	15.8443
Architectural Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.29.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12329	0.10349	0.06029	1.77130	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	545.822	545.822	0.00517	0.00388	0.35449	547.463
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11552	0.09444	0.08267	1.24839	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	482.271	482.271	0.00647	0.00388	0.00915	48[illegible]

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08252	0.06746	0.04398	0.92664	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	353.979	353.979	0.00370	0.00277	0.10903	355.007
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01506	0.01231	0.00803	0.16911	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	58.6053	58.6053	0.00061	0.00046	0.01805	58.7754
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.30. Architectural Coating (2039)

3.30.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10738	0.08874	0.74340	1.09292	0.00173	0.00409	—	0.00409	0.00377	—	0.00377	—	133.512	133.512	0.00542	0.00108	—	133.970
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.10738	0.08874	0.74340	1.09292	0.00173	0.00409	—	0.00409	0.00377	—	0.00377	—	133.512	133.512	0.00542	0.00108	—	133.970
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07670	0.06339	0.53100	0.78066	0.00123	0.00292	—	0.00292	0.00269	—	0.00269	—	95.3658	95.3658	0.00387	0.00077	—	95.6931
Architectural Coatings	1.65988	1.65988	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01400	0.01157	0.09691	0.14247	0.00022	0.00053	—	0.00053	0.00049	—	0.00049	—	15.7889	15.7889	0.00064	0.00013	—	15.8431
Architectural Coatings	0.30293	0.30293	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.30.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11811	0.09832	0.06029	1.74503	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	542.493	542.493	0.00388	0.00388	0.29364	544.040
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11164	0.09056	0.08267	1.21955	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	479.304	479.304	0.00647	0.00388	0.00762	480.629
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07975	0.06468	0.04398	0.90788	0.00000	0.00000	0.42136	0.42136	0.00000	0.09873	0.09873	—	351.809	351.809	0.00370	0.00277	0.09070	352.819
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01455	0.01180	0.00803	0.16569	0.00000	0.00000	0.07690	0.07690	0.00000	0.01802	0.01802	—	58.2461	58.2461	0.00061	0.00046	0.01502	58.4131
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.31. Architectural Coating (2040)

3.31.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10767	0.08898	0.74239	1.09462	0.00173	0.00396	—	0.00396	0.00364	—	0.00364	—	133.523	133.523	0.00542	0.00108	—	133.981
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10767	0.08898	0.74239	1.09462	0.00173	0.00396	—	0.00396	0.00364	—	0.00364	—	133.523	133.523	0.00542	0.00108	—	133.981
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07712	0.06373	0.53173	0.78402	0.00124	0.00283	—	0.00283	0.00261	—	0.00261	—	95.6348	95.6348	0.00388	0.00078	—	95.9630
Architectural Coatings	1.66443	1.66443	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01407	0.01163	0.09704	0.14308	0.00023	0.00052	—	0.00052	0.00048	—	0.00048	—	15.8334	15.8334	0.00064	0.00013	—	15.8878

Architect Coatings	0.30376	0.30376	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.31.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11164	0.09185	0.05899	1.70286	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	539.633	539.633	0.00388	0.00388	0.24417	541.131
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10776	0.08668	0.06417	1.19199	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	476.771	476.771	0.00647	0.00388	0.00632	478.095
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07718	0.06208	0.04318	0.89156	0.00000	0.00000	0.42251	0.42251	0.00000	0.09900	0.09900	—	350.909	350.909	0.00371	0.00278	0.07541	351.905
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01409	0.01133	0.00788	0.16271	0.00000	0.00000	0.07711	0.07711	0.00000	0.01807	0.01807	—	58.0970	58.0970	0.00061	0.00046	0.01249	58.2619
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.32. Architectural Coating (2041)

3.32.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10767	0.08898	0.74239	1.09462	0.00173	0.00396	—	0.00396	0.00364	—	0.00364	—	133.523	133.523	0.00542	0.00108	—	133.981
Architectural Coatings	2.32383	2.32383	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00590	0.00488	0.04068	0.05998	0.00009	0.00022	—	0.00022	0.00020	—	0.00020	—	7.31633	7.31633	0.00030	0.00006	—	7.34144
Architectural Coatings	0.12733	0.12733	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.00108	0.00089	0.00742	0.01095	0.00002	0.00004	—	0.00004	0.00004	—	0.00004	—	1.21130	1.21130	0.00005	0.00001	—	1.21546
Architectural Coatings	0.02324	0.02324	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.32.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08538	0.08280	0.06287	1.18423	0.00000	0.00000	0.59287	0.59287	0.00000	0.13897	0.13897	—	474.616	474.616	0.00517	0.00388	0.00524	475.907
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00555	0.00439	0.00330	0.06785	0.00000	0.00000	0.03232	0.03232	0.00000	0.00757	0.00757	—	26.7246	26.7246	0.00028	0.00021	0.00478	26.7998
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00101	0.00080	0.00060	0.01238	0.00000	0.00000	0.00590	0.00590	0.00000	0.00138	0.00138	—	4.42456	4.42456	0.00005	0.00004	0.00079	4.43701
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	11.0029	10.0213	7.91486	128.282	0.34907	0.14559	36.0157	36.1613	0.13680	9.14198	9.27878	—	35,479.2	35,479.2	0.83228	1.15893	16.3165	35,861.7
City Park	0.71969	0.63881	0.61735	10.6095	0.02979	0.01226	3.08997	3.10224	0.01153	0.78434	0.79586	—	3,027.62	3,027.62	0.06371	0.09344	1.39987	3,058.46
Condo/Townhouse	6.59112	6.00310	4.74129	76.8455	0.20910	0.08721	21.5747	21.6620	0.08195	5.47638	5.55833	—	21,253.3	21,253.3	0.49857	0.69424	9.77415	21,482.4
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	18.3137	16.6632	13.2735	215.737	0.58796	0.24506	60.6805	60.9255	0.23027	15.4027	15.6330	—	59,760.1	59,760.1	1.39456	1.94661	27.4905	60,402.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	10.1666	9.19659	9.43623	99.3209	0.31649	0.14564	36.0157	36.1614	0.13684	9.14198	9.27882	—	32,184.1	32,184.1	0.88245	1.26764	0.42313	32,584.3
City Park	0.66950	0.59094	0.73880	7.94302	0.02699	0.01227	3.08997	3.10224	0.01153	0.78434	0.79587	—	2,744.51	2,744.51	0.06506	0.10212	0.03630	2,776.60
Condo/Townhouse	6.09015	5.50909	5.65265	59.4968	0.18959	0.08724	21.5747	21.6620	0.08197	5.47638	5.55835	—	19,279.4	19,279.4	0.52862	0.75936	0.25347	19,519.2

Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	16.9262	15.2966	15.8277	166.761	0.53307	0.24514	60.6805	60.9256	0.23035	15.4027	15.6330	—	54,208.0	54,208.0	1.47614	2.12912	0.71291	54,880.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	1.82453	1.65144	1.56889	18.2809	0.05769	0.02598	6.39410	6.42008	0.02441	1.62315	1.64757	—	5,321.08	5,321.08	0.13815	0.19709	1.14041	5,384.41
City Park	0.06467	0.05708	0.06606	0.79703	0.00264	0.00118	0.29464	0.29582	0.00110	0.07480	0.07590	—	243.764	243.764	0.00557	0.00854	0.05255	246.502
Condo/Townhouse	1.00097	0.90601	0.86072	10.0293	0.03165	0.01425	3.50792	3.52218	0.01339	0.89049	0.90389	—	2,919.25	2,919.25	0.07579	0.10813	0.62565	2,953.99
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	2.89017	2.61453	2.49567	29.1073	0.09198	0.04141	10.1967	10.2381	0.03891	2.58844	2.62735	—	8,484.09	8,484.09	0.21951	0.31377	1.81862	8,584.90

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,615.22	1,615.22	0.26131	0.03167	—	1,631.19
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	686.210	686.210	0.11101	0.01346	—	692.996

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,301.43	2,301.43	0.37232	0.04513	—	2,324.19
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,615.22	1,615.22	0.26131	0.03167	—	1,631.19
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	686.210	686.210	0.11101	0.01346	—	692.996
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,301.43	2,301.43	0.37232	0.04513	—	2,324.19
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	267.418	267.418	0.04326	0.00524	—	270.062
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	113.610	113.610	0.01838	0.00223	—	114.733
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	381.028	381.028	0.06164	0.00747	—	384.795

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.29137	0.14568	2.48988	1.05952	0.01589	0.20131	—	0.20131	0.20131	—	0.20131	—	3,160.47	3,160.47	0.27970	0.00595	—	3,169.24
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	0.16328	0.08164	1.39532	0.59375	0.00891	0.11281	—	0.11281	0.11281	—	0.11281	—	1,771.11	1,771.11	0.15674	0.00333	—	1,776.03
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.45465	0.22733	3.88520	1.65328	0.02480	0.31412	—	0.31412	0.31412	—	0.31412	—	4,931.58	4,931.58	0.43644	0.00929	—	4,945.26
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.29137	0.14568	2.48988	1.05952	0.01589	0.20131	—	0.20131	0.20131	—	0.20131	—	3,160.47	3,160.47	0.27970	0.00595	—	3,169.24
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	0.16328	0.08164	1.39532	0.59375	0.00891	0.11281	—	0.11281	0.11281	—	0.11281	—	1,771.11	1,771.11	0.15674	0.00333	—	1,776.03
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.45465	0.22733	3.88520	1.65328	0.02480	0.31412	—	0.31412	0.31412	—	0.31412	—	4,931.58	4,931.58	0.43644	0.00929	—	4,945.26
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.05317	0.02659	0.45440	0.19336	0.00290	0.03674	—	0.03674	0.03674	—	0.03674	—	523.252	523.252	0.04631	0.00099	—	524.703

City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	0.02980	0.01490	0.25465	0.10836	0.00163	0.02059	—	0.02059	0.02059	—	0.02059	—	293.228	293.228	0.02595	0.00055	—	294.041
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.08297	0.04149	0.70905	0.30172	0.00453	0.05733	—	0.05733	0.05733	—	0.05733	—	816.480	816.480	0.07226	0.00154	—	818.745

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	261.845	243.707	7.41529	390.835	0.77420	53.7229	—	53.7229	52.9740	—	52.9740	6,008.75	3,568.97	9,577.72	18.0410	0.29307	—	10,116.1
Consumer Products	21.4902	21.4902	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.97367	1.97367	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.00114	2.84192	0.30220	32.9005	0.00142	0.01463	—	0.01463	0.01108	—	0.01108	—	87.5235	87.5235	0.00366	0.00073	—	87.8314
Total	288.310	270.013	7.71749	423.735	0.77562	53.7375	—	53.7375	52.9851	—	52.9851	6,008.75	3,656.50	9,665.24	18.0447	0.29379	—	10,203.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hearths	261.845	243.707	7.41529	390.835	0.77420	53.7229	—	53.7229	52.9740	—	52.9740	6,008.75	3,568.97	9,577.72	18.0410	0.29307	—	10,116.1
Consumer Products	21.4902	21.4902	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.97367	1.97367	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	285.309	267.171	7.41529	390.835	0.77420	53.7229	—	53.7229	52.9740	—	52.9740	6,008.75	3,568.97	9,577.72	18.0410	0.29307	—	10,116.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	10.7356	9.99198	0.30403	16.0242	0.03174	2.20264	—	2.20264	2.17193	—	2.17193	223.493	132.747	356.240	0.67103	0.01090	—	376.264
Consumer Products	3.92197	3.92197	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.36019	0.36019	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.27010	0.25577	0.02720	2.96105	0.00013	0.00132	—	0.00132	0.00100	—	0.00100	—	7.14601	7.14601	0.00030	0.00006	—	7.17115
Total	15.2879	14.5299	0.33122	18.9853	0.03187	2.20396	—	2.20396	2.17293	—	2.17293	223.493	139.893	363.386	0.67133	0.01096	—	383.435

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	21.3502	69.8160	91.1661	2.20051	0.05338	—	162.087
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	78.1808	78.1808	0.01265	0.00153	—	78.9538
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	14.9892	18.7248	33.7140	1.54000	0.03689	—	83.2058
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	21.3502	69.8160	91.1661	2.20051	0.05338	—	162.087
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	78.1808	78.1808	0.01265	0.00153	—	78.9538
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	14.9892	18.7248	33.7140	1.54000	0.03689	—	83.2058
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3.53476	11.5588	15.0936	0.36432	0.00884	—	26.8354
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	12.9437	12.9437	0.00209	0.00025	—	13.0717
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	2.48163	3.10011	5.58174	0.25496	0.00611	—	13.7757

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	6.01639	27.6027	33.6191	0.62138	0.01520	—	53.6828

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	106.079	0.00000	106.079	10.6022	0.00000	—	371.134
City Park	—	—	—	—	—	—	—	—	—	—	—	3.61057	0.00000	3.61057	0.36086	0.00000	—	12.6321
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	94.8231	0.00000	94.8231	9.47723	0.00000	—	331.754
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	204.513	0.00000	204.513	20.4403	0.00000	—	715.520
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	106.079	0.00000	106.079	10.6022	0.00000	—	371.134
City Park	—	—	—	—	—	—	—	—	—	—	—	3.61057	0.00000	3.61057	0.36086	0.00000	—	12.6321

Condo/Townhou	—	—	—	—	—	—	—	—	—	—	—	94.8231	0.00000	94.8231	9.47723	0.00000	—	331.754
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	204.513	0.00000	204.513	20.4403	0.00000	—	715.520
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	17.5626	0.00000	17.5626	1.75532	0.00000	—	61.4455
City Park	—	—	—	—	—	—	—	—	—	—	—	0.59777	0.00000	0.59777	0.05975	0.00000	—	2.09140
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	15.6990	0.00000	15.6990	1.56906	0.00000	—	54.9256
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	33.8594	0.00000	33.8594	3.38413	0.00000	—	118.463

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.73444	4.73444
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000

Condo/T	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.80683	1.80683
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.54127	6.54127
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.73444	4.73444
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.80683	1.80683
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.54127	6.54127
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.78384	0.78384
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29914	0.29914
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.08298	1.08298

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	9/1/2026	2/15/2027	5.00000	120.000	—
Grading	Grading	2/16/2027	4/24/2028	5.00000	310.000	—
Building Construction	Building Construction	2/27/2029	1/14/2041	5.00000	3,100.00	—

Paving	Paving	4/25/2028	2/26/2029	5.00000	220.000	—
Architectural Coating	Architectural Coating	3/13/2029	1/28/2041	5.00000	3,100.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Grading	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Paving	Pavers	Diesel	Average	2.00000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	17.5000	14.3000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20.0000	14.3000	LDA,LDT1,LDT2
Grading	Vendor	—	8.80000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	293.400	14.3000	LDA,LDT1,LDT2
Building Construction	Vendor	61.6813	8.80000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	14.3000	LDA,LDT1,LDT2
Paving	Vendor	—	8.80000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	58.6800	14.3000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,849,493	616,498	0.00000	0.00000	12,545.3

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	180.000	0.00000	0.00000
Grading	—	—	930.000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	8.53554

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Single Family Housing	3.73554	0%
Paving	City Park	0.00000	0%
Paving	Condo/Townhouse	—	0%
Paving	Other Asphalt Surfaces	4.80000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00000	203.983	0.03300	0.00400
2028	0.00000	203.983	0.03300	0.00400

2029	0.00000	203.983	0.03300	0.00400
2030	0.00000	203.983	0.03300	0.00400
2031	0.00000	203.983	0.03300	0.00400
2032	0.00000	203.983	0.03300	0.00400
2033	0.00000	203.983	0.03300	0.00400
2034	0.00000	203.983	0.03300	0.00400
2035	0.00000	203.983	0.03300	0.00400
2036	0.00000	203.983	0.03300	0.00400
2037	0.00000	203.983	0.03300	0.00400
2038	0.00000	203.983	0.03300	0.00400
2039	0.00000	203.983	0.03300	0.00400
2040	0.00000	203.983	0.03300	0.00400
2041	0.00000	203.983	0.03300	0.00400
2026	0.00000	203.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	3,200.16	3,234.06	2,898.45	1,154,094	50,337.4	50,870.7	45,591.6	18,153,508
City Park	60.7620	152.684	170.601	32,698.5	1,554.46	3,906.09	4,364.45	836,520
Condo/Townhouse	1,742.16	1,937.32	1,494.64	633,158	27,403.6	30,473.4	23,510.2	9,959,365
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Wood Fireplaces	51	51
Single Family Housing	Gas Fireplaces	170	170
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	119	119
Single Family Housing	Conventional Wood Stoves	17	17
Single Family Housing	Catalytic Wood Stoves	17	17
Single Family Housing	Non-Catalytic Wood Stoves	17	17
Single Family Housing	Pellet Wood Stoves	0	0
City Park	Wood Fireplaces	0	0
City Park	Gas Fireplaces	0	0
City Park	Propane Fireplaces	0	0
City Park	Electric Fireplaces	0	0
City Park	No Fireplaces	0	0
City Park	Conventional Wood Stoves	0	0
City Park	Catalytic Wood Stoves	0	0
City Park	Non-Catalytic Wood Stoves	0	0
City Park	Pellet Wood Stoves	0	0
Condo/Townhouse	Wood Fireplaces	0	0
Condo/Townhouse	Gas Fireplaces	71	71
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	0	0
Condo/Townhouse	No Fireplaces	167	167
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	0	0
Condo/Townhouse	Non-Catalytic Wood Stoves	0	0
Condo/Townhouse	Pellet Wood Stoves	0	0

Other Asphalt Surfaces	Wood Fireplaces	0	0
Other Asphalt Surfaces	Gas Fireplaces	0	0
Other Asphalt Surfaces	Propane Fireplaces	0	0
Other Asphalt Surfaces	Electric Fireplaces	0	0
Other Asphalt Surfaces	No Fireplaces	0	0
Other Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
1,849,493	616,498	0.00000	0.00000	12,545.3

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	2,890,215	203.983	0.0330	0.0040	9,861,519
City Park	0.00000	203.983	0.0330	0.0040	0.00000
Condo/Townhouse	1,227,881	203.983	0.0330	0.0040	5,526,347

Other Asphalt Surfaces	0.00000	203.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	11,141,718	55,835,200
City Park	0.00000	86,757,719
Condo/Townhouse	7,822,209	5,586,348
Other Asphalt Surfaces	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	196.829	0.00000
City Park	6.69940	0.00000
Condo/Townhouse	175.944	0.00000
Other Asphalt Surfaces	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000

Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
City Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Lot acreage adjusted to represent overall acreage of the project site.
Construction: Construction Phases	Demolition not required for the proposed project. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

8.2. Project Characteristics

8.2.1. Project Details

Model Parameter	Default Value	New Value
City	Unincorporated	—

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	110.065	76.2000

Lot Area	acre	14.8750	22.8000
Landscape Area	sq. ft	—	397,267

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	6/9/2027	9/1/2026
Site Preparation	Site Preparation	End Date	11/24/2027	2/15/2027
Grading	Grading	Start Date	11/25/2027	2/16/2027
Grading	Grading	End Date	2/1/2029	4/24/2028
Building Construction	Building Construction	Start Date	2/2/2029	2/27/2029
Building Construction	Building Construction	End Date	12/21/2040	1/14/2041
Paving	Paving	Start Date	12/22/2040	4/25/2028
Paving	Paving	End Date	10/26/2041	2/26/2029
Architectural Coating	Architectural Coating	Start Date	10/27/2041	3/13/2029
Architectural Coating	Architectural Coating	End Date	8/31/2042	1/28/2041
Architectural Coating	Architectural Coating	Work Days per Phase	220.000	3,100.00

Lincoln Village 7B Amendment Project - Proposed Project Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lincoln Village 7B Amendment Project - Proposed Project
Construction Start Date	9/1/2026
Operational Year	2041
Lead Agency	City of Lincoln
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30000
Precipitation (days)	7.80000
Location	38.87687999721343, -121.32629306847214
County	Placer-Sacramento
City	—
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	469
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.39

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	188.000	Dwelling Unit	32.6000	366,600	2,202,017	—	491.000	—

City Park	63.1000	Acre	63.1000	0.00000	2,748,636	2,748,636	—	—
Condo/Townhouse	307.000	Dwelling Unit	34.0000	325,420	592,416	—	801.000	—
Apartments Mid Rise	740.000	Dwelling Unit	41.1000	710,400	716,126	—	1,931.00	—
Office Park	20.0000	1000sqft	4.10000	20,000.0	71,438.0	—	—	—
Other Asphalt Surfaces	6.80000	Acre	6.80000	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.95063	7.65594	29.2019	56.6158	0.06093	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	16,298.2	16,298.2	0.27030	0.60585	31.1484	16,516.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.61314	7.29953	29.2098	45.2156	0.06093	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	15,104.6	15,104.6	0.31306	0.60585	0.80973	15,293.8
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.33629	5.11633	18.5180	31.6366	0.04244	0.75663	7.86583	8.41298	0.69610	3.22345	3.91955	—	10,774.9	10,774.9	0.19233	0.43275	8.37537	10,917.1
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.97387	0.93373	3.37954	5.77368	0.00775	0.13809	1.43551	1.53537	0.12704	0.58828	0.71532	—	1,783.91	1,783.91	0.03184	0.07165	1.38664	1,807.45

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.80497	3.20070	29.2019	29.6623	0.04890	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	5,489.26	5,489.26	0.21761	0.04414	0.63115	5,508.49
2027	3.57527	3.00777	25.6172	28.2057	0.06093	1.04307	9.40566	10.4487	0.95962	3.70112	4.66074	—	6,812.84	6,812.84	0.27029	0.05485	0.64378	6,836.59
2028	3.49237	2.93768	24.3652	28.0476	0.06093	0.98510	9.40566	10.3908	0.90629	3.70112	4.60741	—	6,808.66	6,808.66	0.27030	0.05485	0.57074	6,832.34
2029	7.95063	7.65594	15.3297	56.6158	0.05137	0.34098	11.0366	11.3776	0.31790	2.62879	2.94669	—	16,298.2	16,298.2	0.26926	0.60585	31.1484	16,516.7
2030	7.75853	7.46951	14.6082	54.3633	0.05137	0.32358	11.0366	11.3602	0.27565	2.62879	2.90443	—	16,013.7	16,013.7	0.24735	0.60585	27.1801	16,227.6
2031	7.57536	7.29124	14.0885	52.4212	0.05137	0.27891	11.0366	11.3155	0.25869	2.62879	2.88748	—	15,735.5	15,735.5	0.24437	0.57960	23.6077	15,937.9
2032	7.45759	7.18137	13.6539	50.8183	0.05137	0.25837	11.0366	11.2949	0.23980	2.62879	2.86859	—	15,475.7	15,475.7	0.24437	0.55335	20.2592	15,667.0
2033	7.32427	7.07383	13.2697	49.6048	0.05137	0.23687	11.0366	11.2734	0.22002	2.62879	2.84881	—	15,235.4	15,235.4	0.22247	0.55335	17.2732	15,423.1
2034	7.19684	6.92740	12.6758	48.1239	0.05137	0.22482	11.0366	11.2614	0.20893	2.62879	2.83772	—	15,013.4	15,013.4	0.22247	0.52710	14.6501	15,190.7
2035	7.15558	6.88925	12.3409	47.1938	0.05137	0.21144	11.0366	11.2480	0.19663	2.62879	2.82541	—	14,810.4	14,810.4	0.19622	0.50085	12.3969	14,977.0
2036	7.06554	6.82867	12.0220	46.2610	0.05137	0.19988	11.0366	11.2365	0.18599	2.62879	2.81477	—	14,632.7	14,632.7	0.19622	0.50085	10.3790	14,797.3
2037	6.94034	6.39278	11.7683	45.3799	0.05137	0.18837	11.0366	11.2249	0.17540	2.62879	2.80418	—	14,474.4	14,474.4	0.19622	0.50085	8.63773	14,637.2
2038	6.86700	6.34257	11.5816	44.5638	0.05137	0.18231	11.0366	11.2189	0.16982	2.62879	2.79861	—	14,334.6	14,334.6	0.19622	0.47460	7.17667	14,488.1
2039	6.76755	6.24454	11.3951	44.0630	0.05137	0.17575	11.0366	11.2123	0.16379	2.62879	2.79258	—	14,212.8	14,212.8	0.17432	0.47460	5.89877	14,364.5
2040	6.65162	6.13260	11.2632	43.3386	0.05137	0.17166	11.0366	11.2082	0.16003	2.62879	2.78881	—	14,105.6	14,105.6	0.17432	0.44835	4.85476	14,248.4
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.79879	3.19375	29.2098	29.4332	0.04890	1.24251	19.8338	21.0763	1.14311	10.1439	11.2870	—	5,466.94	5,466.94	0.21838	0.05004	0.01633	5,487.33
2027	3.68679	3.09966	28.0179	28.8656	0.06093	1.17173	19.8338	21.0056	1.07799	10.1439	11.2219	—	6,787.81	6,787.81	0.27162	0.06160	0.01668	6,812.97
2028	3.47945	2.93063	24.3737	27.8017	0.06093	0.98510	9.40566	10.3908	0.90629	3.70112	4.60741	—	6,784.14	6,784.14	0.27118	0.06116	0.01479	6,809.16

2029	7.61314	7.29953	16.0776	45.2156	0.05137	0.34098	11.0366	11.3776	0.31790	2.62879	2.94669	—	15,104.6	15,104.6	0.31306	0.60585	0.80973	15,293.8
2030	7.46186	7.15392	15.3328	43.3894	0.05137	0.32358	11.0366	11.3602	0.27565	2.62879	2.90443	—	14,840.9	14,840.9	0.28818	0.60585	0.70398	15,029.4
2031	7.32250	7.01946	14.7971	41.8955	0.05137	0.27891	11.0366	11.3155	0.25869	2.62879	2.88748	—	14,581.3	14,581.3	0.28818	0.57960	0.61242	14,761.9
2032	7.20473	6.92850	14.3130	40.7658	0.05137	0.25837	11.0366	11.2949	0.23980	2.62879	2.86859	—	14,338.0	14,338.0	0.28818	0.55335	0.52520	14,510.6
2033	7.09331	6.82096	13.6346	39.7340	0.05137	0.23687	11.0366	11.2734	0.22002	2.62879	2.84881	—	14,112.2	14,112.2	0.26627	0.55335	0.44792	14,284.2
2034	7.00969	6.74024	13.3350	38.7190	0.05137	0.22482	11.0366	11.2614	0.20893	2.62879	2.83772	—	13,903.3	13,903.3	0.26628	0.52710	0.38021	14,067.5
2035	6.99033	6.39186	12.9768	37.7056	0.05137	0.21144	11.0366	11.2480	0.19663	2.62879	2.82541	—	13,711.8	13,711.8	0.24003	0.50085	0.32072	13,867.4
2036	6.87839	6.33128	12.6389	36.9984	0.05137	0.19988	11.0366	11.2365	0.18599	2.62879	2.81477	—	13,543.7	13,543.7	0.21812	0.50085	0.26900	13,698.7
2037	6.77508	6.23051	12.4042	36.3210	0.05137	0.18837	11.0366	11.2249	0.17540	2.62879	2.80418	—	13,394.1	13,394.1	0.21812	0.50085	0.22416	13,549.0
2038	6.72365	6.18031	12.1985	35.7523	0.05137	0.18231	11.0366	11.2189	0.16982	2.62879	2.79861	—	13,262.0	13,262.0	0.21812	0.47460	0.18541	13,409.1
2039	6.64909	6.10716	12.0120	35.2077	0.05137	0.17575	11.0366	11.2123	0.16379	2.62879	2.79258	—	13,146.4	13,146.4	0.21812	0.47460	0.15302	13,293.5
2040	6.57994	6.03604	11.5626	34.7279	0.05137	0.17166	11.0366	11.2082	0.16003	2.62879	2.78881	—	13,044.8	13,044.8	0.21812	0.44835	0.12578	13,184.0
2041	6.19613	5.96622	11.4220	34.5254	0.05137	0.16725	11.0366	11.2038	0.15597	2.62879	2.78476	—	12,955.7	12,955.7	0.19622	0.44835	0.10321	13,094.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.90686	0.76259	6.97339	7.03030	0.01168	0.29665	4.73506	5.03171	0.27292	2.42178	2.69469	—	1,306.33	1,306.33	0.05205	0.01186	0.06498	1,311.23
2027	2.55940	2.15200	18.5180	20.0603	0.04244	0.75663	7.65635	8.41298	0.69610	3.22345	3.91955	—	4,732.92	4,732.92	0.18891	0.04265	0.19524	4,750.55
2028	1.24368	1.05580	8.75638	11.3698	0.02057	0.34722	2.19057	2.53779	0.31944	0.85023	1.16967	—	2,340.48	2,340.48	0.09217	0.01885	0.14608	2,348.55
2029	4.58108	4.37857	10.1024	28.7180	0.03247	0.23184	6.59055	6.82239	0.21582	1.56952	1.78534	—	9,391.62	9,391.62	0.18174	0.36632	8.08136	9,513.41
2030	5.33629	5.11633	10.8398	31.6366	0.03669	0.23113	7.84434	8.07547	0.19689	1.86797	2.06486	—	10,774.9	10,774.9	0.19233	0.43275	8.37537	10,917.1
2031	5.21897	5.00251	10.4729	30.6343	0.03669	0.19922	7.84434	8.04356	0.18478	1.86797	2.05275	—	10,586.7	10,586.7	0.19020	0.41400	7.28100	10,722.1
2032	5.16460	4.96676	9.94717	29.7474	0.03679	0.18506	7.86583	8.05089	0.17176	1.87309	2.04485	—	10,439.0	10,439.0	0.19072	0.39633	6.26504	10,568.1
2033	5.07091	4.87638	9.64345	28.9918	0.03669	0.16920	7.84434	8.01354	0.15716	1.86797	2.02513	—	10,247.0	10,247.0	0.17455	0.39525	5.34032	10,374.5
2034	5.01118	4.81872	9.40860	28.3137	0.03669	0.16059	7.84434	8.00493	0.14924	1.86797	2.01721	—	10,096.1	10,096.1	0.17455	0.37650	4.51029	10,217.1
2035	4.96606	4.77583	9.18713	27.6389	0.03669	0.15103	7.84434	7.99537	0.14045	1.86797	2.00842	—	9,957.27	9,957.27	0.15580	0.35775	3.81524	10,071.6
2036	4.91518	4.52118	8.94938	27.0130	0.03680	0.14316	7.86583	8.00900	0.13321	1.87309	2.00630	—	9,862.86	9,862.86	0.15623	0.35873	3.20799	9,976.87
2037	4.85925	4.46814	8.53567	26.5001	0.03670	0.13455	7.84434	7.97889	0.12528	1.86797	1.99326	—	9,727.72	9,727.72	0.14016	0.35775	2.66379	9,840.50
2038	4.80687	4.41663	8.40537	26.1117	0.03670	0.13022	7.84434	7.97456	0.12130	1.86797	1.98928	—	9,632.29	9,632.29	0.14016	0.33900	2.20792	9,739.02
2039	4.75361	4.36439	8.27216	25.7540	0.03670	0.12554	7.84434	7.96988	0.11700	1.86797	1.98497	—	9,548.85	9,548.85	0.14016	0.33900	1.82252	9,(

2040	4.71497	4.32755	8.18156	25.4987	0.03680	0.12295	7.86583	7.98878	0.11462	1.87309	1.98771	—	9,501.37	9,501.37	0.14054	0.32113	1.50020	9,602.09
2041	0.28672	0.26978	0.33470	1.09613	0.00145	0.00469	0.34648	0.35117	0.00437	0.08233	0.08671	—	402.338	402.338	0.00592	0.01261	0.05386	406.299
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.16550	0.13917	1.27264	1.28303	0.00213	0.05414	0.86415	0.91829	0.04981	0.44197	0.49178	—	216.278	216.278	0.00862	0.00196	0.01076	217.089
2027	0.46709	0.39274	3.37954	3.66101	0.00775	0.13809	1.39728	1.53537	0.12704	0.58828	0.71532	—	783.589	783.589	0.03128	0.00706	0.03232	786.507
2028	0.22697	0.19268	1.59804	2.07498	0.00375	0.06337	0.39978	0.46315	0.05830	0.15517	0.21346	—	387.494	387.494	0.01526	0.00312	0.02418	388.830
2029	0.83605	0.79909	1.84368	5.24103	0.00593	0.04231	1.20278	1.24509	0.03939	0.28644	0.32582	—	1,554.89	1,554.89	0.03009	0.06065	1.33796	1,575.05
2030	0.97387	0.93373	1.97827	5.77368	0.00670	0.04218	1.43159	1.47377	0.03593	0.34091	0.37684	—	1,783.91	1,783.91	0.03184	0.07165	1.38664	1,807.45
2031	0.95246	0.91296	1.91130	5.59075	0.00670	0.03636	1.43159	1.46795	0.03372	0.34091	0.37463	—	1,752.74	1,752.74	0.03149	0.06854	1.20545	1,775.16
2032	0.94254	0.90643	1.81536	5.42891	0.00671	0.03377	1.43551	1.46929	0.03135	0.34184	0.37318	—	1,728.29	1,728.29	0.03158	0.06562	1.03725	1,749.67
2033	0.92544	0.88994	1.75993	5.29100	0.00670	0.03088	1.43159	1.46247	0.02868	0.34091	0.36959	—	1,696.51	1,696.51	0.02890	0.06544	0.88415	1,717.62
2034	0.91454	0.87942	1.71707	5.16724	0.00670	0.02931	1.43159	1.46090	0.02724	0.34091	0.36814	—	1,671.52	1,671.52	0.02890	0.06233	0.74673	1,691.56
2035	0.90631	0.87159	1.67665	5.04409	0.00670	0.02756	1.43159	1.45916	0.02563	0.34091	0.36654	—	1,648.54	1,648.54	0.02579	0.05923	0.63166	1,667.47
2036	0.89702	0.82512	1.63326	4.92987	0.00672	0.02613	1.43551	1.46164	0.02431	0.34184	0.36615	—	1,632.91	1,632.91	0.02587	0.05939	0.53112	1,651.79
2037	0.88681	0.81544	1.55776	4.83627	0.00670	0.02455	1.43159	1.45615	0.02286	0.34091	0.36377	—	1,610.54	1,610.54	0.02320	0.05923	0.44102	1,629.21
2038	0.87725	0.80604	1.53398	4.76539	0.00670	0.02377	1.43159	1.45536	0.02214	0.34091	0.36304	—	1,594.74	1,594.74	0.02320	0.05613	0.36555	1,612.41
2039	0.86753	0.79650	1.50967	4.70011	0.00670	0.02291	1.43159	1.45450	0.02135	0.34091	0.36226	—	1,580.92	1,580.92	0.02320	0.05613	0.30174	1,598.53
2040	0.86048	0.78978	1.49313	4.65351	0.00672	0.02244	1.43551	1.45795	0.02092	0.34184	0.36276	—	1,573.06	1,573.06	0.02327	0.05317	0.24838	1,589.73
2041	0.05233	0.04924	0.06108	0.20004	0.00027	0.00086	0.06323	0.06409	0.00080	0.01503	0.01582	—	66.6117	66.6117	0.00098	0.00209	0.00892	67.2674

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	19.6570	20.8995	1.14311	10.1024	11.2456	—	5,297.94	5,297.94	0.21491	0.04298	0.00000	5,316.12
2027	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	9.20359	10.2467	0.95962	3.65375	4.61338	—	6,598.08	6,598.08	0.26765	0.05353	0.00000	6,620.72
2028	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	9.20359	10.1887	0.90629	3.65375	4.56005	—	6,598.26	6,598.26	0.26765	0.05353	0.00000	6,620.90

2029	4.88063	4.67091	9.37581	14.0134	0.02512	0.28848	0.00000	0.28848	0.26540	0.00000	0.26540	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.03
2030	4.84619	4.64214	9.17669	13.9919	0.02512	0.27109	0.00000	0.27109	0.24940	0.00000	0.24940	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2031	4.81634	4.61719	8.89546	13.9488	0.02512	0.25266	0.00000	0.25266	0.23245	0.00000	0.23245	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2032	4.78618	4.59195	8.64086	13.8879	0.02512	0.23212	0.00000	0.23212	0.21355	0.00000	0.21355	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.02
2033	4.76238	4.57202	8.43072	13.8782	0.02512	0.21063	0.00000	0.21063	0.19378	0.00000	0.19378	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2034	4.74447	4.55701	8.27893	13.8663	0.02512	0.19857	0.00000	0.19857	0.18268	0.00000	0.18268	—	2,530.37	2,530.37	0.10264	0.02053	0.00000	2,539.05
2035	4.72510	4.54076	8.09177	13.7859	0.02512	0.18520	0.00000	0.18520	0.17038	0.00000	0.17038	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
2036	4.70512	4.52399	7.87246	13.7000	0.02512	0.17363	0.00000	0.17363	0.15974	0.00000	0.15974	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2037	4.68943	4.51083	7.73437	13.5926	0.02512	0.16212	0.00000	0.16212	0.14915	0.00000	0.14915	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2038	4.68180	4.50443	7.63829	13.5576	0.02512	0.15606	0.00000	0.15606	0.14358	0.00000	0.14358	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.04
2039	4.67296	4.49699	7.51921	13.4985	0.02512	0.14951	0.00000	0.14951	0.13754	0.00000	0.13754	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2040	4.66653	4.49158	7.44740	13.4821	0.02512	0.14541	0.00000	0.14541	0.13378	0.00000	0.13378	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	19.6570	20.8995	1.14311	10.1024	11.2456	—	5,297.94	5,297.94	0.21491	0.04298	0.00000	5,316.12
2027	3.63178	3.05170	27.9724	28.2794	0.06093	1.17173	19.6570	20.8287	1.07799	10.1024	11.1804	—	6,598.08	6,598.08	0.26765	0.05353	0.00000	6,620.72
2028	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	9.20359	10.1887	0.90629	3.65375	4.56005	—	6,598.26	6,598.26	0.26765	0.05353	0.00000	6,620.90
2029	4.88063	4.67091	9.37581	14.0134	0.02512	0.28848	0.00000	0.28848	0.26540	0.00000	0.26540	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.03
2030	4.84619	4.64214	9.17669	13.9919	0.02512	0.27109	0.00000	0.27109	0.24940	0.00000	0.24940	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2031	4.81634	4.61719	8.89546	13.9488	0.02512	0.25266	0.00000	0.25266	0.23245	0.00000	0.23245	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2032	4.78618	4.59195	8.64086	13.8879	0.02512	0.23212	0.00000	0.23212	0.21355	0.00000	0.21355	—	2,530.34	2,530.34	0.10264	0.02053	0.00000	2,539.02
2033	4.76238	4.57202	8.43072	13.8782	0.02512	0.21063	0.00000	0.21063	0.19378	0.00000	0.19378	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03
2034	4.74447	4.55701	8.27893	13.8663	0.02512	0.19857	0.00000	0.19857	0.18268	0.00000	0.18268	—	2,530.37	2,530.37	0.10264	0.02053	0.00000	2,539.05
2035	4.72510	4.54076	8.09177	13.7859	0.02512	0.18520	0.00000	0.18520	0.17038	0.00000	0.17038	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
2036	4.70512	4.52399	7.87246	13.7000	0.02512	0.17363	0.00000	0.17363	0.15974	0.00000	0.15974	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2037	4.68943	4.51083	7.73437	13.5926	0.02512	0.16212	0.00000	0.16212	0.14915	0.00000	0.14915	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.05
2038	4.68180	4.50443	7.63829	13.5576	0.02512	0.15606	0.00000	0.15606	0.14358	0.00000	0.14358	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.04
2039	4.67296	4.49699	7.51921	13.4985	0.02512	0.14951	0.00000	0.14951	0.13754	0.00000	0.13754	—	2,530.35	2,530.35	0.10264	0.02053	0.00000	2,539.03

2040	4.66653	4.49158	7.44740	13.4821	0.02512	0.14541	0.00000	0.14541	0.13378	0.00000	0.13378	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
2041	4.66164	4.48747	7.39018	13.4343	0.02512	0.14100	0.00000	0.14100	0.12972	0.00000	0.12972	—	2,530.36	2,530.36	0.10264	0.02053	0.00000	2,539.04
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.89327	0.75059	6.96272	6.87788	0.01168	0.29665	4.69306	4.98971	0.27292	2.41193	2.68485	—	1,264.87	1,264.87	0.05131	0.01026	0.00000	1,269.21
2027	2.51520	2.11347	18.4869	19.5767	0.04244	0.75663	7.51500	8.27163	0.69610	3.19033	3.88643	—	4,595.86	4,595.86	0.18643	0.03729	0.00000	4,611.64
2028	1.21116	1.02406	8.73061	10.9820	0.02057	0.34722	2.07126	2.41847	0.31944	0.82227	1.14171	—	2,227.14	2,227.14	0.09034	0.01807	0.00000	2,234.78
2029	2.93795	2.79787	6.34980	9.52232	0.01665	0.20019	0.00000	0.20019	0.18418	0.00000	0.18418	—	1,689.98	1,689.98	0.06855	0.01371	0.00000	1,695.78
2030	3.46156	3.31581	6.55478	9.99425	0.01794	0.19363	0.00000	0.19363	0.17814	0.00000	0.17814	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.59
2031	3.44025	3.29799	6.35390	9.96346	0.01794	0.18047	0.00000	0.18047	0.16603	0.00000	0.16603	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.59
2032	3.42807	3.28895	6.18895	9.94712	0.01799	0.16626	0.00000	0.16626	0.15296	0.00000	0.15296	—	1,812.33	1,812.33	0.07352	0.01470	0.00000	1,818.55
2033	3.40170	3.26573	6.02194	9.91299	0.01794	0.15045	0.00000	0.15045	0.13841	0.00000	0.13841	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.60
2034	3.38891	3.25501	5.91352	9.90448	0.01795	0.14184	0.00000	0.14184	0.13049	0.00000	0.13049	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.61
2035	3.37507	3.24340	5.77983	9.84709	0.01795	0.13228	0.00000	0.13228	0.12170	0.00000	0.12170	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.60
2036	3.37001	3.24027	5.63859	9.81251	0.01799	0.12436	0.00000	0.12436	0.11441	0.00000	0.11441	—	1,812.35	1,812.35	0.07352	0.01470	0.00000	1,818.57
2037	3.34960	3.22202	5.52455	9.70903	0.01795	0.11580	0.00000	0.11580	0.10653	0.00000	0.10653	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.60
2038	3.34415	3.21745	5.45592	9.68401	0.01795	0.11147	0.00000	0.11147	0.10255	0.00000	0.10255	—	1,807.40	1,807.40	0.07332	0.01466	0.00000	1,813.60
2039	3.33783	3.21213	5.37087	9.64176	0.01795	0.10679	0.00000	0.10679	0.09825	0.00000	0.09825	—	1,807.39	1,807.39	0.07332	0.01466	0.00000	1,813.59
2040	3.34237	3.21706	5.33414	9.65649	0.01800	0.10415	0.00000	0.10415	0.09582	0.00000	0.09582	—	1,812.35	1,812.35	0.07352	0.01470	0.00000	1,818.57
2041	0.22939	0.22411	0.22281	0.39805	0.00074	0.00397	0.00000	0.00397	0.00365	0.00000	0.00365	—	72.9830	72.9830	0.00296	0.00059	0.00000	73.2335
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.16302	0.13698	1.27070	1.25521	0.00213	0.05414	0.85648	0.91062	0.04981	0.44018	0.48999	—	209.414	209.414	0.00849	0.00170	0.00000	210.132
2027	0.45902	0.38571	3.37385	3.57275	0.00775	0.13809	1.37149	1.50957	0.12704	0.58224	0.70927	—	760.898	760.898	0.03087	0.00617	0.00000	763.509
2028	0.22104	0.18689	1.59334	2.00421	0.00375	0.06337	0.37800	0.44137	0.05830	0.15006	0.20836	—	368.728	368.728	0.01496	0.00299	0.00000	369.994
2029	0.53618	0.51061	1.15884	1.73782	0.00304	0.03654	0.00000	0.03654	0.03361	0.00000	0.03361	—	279.796	279.796	0.01135	0.00227	0.00000	280.756
2030	0.63174	0.60514	1.19625	1.82395	0.00327	0.03534	0.00000	0.03534	0.03251	0.00000	0.03251	—	299.234	299.234	0.01214	0.00243	0.00000	300.261
2031	0.62784	0.60188	1.15959	1.81833	0.00327	0.03294	0.00000	0.03294	0.03030	0.00000	0.03030	—	299.234	299.234	0.01214	0.00243	0.00000	300.261
2032	0.62562	0.60023	1.12948	1.81535	0.00328	0.03034	0.00000	0.03034	0.02791	0.00000	0.02791	—	300.053	300.053	0.01217	0.00243	0.00000	301.082
2033	0.62081	0.59600	1.09900	1.80912	0.00327	0.02746	0.00000	0.02746	0.02526	0.00000	0.02526	—	299.235	299.235	0.01214	0.00243	0.00000	30

2034	0.61848	0.59404	1.07922	1.80757	0.00328	0.02589	0.00000	0.02589	0.02381	0.00000	0.02381	—	299.236	299.236	0.01214	0.00243	0.00000	300.263
2035	0.61595	0.59192	1.05482	1.79709	0.00328	0.02414	0.00000	0.02414	0.02221	0.00000	0.02221	—	299.236	299.236	0.01214	0.00243	0.00000	300.262
2036	0.61503	0.59135	1.02904	1.79078	0.00328	0.02270	0.00000	0.02270	0.02088	0.00000	0.02088	—	300.056	300.056	0.01217	0.00243	0.00000	301.085
2037	0.61130	0.58802	1.00823	1.77190	0.00328	0.02113	0.00000	0.02113	0.01944	0.00000	0.01944	—	299.236	299.236	0.01214	0.00243	0.00000	300.263
2038	0.61031	0.58718	0.99571	1.76733	0.00328	0.02034	0.00000	0.02034	0.01872	0.00000	0.01872	—	299.235	299.235	0.01214	0.00243	0.00000	300.262
2039	0.60915	0.58621	0.98018	1.75962	0.00328	0.01949	0.00000	0.01949	0.01793	0.00000	0.01793	—	299.234	299.234	0.01214	0.00243	0.00000	300.261
2040	0.60998	0.58711	0.97348	1.76231	0.00328	0.01901	0.00000	0.01901	0.01749	0.00000	0.01749	—	300.055	300.055	0.01217	0.00243	0.00000	301.085
2041	0.04186	0.04090	0.04066	0.07264	0.00013	0.00072	0.00000	0.00072	0.00067	0.00000	0.00067	—	12.0832	12.0832	0.00049	0.00010	0.00000	12.1246

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06350	0.05683	0.03839	0.85414	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	191.323	191.323	0.00270	0.00116	0.63115	192.367
2027	0.06993	0.06230	0.03713	0.92409	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	214.765	214.765	0.00265	0.00132	0.64378	215.869
2028	0.06729	0.05966	0.03624	0.87876	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	210.400	210.400	0.00265	0.00132	0.57074	211.431
2029	3.07001	2.98504	5.95391	42.6024	0.02625	0.05250	11.0366	11.0891	0.05250	2.62879	2.68128	—	13,767.9	13,767.9	0.16662	0.58532	31.1484	13,977.6
2030	2.91234	2.82737	5.43147	40.3713	0.02625	0.05250	11.0366	11.0891	0.02625	2.62879	2.65503	—	13,483.3	13,483.3	0.14471	0.58532	27.1801	13,688.6
2031	2.75902	2.67405	5.19301	38.4723	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	13,205.1	13,205.1	0.14173	0.55907	23.6077	13,398.9
2032	2.67141	2.58942	5.01302	36.9304	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	12,945.3	12,945.3	0.14173	0.53282	20.2592	13,127.9
2033	2.56189	2.50181	4.83899	35.7266	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	12,705.0	12,705.0	0.11983	0.53282	17.2732	12,884.1
2034	2.45238	2.37039	4.39692	34.2577	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	12,483.1	12,483.1	0.11983	0.50657	14.6501	12,651.7
2035	2.43047	2.34849	4.24914	33.4079	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	12,280.1	12,280.1	0.09358	0.48032	12.3969	12,437.9
2036	2.36042	2.30468	4.14951	32.5611	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	12,102.4	12,102.4	0.09358	0.48032	10.3790	12,258.2
2037	2.25090	1.88195	4.03395	31.7873	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,944.1	11,944.1	0.09358	0.48032	8.63773	12,098.2
2038	2.18519	1.83815	3.94327	31.0062	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,804.2	11,804.2	0.09358	0.45408	7.17667	11,949.1
2039	2.09460	1.74755	3.87586	30.5645	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,682.4	11,682.4	0.07167	0.45408	5.89877	11,825.5

2040	1.98508	1.64102	3.81577	29.8564	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,575.3	11,575.3	0.07167	0.42783	4.85476	11,709.4
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05733	0.04989	0.04622	0.62501	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	169.004	169.004	0.00347	0.00706	0.01633	171.211
2027	0.06288	0.05481	0.05194	0.66998	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	189.728	189.728	0.00397	0.00807	0.01668	192.248
2028	0.05437	0.05260	0.04475	0.63286	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	185.878	185.878	0.00353	0.00763	0.01479	188.254
2029	2.73251	2.62862	6.70177	31.2022	0.02625	0.05250	11.0366	11.0891	0.05250	2.62879	2.68128	—	12,574.3	12,574.3	0.21042	0.58532	0.80973	12,754.8
2030	2.61567	2.51178	6.15606	29.3974	0.02625	0.05250	11.0366	11.0891	0.02625	2.62879	2.65503	—	12,310.6	12,310.6	0.18554	0.58532	0.70398	12,490.3
2031	2.50615	2.40226	5.90167	27.9467	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	12,051.0	12,051.0	0.18554	0.55907	0.61242	12,222.8
2032	2.41854	2.33656	5.67216	26.8779	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,807.7	11,807.7	0.18554	0.53282	0.52520	11,971.6
2033	2.33093	2.24894	5.20384	25.8558	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,581.9	11,581.9	0.16363	0.53282	0.44792	11,745.2
2034	2.26522	2.18323	5.05606	24.8527	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,373.0	11,373.0	0.16363	0.50657	0.38021	11,528.4
2035	2.26522	1.85110	4.88501	23.9196	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,181.4	11,181.4	0.13738	0.48032	0.32072	11,328.3
2036	2.17326	1.80730	4.76647	23.2984	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	11,013.4	11,013.4	0.11548	0.48032	0.26900	11,159.7
2037	2.08565	1.71968	4.66982	22.7283	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	10,863.7	10,863.7	0.11548	0.48032	0.22416	11,010.0
2038	2.04185	1.67588	4.56022	22.1947	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	10,731.7	10,731.7	0.11548	0.45408	0.18541	10,870.0
2039	1.97614	1.61017	4.49281	21.7093	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	10,616.1	10,616.1	0.11548	0.45408	0.15302	10,754.4
2040	1.91341	1.54446	4.11517	21.2457	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	10,514.5	10,514.5	0.11548	0.42783	0.12578	10,645.0
2041	1.53449	1.47875	4.03182	21.0910	0.02625	0.02625	11.0366	11.0628	0.02625	2.62879	2.65503	—	10,425.4	10,425.4	0.09358	0.42783	0.10321	10,555.3
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01360	0.01200	0.01067	0.15242	0.00000	0.00000	0.04200	0.04200	0.00000	0.00984	0.00984	—	41.4595	41.4595	0.00074	0.00159	0.06498	42.0178
2027	0.04420	0.03853	0.03115	0.48364	0.00000	0.00000	0.14135	0.14135	0.00000	0.03312	0.03312	—	137.054	137.054	0.00248	0.00536	0.19524	138.909
2028	0.03252	0.03174	0.02577	0.38779	0.00000	0.00000	0.11932	0.11932	0.00000	0.02796	0.02796	—	113.344	113.344	0.00183	0.00078	0.14608	113.770
2029	1.64312	1.58069	3.75256	19.1956	0.01582	0.03164	6.59055	6.62219	0.03164	1.56952	1.60116	—	7,701.63	7,701.63	0.11319	0.35261	8.08136	7,817.62
2030	1.87473	1.80052	4.28506	21.6423	0.01875	0.03750	7.84434	7.88184	0.01875	1.86797	1.88672	—	8,967.54	8,967.54	0.11901	0.41809	8.37537	9,103.48
2031	1.77873	1.70452	4.11899	20.6708	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	8,779.28	8,779.28	0.11688	0.39934	7.28100	8,908.49
2032	1.73654	1.67781	3.75822	19.8003	0.01880	0.01880	7.86583	7.88463	0.01880	1.87309	1.89189	—	8,626.63	8,626.63	0.11720	0.38163	6.26504	8,749.55

2033	1.66921	1.61065	3.62151	19.0788	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	8,439.62	8,439.62	0.10124	0.38059	5.34032	8,560.91
2034	1.62228	1.56371	3.49508	18.4092	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	8,288.66	8,288.66	0.10124	0.36184	4.51029	8,403.53
2035	1.59099	1.53242	3.40730	17.7918	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	8,149.87	8,149.87	0.08249	0.34309	3.81524	8,257.99
2036	1.54517	1.28091	3.31079	17.2005	0.01880	0.01880	7.86583	7.88463	0.01880	1.87309	1.89189	—	8,050.50	8,050.50	0.08271	0.34403	3.20799	8,158.30
2037	1.50966	1.24612	3.01112	16.7911	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	7,920.32	7,920.32	0.06684	0.34309	2.66379	8,026.90
2038	1.46272	1.19919	2.94945	16.4277	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	7,824.89	7,824.89	0.06684	0.32434	2.20792	7,925.42
2039	1.41579	1.15225	2.90130	16.1122	0.01875	0.01875	7.84434	7.86309	0.01875	1.86797	1.88672	—	7,741.46	7,741.46	0.06684	0.32434	1.82252	7,841.61
2040	1.37260	1.11048	2.84741	15.8422	0.01880	0.01880	7.86583	7.88463	0.01880	1.87309	1.89189	—	7,689.02	7,689.02	0.06702	0.30643	1.50020	7,783.52
2041	0.05733	0.04568	0.11189	0.69808	0.00072	0.00072	0.34648	0.34720	0.00072	0.08233	0.08305	—	329.355	329.355	0.00296	0.01202	0.05386	333.065
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00248	0.00219	0.00195	0.02782	0.00000	0.00000	0.00767	0.00767	0.00000	0.00180	0.00180	—	6.86410	6.86410	0.00012	0.00026	0.01076	6.95653
2027	0.00807	0.00703	0.00569	0.08826	0.00000	0.00000	0.02580	0.02580	0.00000	0.00604	0.00604	—	22.6909	22.6909	0.00041	0.00089	0.03232	22.9980
2028	0.00594	0.00579	0.00470	0.07077	0.00000	0.00000	0.02178	0.02178	0.00000	0.00510	0.00510	—	18.7654	18.7654	0.00030	0.00013	0.02418	18.8359
2029	0.29987	0.28848	0.68484	3.50320	0.00289	0.00577	1.20278	1.20855	0.00577	0.28644	0.29221	—	1,275.09	1,275.09	0.01874	0.05838	1.33796	1,294.30
2030	0.34214	0.32859	0.78202	3.94973	0.00342	0.00684	1.43159	1.43844	0.00342	0.34091	0.34433	—	1,484.68	1,484.68	0.01970	0.06922	1.38664	1,507.19
2031	0.32462	0.31107	0.75172	3.77242	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,453.51	1,453.51	0.01935	0.06611	1.20545	1,474.90
2032	0.31692	0.30620	0.68587	3.61356	0.00343	0.00343	1.43551	1.43895	0.00343	0.34184	0.34527	—	1,428.24	1,428.24	0.01940	0.06318	1.03725	1,448.59
2033	0.30463	0.29394	0.66093	3.48187	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,397.28	1,397.28	0.01676	0.06301	0.88415	1,417.36
2034	0.29607	0.28538	0.63785	3.35968	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,372.28	1,372.28	0.01676	0.05991	0.74673	1,391.30
2035	0.29036	0.27967	0.62183	3.24700	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,349.30	1,349.30	0.01366	0.05680	0.63166	1,367.20
2036	0.28199	0.23377	0.60422	3.13909	0.00343	0.00343	1.43551	1.43895	0.00343	0.34184	0.34527	—	1,332.85	1,332.85	0.01369	0.05696	0.53112	1,350.70
2037	0.27551	0.22742	0.54953	3.06437	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,311.30	1,311.30	0.01107	0.05680	0.44102	1,328.94
2038	0.26695	0.21885	0.53827	2.99806	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,295.50	1,295.50	0.01107	0.05370	0.36555	1,312.14
2039	0.25838	0.21029	0.52949	2.94048	0.00342	0.00342	1.43159	1.43501	0.00342	0.34091	0.34433	—	1,281.69	1,281.69	0.01107	0.05370	0.30174	1,298.27
2040	0.25050	0.20266	0.51965	2.89120	0.00343	0.00343	1.43551	1.43895	0.00343	0.34184	0.34527	—	1,273.01	1,273.01	0.01110	0.05073	0.24838	1,288.65
2041	0.01046	0.00834	0.02042	0.12740	0.00013	0.00013	0.06323	0.06336	0.00013	0.01503	0.01516	—	54.5285	54.5285	0.00049	0.00199	0.00892	55.1428

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	236.509	215.051	33.2828	709.084	1.59751	39.8217	99.1466	138.968	39.0406	25.1667	64.2073	5,088.51	111,348	116,437	74.2085	3.52392	55.0098	119,397
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	227.674	206.603	36.7977	557.686	1.50473	39.7890	99.1466	138.936	39.0159	25.1667	64.1825	5,088.51	102,086	107,174	74.3325	3.82023	11.2576	110,182
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	101.599	94.5660	29.5870	360.549	0.99308	9.60427	90.9099	100.514	9.40981	23.0777	32.4875	1,550.46	95,453.2	97,003.7	60.1172	3.29969	27.9658	99,517.9
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.5418	17.2583	5.39963	65.8003	0.18124	1.75278	16.5911	18.3438	1.71729	4.21167	5.92896	256.697	15,803.4	16,060.1	9.95309	0.54630	4.63006	16,476.3

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	29.8167	27.1215	21.6585	352.307	0.96059	0.40030	99.1466	99.5469	0.37614	25.1667	25.5428	—	97,635.0	97,635.0	2.27494	3.17775	44.9170	98,683.8
Area	206.002	187.584	5.71161	354.197	0.59923	38.9441	—	38.9441	38.1872	—	38.1872	4,563.21	2,170.16	6,733.38	18.0191	0.16411	—	7,232.76
Energy	0.69082	0.34541	5.91272	2.58033	0.03768	0.47730	—	0.47730	0.47730	—	0.47730	—	11,376.6	11,376.6	1.29138	0.09026	—	11,435.7
Water	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Waste	—	—	—	—	—	—	—	—	—	—	—	488.962	0.00000	488.962	48.8700	0.00000	—	1,710.71
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.0928	10.0928
Total	236.509	215.051	33.2828	709.084	1.59751	39.8217	99.1466	138.968	39.0406	25.1667	64.2073	5,088.51	111,348	116,437	74.2085	3.52392	55.0098	119,397

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	27.5599	24.8995	25.8275	272.198	0.87091	0.40043	99.1466	99.5470	0.37627	25.1667	25.5429	—	88,563.3	88,563.3	2.40683	3.47564	1.16483	89,660.3
Area	199.423	181.358	5.05747	282.907	0.59614	38.9112	—	38.9112	38.1623	—	38.1623	4,563.21	1,979.25	6,542.46	18.0111	0.16253	—	7,041.17
Energy	0.69082	0.34541	5.91272	2.58033	0.03768	0.47730	—	0.47730	0.47730	—	0.47730	—	11,376.6	11,376.6	1.29138	0.09026	—	11,435.7
Water	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Waste	—	—	—	—	—	—	—	—	—	—	—	488.962	0.00000	488.962	48.8700	0.00000	—	1,710.71
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.0928	10.0928
Total	227.674	206.603	36.7977	557.686	1.50473	39.7890	99.1466	138.936	39.0159	25.1667	64.1825	5,088.51	102,086	107,174	74.3325	3.82023	11.2576	110,182
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	25.6588	23.2035	22.2155	259.255	0.81994	0.36907	90.9099	91.2789	0.34679	23.0777	23.4244	—	83,371.1	83,371.1	2.15240	3.08033	17.8730	84,360.8
Area	75.2495	71.0171	1.45879	98.7137	0.13545	8.75791	—	8.75791	8.58572	—	8.58572	1,025.16	538.802	1,563.96	4.05026	0.03729	—	1,676.33
Energy	0.69082	0.34541	5.91272	2.58033	0.03768	0.47730	—	0.47730	0.47730	—	0.47730	—	11,376.6	11,376.6	1.29138	0.09026	—	11,435.7
Water	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Waste	—	—	—	—	—	—	—	—	—	—	—	488.962	0.00000	488.962	48.8700	0.00000	—	1,710.71
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.0928	10.0928
Total	101.599	94.5660	29.5870	360.549	0.99308	9.60427	90.9099	100.514	9.40981	23.0777	32.4875	1,550.46	95,453.2	97,003.7	60.1172	3.29969	27.9658	99,517.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.68273	4.23463	4.05433	47.3141	0.14964	0.06735	16.5911	16.6584	0.06329	4.21167	4.27496	—	13,803.0	13,803.0	0.35635	0.50998	2.95909	13,966.9
Area	13.7330	12.9606	0.26623	18.0152	0.02472	1.59832	—	1.59832	1.56689	—	1.56689	169.727	89.2048	258.932	0.67057	0.00617	—	277.536
Energy	0.12608	0.06304	1.07907	0.47091	0.00688	0.08711	—	0.08711	0.08711	—	0.08711	—	1,883.52	1,883.52	0.21380	0.01494	—	1,893.32
Water	—	—	—	—	—	—	—	—	—	—	—	6.01639	27.6027	33.6191	0.62138	0.01520	—	53.6828
Waste	—	—	—	—	—	—	—	—	—	—	—	80.9533	0.00000	80.9533	8.09099	0.00000	—	283.228
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.67097	1.67097
Total	18.5418	17.2583	5.39963	65.8003	0.18124	1.75278	16.5911	18.3438	1.71729	4.21167	5.92896	256.697	15,803.4	16,060.1	9.95309	0.54630	4.63006	16,476.3

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	—	1.24251	1.14311	—	1.14311	—	5,297.94	5,297.94	0.21491	0.04298	—	5,316.12
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74146	3.14387	29.1635	28.8082	0.04890	1.24251	—	1.24251	1.14311	—	1.14311	—	5,297.94	5,297.94	0.21491	0.04298	—	5,316.12
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.89327	0.75059	6.96272	6.87788	0.01168	0.29665	—	0.29665	0.27292	—	0.27292	—	1,264.87	1,264.87	0.05131	0.01026	—	1,269.21
Dust From Material Movement	—	—	—	—	—	—	4.69306	4.69306	—	2.41193	2.41193	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16302	0.13698	1.27070	1.25521	0.00213	0.05414	—	0.05414	0.04981	—	0.04981	—	209.414	209.414	0.00849	0.00170	—	210.132
Dust From Material Movement	—	—	—	—	—	—	0.85648	0.85648	—	0.44018	0.44018	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06350	0.05683	0.03839	0.85414	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	191.323	191.323	0.00270	0.00116	0.63115	192.367
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05733	0.04989	0.04622	0.62501	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	169.004	169.004	0.00347	0.00706	0.01633	171.211

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01360	0.01200	0.01067	0.15242	0.00000	0.00000	0.04200	0.04200	0.00000	0.00984	0.00984	—	41.4595	41.4595	0.00074	0.00159	0.06498	42.0178
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00248	0.00219	0.00195	0.02782	0.00000	0.00000	0.00767	0.00767	0.00000	0.00180	0.00180	—	6.86410	6.86410	0.00012	0.00026	0.01076	6.95653
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Site Preparation (2027)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63178	3.05170	27.9724	28.2794	0.04891	1.17173	—	1.17173	1.07799	—	1.07799	—	5,297.82	5,297.82	0.21490	0.04298	—	5,316.00
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32693	0.27471	2.51806	2.54570	0.00440	0.10548	—	0.10548	0.09704	—	0.09704	—	476.907	476.907	0.01935	0.00387	—	478.544
Dust From Material Movement	—	—	—	—	—	—	1.76952	1.76952	—	0.90942	0.90942	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05966	0.05014	0.45955	0.46459	0.00080	0.01925	—	0.01925	0.01771	—	0.01771	—	78.9575	78.9575	0.00320	0.00064	—	79.2284
Dust From Material Movement	—	—	—	—	—	—	0.32294	0.32294	—	0.16597	0.16597	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05502	0.04796	0.04545	0.58624	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	166.012	166.012	0.00347	0.00706	0.01460	168.217
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00495	0.00432	0.00349	0.05419	0.00000	0.00000	0.01584	0.01584	0.00000	0.00371	0.00371	—	15.3554	15.3554	0.00028	0.00060	0.02187	15.5633
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00090	0.00079	0.00064	0.00989	0.00000	0.00000	0.00289	0.00289	0.00000	0.00068	0.00068	—	2.54226	2.54226	0.00005	0.00010	0.00362	2.57667
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2027)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.18827	1.83875	15.9688	17.0310	0.03804	0.65115	—	0.65115	0.59906	—	0.59906	—	4,118.96	4,118.96	0.16708	0.03342	—	4,133.09
Dust From Material Movement	—	—	—	—	—	—	5.74549	5.74549	—	2.28092	2.28092	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39936	0.33557	2.91430	3.10816	0.00694	0.11884	—	0.11884	0.10933	—	0.10933	—	681.940	681.940	0.02766	0.00553	—	684.281
Dust From Material Movement	—	—	—	—	—	—	1.04855	1.04855	—	0.41627	0.41627	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06993	0.06230	0.03713	0.92409	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	214.765	214.765	0.00265	0.00132	0.64378	215.869
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06288	0.05481	0.05194	0.66998	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	189.728	189.728	0.00397	0.00807	0.01668	192.248
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03925	0.03421	0.02766	0.42945	0.00000	0.00000	0.12551	0.12551	0.00000	0.02941	0.02941	—	121.699	121.699	0.00220	0.00476	0.17336	123.346
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00716	0.00624	0.00505	0.07837	0.00000	0.00000	0.02291	0.02291	0.00000	0.00537	0.00537	—	20.1486	20.1486	0.00036	0.00079	0.02870	20.4213
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Grading (2028)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	—	0.98510	0.90629	—	0.90629	—	6,598.26	6,598.26	0.26765	0.05353	—	6,620.90
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.42509	2.87803	24.3289	27.1688	0.06093	0.98510	—	0.98510	0.90629	—	0.90629	—	6,598.26	6,598.26	0.26765	0.05353	—	6,620.90
Dust From Material Movement	—	—	—	—	—	—	9.20359	9.20359	—	3.65375	3.65375	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77081	0.64770	5.47520	6.11432	0.01371	0.22170	—	0.22170	0.20396	—	0.20396	—	1,484.93	1,484.93	0.06024	0.01205	—	1,490.03
Dust From Material Movement	—	—	—	—	—	—	2.07126	2.07126	—	0.82227	0.82227	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14067	0.11820	0.99922	1.11586	0.00250	0.04046	—	0.04046	0.03722	—	0.03722	—	245.847	245.847	0.00997	0.00199	—	246.691

Dust From Material Movement	—	—	—	—	—	—	0.37800	0.37800	—	0.15006	0.15006	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06729	0.05966	0.03624	0.87876	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	210.400	210.400	0.00265	0.00132	0.57074	211.431
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05437	0.05260	0.04475	0.63286	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	185.878	185.878	0.00353	0.00763	0.01479	188.254
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01233	0.01204	0.00977	0.14706	0.00000	0.00000	0.04525	0.04525	0.00000	0.01060	0.01060	—	42.9830	42.9830	0.00069	0.00030	0.05540	43.1444
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00225	0.00220	0.00178	0.02684	0.00000	0.00000	0.00826	0.00826	0.00000	0.00193	0.00193	—	7.11632	7.11632	0.00012	0.00005	0.00917	7.14305
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2029)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69518	0.58173	5.17251	7.77609	0.01410	0.16614	—	0.16614	0.15285	—	0.15285	—	1,444.67	1,444.67	0.05860	0.01172	—	1,449.62
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12687	0.10617	0.94398	1.41914	0.00257	0.03032	—	0.03032	0.02789	—	0.02789	—	239.181	239.181	0.00970	0.00194	—	240.002

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.43306	2.39655	1.48210	34.5191	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	8,557.82	8,557.82	0.10952	0.05476	20.8271	8,597.70
Vendor	0.15034	0.10917	4.17538	1.17942	0.02625	0.05250	0.99872	1.05122	0.05250	0.27593	0.32843	—	3,498.52	3,498.52	0.03520	0.51961	6.15592	3,660.40
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.15927	2.10451	1.83438	24.9767	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,561.20	7,561.20	0.14602	0.05476	0.54121	7,581.71
Vendor	0.14139	0.10321	4.50051	1.23012	0.02625	0.05250	0.99872	1.05122	0.05250	0.27593	0.32843	—	3,500.86	3,500.86	0.03520	0.51961	0.16028	3,656.75
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.30148	1.26847	0.91533	15.4659	0.00000	0.00000	5.01659	5.01659	0.00000	1.17549	1.17549	—	4,682.67	4,682.67	0.07701	0.03300	5.42178	4,699.86
Vendor	0.08882	0.06580	2.65942	0.72526	0.01582	0.03164	0.59943	0.63107	0.03164	0.16568	0.19732	—	2,109.30	2,109.30	0.02121	0.31319	1.60634	2,204.76
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23752	0.23150	0.16705	2.82253	0.00000	0.00000	0.91553	0.91553	0.00000	0.21453	0.21453	—	775.270	775.270	0.01275	0.00546	0.89764	778.115
Vendor	0.01621	0.01201	0.48534	0.13236	0.00289	0.00577	0.10940	0.11517	0.00577	0.03024	0.03601	—	349.218	349.218	0.00351	0.05185	0.26595	365.024
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Building Construction (2030)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12372	0.94034	8.39196	12.8848	0.02340	0.26012	—	0.26012	0.23931	—	0.23931	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12372	0.94034	8.39196	12.8848	0.02340	0.26012	—	0.26012	0.23931	—	0.23931	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80266	0.67167	5.99426	9.20340	0.01671	0.18580	—	0.18580	0.17093	—	0.17093	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14649	0.12258	1.09395	1.67962	0.00305	0.03391	—	0.03391	0.03120	—	0.03120	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.32354	2.28704	1.20284	32.6793	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	8,415.71	8,415.71	0.09126	0.05476	18.1771	8,452.49
Vendor	0.12409	0.08292	3.98806	1.15615	0.02625	0.05250	0.99872	1.05122	0.02625	0.27593	0.30218	—	3,384.49	3,384.49	0.03520	0.51961	5.36766	3,545.58
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.08626	2.03150	1.55511	23.4946	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,436.29	7,436.29	0.12777	0.05476	0.47029	7,456.27
Vendor	0.11215	0.07397	4.28993	1.20388	0.02625	0.05250	0.99872	1.05122	0.02625	0.27593	0.30218	—	3,387.02	3,387.02	0.03221	0.51961	0.13963	3,542.80
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.49019	1.45107	1.07168	17.3347	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	5,457.74	5,457.74	0.07823	0.03911	5.59868	5,476.95
Vendor	0.08650	0.05923	2.99904	0.84074	0.01875	0.03750	0.71036	0.74786	0.01875	0.19634	0.21509	—	2,418.25	2,418.25	0.02514	0.37115	1.65695	2,531.14
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27196	0.26482	0.19558	3.16358	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	903.592	903.592	0.01295	0.00648	0.92693	906.772
Vendor	0.01579	0.01081	0.54732	0.15343	0.00342	0.00684	0.12964	0.13648	0.00342	0.03583	0.03925	—	400.369	400.369	0.00416	0.06145	0.27433	419.059
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Building Construction (2031)

3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09751	0.91839	8.11856	12.8454	0.02340	0.24323	—	0.24323	0.22377	—	0.22377	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09751	0.91839	8.11856	12.8454	0.02340	0.24323	—	0.24323	0.22377	—	0.22377	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78393	0.65599	5.79897	9.17527	0.01671	0.17374	—	0.17374	0.15984	—	0.15984	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14307	0.11972	1.05831	1.67449	0.00305	0.03171	—	0.03171	0.02917	—	0.02917	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.19578	2.15927	1.18459	31.1187	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	8,286.54	8,286.54	0.09126	0.05476	15.8256	8,320.97
Vendor	0.12409	0.08292	3.77151	1.12990	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	3,261.29	3,261.29	0.03221	0.49336	4.61694	3,413.74
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.99500	1.94024	1.51861	22.3100	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,322.51	7,322.51	0.12777	0.05476	0.41057	7,342.43
Vendor	0.11215	0.07397	4.07934	1.17464	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	3,263.98	3,263.98	0.03221	0.49336	0.11974	3,411.93
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.41196	1.37285	1.05865	16.5407	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	5,374.15	5,374.15	0.07823	0.03911	4.87885	5,392.64
Vendor	0.08437	0.05710	2.84862	0.82199	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	2,330.30	2,330.30	0.02301	0.35240	1.42637	2,437.32
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25768	0.25055	0.19320	3.01868	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	889.752	889.752	0.01295	0.00648	0.80775	892.813
Vendor	0.01540	0.01042	0.51987	0.15001	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	385.808	385.808	0.00381	0.05834	0.23615	403.526
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8. Building Construction (2032)

3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.07014	0.89545	7.87082	12.7872	0.02340	0.22400	—	0.22400	0.20608	—	0.20608	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	1.07014	0.89545	7.87082	12.7872	0.02340	0.22400	—	0.22400	0.20608	—	0.20608	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.76648	0.64136	5.63741	9.15876	0.01676	0.16044	—	0.16044	0.14760	—	0.14760	—	1,716.71	1,716.71	0.06964	0.01393	—	1,722.60
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.13988	0.11705	1.02883	1.67147	0.00306	0.02928	—	0.02928	0.02694	—	0.02694	—	284.222	284.222	0.01153	0.00231	—	285.197
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	2.12277	2.08626	1.16634	29.8556	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	8,169.86	8,169.86	0.09126	0.05476	13.6608	8,202.12
Vendor	0.12409	0.08591	3.61342	1.10365	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	3,141.52	3,141.52	0.03221	0.46711	3.86622	3,285.39
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.92199	1.88548	1.50036	21.4412	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,219.42	7,219.42	0.12777	0.05476	0.35384	7,239.29
Vendor	0.11215	0.07397	3.87173	1.14839	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	3,144.35	3,144.35	0.03221	0.46711	0.10060	3,284.45
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.37661	1.35046	0.86153	15.8291	0.00000	0.00000	5.96127	5.96127	0.00000	1.39684	1.39684	—	5,313.08	5,313.08	0.07844	0.03922	4.22388	5,330.95
Vendor	0.08460	0.05726	2.72439	0.80544	0.01880	0.01880	0.71231	0.73111	0.01880	0.19688	0.21568	—	2,250.94	2,250.94	0.02307	0.33457	1.19638	2,352.41
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25123	0.24646	0.15723	2.88880	0.00000	0.00000	1.08793	1.08793	0.00000	0.25492	0.25492	—	879.640	879.640	0.01299	0.00649	0.69931	882.599
Vendor	0.01544	0.01045	0.49720	0.14699	0.00343	0.00343	0.13000	0.13343	0.00343	0.03593	0.03936	—	372.669	372.669	0.00382	0.05539	0.19807	389.469
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9. Building Construction (2033)

3.9.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04826	0.87711	7.66646	12.7788	0.02340	0.20357	—	0.20357	0.18729	—	0.18729	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.04826	0.87711	7.66646	12.7788	0.02340	0.20357	—	0.20357	0.18729	—	0.18729	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74875	0.62650	5.47604	9.12768	0.01671	0.14541	—	0.14541	0.13378	—	0.13378	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13665	0.11434	0.99938	1.66580	0.00305	0.02654	—	0.02654	0.02441	—	0.02441	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.03150	2.01325	1.14808	28.8718	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	8,065.35	8,065.35	0.07301	0.05476	11.7199	8,095.21
Vendor	0.12409	0.08591	3.46129	1.08039	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	3,026.59	3,026.59	0.03221	0.46711	3.20934	3,1[illegible]

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.84898	1.81247	1.23935	20.6089	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,126.96	7,126.96	0.10952	0.05476	0.30382	7,146.32
Vendor	0.11215	0.07397	3.71662	1.12513	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	3,029.54	3,029.54	0.03221	0.46711	0.08333	3,169.63
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.32070	1.29462	0.84613	15.2435	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	5,230.74	5,230.74	0.06519	0.03911	3.62581	5,247.65
Vendor	0.08437	0.05710	2.60615	0.78662	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	2,162.73	2,162.73	0.02301	0.33365	0.98934	2,263.73
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24103	0.23627	0.15442	2.78193	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	866.009	866.009	0.01079	0.00648	0.60029	868.809
Vendor	0.01540	0.01042	0.47562	0.14356	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	358.065	358.065	0.00381	0.05524	0.16380	374.786
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10. Building Construction (2034)

3.10.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03154	0.86309	7.51935	12.7673	0.02340	0.19236	—	0.19236	0.17697	—	0.17697	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03154	0.86309	7.51935	12.7673	0.02340	0.19236	—	0.19236	0.17697	—	0.17697	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73681	0.61649	5.37096	9.11947	0.01671	0.13740	—	0.13740	0.12641	—	0.12641	—	1,712.03	1,712.03	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13447	0.11251	0.98020	1.66430	0.00305	0.02508	—	0.02508	0.02307	—	0.02307	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.94024	1.90374	0.88707	27.6453	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,971.91	7,971.91	0.07301	0.05476	9.96566	8,000.02
Vendor	0.12409	0.08591	3.33243	1.08337	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,916.78	2,916.78	0.03221	0.44086	2.69134	3,051.65
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79422	1.75772	1.22109	19.7948	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,044.28	7,044.28	0.10952	0.05476	0.25866	7,063.59
Vendor	0.11215	0.07397	3.59075	1.09888	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,919.85	2,919.85	0.03221	0.44086	0.06982	3,052.10
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.28159	1.25551	0.83310	14.7011	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	5,170.27	5,170.27	0.06519	0.03911	3.06595	5,186.62
Vendor	0.08437	0.05710	2.49536	0.76787	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	2,084.33	2,084.33	0.02301	0.31490	0.83116	2,179.58
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23389	0.22913	0.15204	2.68295	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	855.997	855.997	0.01079	0.00648	0.50760	858.705
Vendor	0.01540	0.01042	0.45540	0.14014	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	345.085	345.085	0.00381	0.05214	0.13761	360.854
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11. Building Construction (2035)

3.11.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01288	0.84742	7.33637	12.6875	0.02340	0.17964	—	0.17964	0.16527	—	0.16527	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01288	0.84742	7.33637	12.6875	0.02340	0.17964	—	0.17964	0.16527	—	0.16527	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72348	0.60530	5.24026	9.06249	0.01671	0.12832	—	0.12832	0.11805	—	0.11805	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13204	0.11047	0.95635	1.65391	0.00305	0.02342	—	0.02342	0.02154	—	0.02154	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.92199	1.88548	0.86882	26.9590	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,889.37	7,889.37	0.07301	0.05476	8.47268	7,915.99
Vendor	0.12409	0.08591	3.20656	1.05712	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,812.81	2,812.81	0.00597	0.41462	2.22964	2,938.75
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79422	1.47845	1.20284	19.0173	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,971.21	6,971.21	0.10952	0.05476	0.21910	6,990.49
Vendor	0.11215	0.07696	3.44160	1.09888	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,815.99	2,815.99	0.00597	0.41462	0.05781	2,939.75
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.25551	1.22944	0.83310	14.1848	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	5,116.47	5,116.47	0.06519	0.03911	2.60739	5,132.36
Vendor	0.08437	0.05710	2.40758	0.77000	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	2,010.10	2,010.10	0.00426	0.29615	0.68637	2,099.15
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22913	0.22437	0.15204	2.58873	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	847.090	847.090	0.01079	0.00648	0.43168	849.721
Vendor	0.01540	0.01042	0.43938	0.14052	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	332.795	332.795	0.00071	0.04903	0.11364	347.538
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12. Building Construction (2036)

3.12.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99338	0.83105	7.12086	12.6028	0.02340	0.16861	—	0.16861	0.15512	—	0.15512	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99338	0.83105	7.12086	12.6028	0.02340	0.16861	—	0.16861	0.15512	—	0.15512	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71150	0.59523	5.10027	9.02665	0.01676	0.12076	—	0.12076	0.11110	—	0.11110	—	1,716.72	1,716.72	0.06964	0.01393	—	1,722.61
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12985	0.10863	0.93080	1.64736	0.00306	0.02204	—	0.02204	0.02028	—	0.02028	—	284.222	284.222	0.01153	0.00231	—	285.197
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.88548	1.84898	0.86882	26.2727	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,819.47	7,819.47	0.07301	0.05476	7.12899	7,844.74
Vendor	0.09784	0.08591	3.10693	1.03385	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,719.01	2,719.01	0.00597	0.41462	1.82425	2,844.53
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.73946	1.44195	1.18459	18.5190	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,909.24	6,909.24	0.09126	0.05476	0.18476	6,928.03
Vendor	0.08591	0.07696	3.34496	1.07561	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,722.27	2,722.27	0.00597	0.41462	0.04730	2,846.02
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.23281	1.01971	0.82231	13.7060	0.00000	0.00000	5.96127	5.96127	0.00000	1.39684	1.39684	—	5,085.04	5,085.04	0.06537	0.03922	2.20284	5,100.57
Vendor	0.06580	0.05726	2.32402	0.75331	0.01880	0.01880	0.71231	0.73111	0.01880	0.19688	0.21568	—	1,948.45	1,948.45	0.00427	0.29697	0.56458	2,037.62
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22499	0.18610	0.15007	2.50134	0.00000	0.00000	1.08793	1.08793	0.00000	0.25492	0.25492	—	841.887	841.887	0.01082	0.00649	0.36470	844.457
Vendor	0.01201	0.01045	0.42413	0.13748	0.00343	0.00343	0.13000	0.13343	0.00343	0.03593	0.03936	—	322.588	322.588	0.00071	0.04917	0.09347	337.351
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13. Building Construction (2037)

3.13.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97854	0.81859	6.98661	12.4996	0.02340	0.15752	—	0.15752	0.14492	—	0.14492	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97854	0.81859	6.98661	12.4996	0.02340	0.15752	—	0.15752	0.14492	—	0.14492	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69896	0.58471	4.99044	8.92825	0.01671	0.11251	—	0.11251	0.10351	—	0.10351	—	1,712.03	1,712.03	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12756	0.10671	0.91075	1.62941	0.00305	0.02053	—	0.02053	0.01889	—	0.01889	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79422	1.49671	0.85057	25.6229	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,756.28	7,756.28	0.07301	0.05476	5.97193	7,780.39
Vendor	0.09784	0.08591	3.01327	1.03982	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,636.54	2,636.54	0.00597	0.41462	1.47142	2,761.72
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.66645	1.36894	1.18459	18.0390	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,853.21	6,853.21	0.09126	0.05476	0.15490	6,871.97
Vendor	0.08591	0.07696	3.24832	1.08158	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,639.88	2,639.88	0.00597	0.41462	0.03829	2,763.63
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.20336	0.99085	0.63362	13.3647	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	5,030.06	5,030.06	0.05215	0.03911	1.84223	5,044.87
Vendor	0.06562	0.05710	2.25077	0.75338	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	1,884.25	1,884.25	0.00426	0.29615	0.45311	1,973.06
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21961	0.18083	0.11564	2.43907	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	832.784	832.784	0.00863	0.00648	0.30500	835.235
Vendor	0.01198	0.01042	0.41077	0.13749	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	311.958	311.958	0.00071	0.04903	0.07502	326.662
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.14. Building Construction (2038)

3.14.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97116	0.81240	6.89314	12.4656	0.02340	0.15176	—	0.15176	0.13962	—	0.13962	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97116	0.81240	6.89314	12.4656	0.02340	0.15176	—	0.15176	0.13962	—	0.13962	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69369	0.58028	4.92367	8.90403	0.01671	0.10840	—	0.10840	0.09973	—	0.09973	—	1,712.02	1,712.02	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12660	0.10590	0.89857	1.62499	0.00305	0.01978	—	0.01978	0.01820	—	0.01820	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.14.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.73946	1.46020	0.85057	24.9913	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,701.05	7,701.05	0.07301	0.05476	5.00149	7,724.19
Vendor	0.09784	0.08591	2.92259	1.01655	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,562.97	2,562.97	0.00597	0.38837	1.17488	2,680.03
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.62995	1.33243	1.16634	17.6137	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,804.39	6,804.39	0.09126	0.05476	0.12914	6,823.12
Vendor	0.08591	0.07696	3.16062	1.05831	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,566.38	2,566.38	0.00597	0.38837	0.03044	2,682.29
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.16425	0.95174	0.62059	13.0740	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	4,994.31	4,994.31	0.05215	0.03911	1.53831	5,008.81
Vendor	0.06562	0.05710	2.20475	0.73889	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	1,831.72	1,831.72	0.00426	0.27740	0.36196	1,914.85
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21248	0.17369	0.11326	2.38601	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	826.866	826.866	0.00863	0.00648	0.25468	829.266
Vendor	0.01198	0.01042	0.40237	0.13485	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	303.261	303.261	0.00071	0.04593	0.05993	317.025
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.15. Building Construction (2039)

3.15.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96216	0.80483	6.77581	12.4056	0.02340	0.14541	—	0.14541	0.13378	—	0.13378	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96216	0.80483	6.77581	12.4056	0.02340	0.14541	—	0.14541	0.13378	—	0.13378	—	2,396.84	2,396.84	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68726	0.57488	4.83987	8.86111	0.01671	0.10387	—	0.10387	0.09556	—	0.09556	—	1,712.03	1,712.03	0.06945	0.01389	—	1,717.90
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12542	0.10492	0.88328	1.61715	0.00305	0.01896	—	0.01896	0.01744	—	0.01744	—	283.445	283.445	0.01150	0.00230	—	284.418
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.15.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.66645	1.38719	0.85057	24.6208	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,654.07	7,654.07	0.05476	0.05476	4.14303	7,675.90
Vendor	0.09485	0.08292	2.85518	1.01954	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,497.57	2,497.57	0.00597	0.38837	0.92714	2,614.38
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.57519	1.27768	1.16634	17.2066	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,762.53	6,762.53	0.09126	0.05476	0.10749	6,781.23
Vendor	0.08591	0.07696	3.09321	1.06130	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,501.04	2,501.04	0.00597	0.38837	0.02402	2,616.95
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.12514	0.91263	0.62059	12.8094	0.00000	0.00000	5.94498	5.94498	0.00000	1.39303	1.39303	—	4,963.70	4,963.70	0.05215	0.03911	1.27970	4,977.94
Vendor	0.06562	0.05710	2.15660	0.74102	0.01875	0.01875	0.71036	0.72911	0.01875	0.19634	0.21509	—	1,785.02	1,785.02	0.00426	0.27740	0.28688	1,868.08
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20534	0.16655	0.11326	2.33771	0.00000	0.00000	1.08496	1.08496	0.00000	0.25423	0.25423	—	821.797	821.797	0.00863	0.00648	0.21187	824.155
Vendor	0.01198	0.01042	0.39358	0.13524	0.00342	0.00342	0.12964	0.13306	0.00342	0.03583	0.03925	—	295.530	295.530	0.00071	0.04593	0.04750	309.281
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.16. Building Construction (2040)

3.16.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95545	0.79919	6.70501	12.3875	0.02340	0.14145	—	0.14145	0.13014	—	0.13014	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95545	0.79919	6.70501	12.3875	0.02340	0.14145	—	0.14145	0.13014	—	0.13014	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68433	0.57241	4.80241	8.87247	0.01676	0.10131	—	0.10131	0.09321	—	0.09321	—	1,716.72	1,716.72	0.06964	0.01393	—	1,722.61
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12489	0.10447	0.87644	1.61923	0.00306	0.01849	—	0.01849	0.01701	—	0.01701	—	284.222	284.222	0.01153	0.00231	—	285.197
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.16.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.57519	1.29593	0.83231	24.0258	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	7,613.72	7,613.72	0.05476	0.05476	3.44506	7,634.85
Vendor	0.09485	0.08591	2.81700	1.02550	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,438.79	2,438.79	0.00597	0.36212	0.72069	2,547.57
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.52043	1.22292	0.90532	16.8179	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,726.79	6,726.79	0.09126	0.05476	0.08921	6,745.48
Vendor	0.08889	0.07696	3.02878	1.06428	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,442.32	2,442.32	0.00597	0.36212	0.01873	2,550.40
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.08900	0.87591	0.60921	12.5791	0.00000	0.00000	5.96127	5.96127	0.00000	1.39684	1.39684	—	4,951.00	4,951.00	0.05229	0.03922	1.06399	4,965.05
Vendor	0.06580	0.05939	2.11636	0.74733	0.01880	0.01880	0.71231	0.73111	0.01880	0.19688	0.21568	—	1,747.83	1,747.83	0.00427	0.25936	0.22341	1,825.45
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19874	0.15985	0.11118	2.29568	0.00000	0.00000	1.08793	1.08793	0.00000	0.25492	0.25492	—	819.694	819.694	0.00866	0.00649	0.17616	822.022
Vendor	0.01201	0.01084	0.38624	0.13639	0.00343	0.00343	0.13000	0.13343	0.00343	0.03593	0.03936	—	289.373	289.373	0.00071	0.04294	0.03699	302.224
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.17. Building Construction (2041)

3.17.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95056	0.79508	6.64779	12.3397	0.02340	0.13704	—	0.13704	0.12608	—	0.12608	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02604	0.02178	0.18213	0.33807	0.00064	0.00375	—	0.00375	0.00345	—	0.00345	—	65.6667	65.6667	0.00266	0.00053	—	65.8921
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00475	0.00398	0.03324	0.06170	0.00012	0.00069	—	0.00069	0.00063	—	0.00063	—	10.8719	10.8719	0.00044	0.00009	—	10.9092
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.17.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.20467	1.16816	0.88707	16.7083	0.00000	0.00000	8.36488	8.36488	0.00000	1.96071	1.96071	—	6,696.38	6,696.38	0.07301	0.05476	0.07390	6,714.60
Vendor	0.08889	0.07696	2.96733	1.04101	0.02625	0.02625	0.99872	1.02497	0.02625	0.27593	0.30218	—	2,389.69	2,389.69	0.00597	0.36212	0.01453	2,497.77
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03916	0.03100	0.02330	0.47867	0.00000	0.00000	0.22803	0.22803	0.00000	0.05343	0.05343	—	188.529	188.529	0.00200	0.00150	0.03375	189.060
Vendor	0.00252	0.00227	0.07927	0.02795	0.00072	0.00072	0.02725	0.02797	0.00072	0.00753	0.00825	—	65.4140	65.4140	0.00016	0.00992	0.00661	68

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00715	0.00566	0.00425	0.08736	0.00000	0.00000	0.04161	0.04161	0.00000	0.00975	0.00975	—	31.2132	31.2132	0.00033	0.00025	0.00559	31.3011
Vendor	0.00046	0.00041	0.01447	0.00510	0.00013	0.00013	0.00497	0.00510	0.00013	0.00137	0.00151	—	10.8300	10.8300	0.00003	0.00164	0.00109	11.3213
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.18. Paving (2028)

3.18.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81550	0.68524	6.62754	9.90989	0.01395	0.25554	—	0.25554	0.23510	—	0.23510	—	1,511.03	1,511.03	0.06129	0.01226	—	1,516.22
Paving	0.08098	0.08098	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81550	0.68524	6.62754	9.90989	0.01395	0.25554	—	0.25554	0.23510	—	0.23510	—	1,511.03	1,511.03	0.06129	0.01226	—	1,516.22
Paving	0.08098	0.08098	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.40057	0.33659	3.25540	4.86767	0.00685	0.12552	—	0.12552	0.11548	—	0.11548	—	742.209	742.209	0.03011	0.00602	—	744.756
Paving	0.03978	0.03978	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.07310	0.06143	0.59411	0.88835	0.00125	0.02291	—	0.02291	0.02107	—	0.02107	—	122.881	122.881	0.00498	0.00100	—	123.303
Paving	0.00726	0.00726	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.18.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05046	0.04474	0.02718	0.65907	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	157.800	157.800	0.00198	0.00099	0.42806	158.573
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04077	0.03945	0.03357	0.47464	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	139.408	139.408	0.00265	0.00572	0.01109	141.191
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02019	0.01970	0.01600	0.24073	0.00000	0.00000	0.07407	0.07407	0.00000	0.01736	0.01736	—	70.3612	70.3612	0.00114	0.00049	0.09068	70.6256

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00368	0.00360	0.00292	0.04393	0.00000	0.00000	0.01352	0.01352	0.00000	0.00317	0.00317	—	11.6491	11.6491	0.00019	0.00008	0.01501	11.6929
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.19. Paving (2029)

3.19.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80047	0.67262	6.45817	9.91841	0.01395	0.23904	—	0.23904	0.21992	—	0.21992	—	1,510.63	1,510.63	0.06128	0.01226	—	1,515.81
Paving	0.08098	0.08098	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08929	0.07503	0.72038	1.10636	0.00156	0.02666	—	0.02666	0.02453	—	0.02453	—	168.504	168.504	0.00684	0.00137	—	169.082
Paving	0.00903	0.00903	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01630	0.01369	0.13147	0.20191	0.00028	0.00487	—	0.00487	0.00448	—	0.00448	—	27.8978	27.8978	0.00113	0.00023	—	27.9935
Paving	0.00165	0.00165	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.19.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03912	0.03813	0.03323	0.45252	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	136.991	136.991	0.00265	0.00099	0.00981	137.363
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00436	0.00425	0.00307	0.05186	0.00000	0.00000	0.01682	0.01682	0.00000	0.00394	0.00394	—	15.7008	15.7008	0.00026	0.00011	0.01818	15.7584
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00080	0.00078	0.00056	0.00946	0.00000	0.00000	0.00307	0.00307	0.00000	0.00072	0.00072	—	2.59944	2.59944	0.00004	0.00002	0.00301	2.60898
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.20. Architectural Coating (2029)

3.20.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07126	0.05889	0.45691	0.63987	0.00099	0.00739	—	0.00739	0.00680	—	0.00680	—	76.8138	76.8138	0.00312	0.00062	—	77.0774
Architectural Coatings	2.07320	2.07320	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01300	0.01075	0.08339	0.11678	0.00018	0.00135	—	0.00135	0.00124	—	0.00124	—	12.7174	12.7174	0.00052	0.00010	—	12.7610
Architectural Coatings	0.37836	0.37836	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.20.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48661	0.47931	0.29642	6.90383	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,711.56	1,711.56	0.02190	0.01095	4.16542	1,719.54
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43185	0.42090	0.36688	4.99535	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,512.24	1,512.24	0.02920	0.01095	0.10824	1,5[illegible]

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24846	0.24216	0.17474	2.95259	0.00000	0.00000	0.95771	0.95771	0.00000	0.22441	0.22441	—	893.965	893.965	0.01470	0.00630	1.03507	897.245
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04534	0.04419	0.03189	0.53885	0.00000	0.00000	0.17478	0.17478	0.00000	0.04096	0.04096	—	148.006	148.006	0.00243	0.00104	0.17137	148.549
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.21. Architectural Coating (2030)

3.21.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11905	0.09839	0.78473	1.10719	0.00173	0.01097	—	0.01097	0.01009	—	0.01009	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.11905	0.09839	0.78473	1.10719	0.00173	0.01097	—	0.01097	0.01009	—	0.01009	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08504	0.07028	0.56052	0.79085	0.00123	0.00783	—	0.00783	0.00721	—	0.00721	—	95.3663	95.3663	0.00387	0.00077	—	95.6936
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01552	0.01283	0.10229	0.14433	0.00022	0.00143	—	0.00143	0.00132	—	0.00132	—	15.7890	15.7890	0.00064	0.00013	—	15.8432
Architectural Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.21.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46471	0.45741	0.24057	6.53586	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,683.14	1,683.14	0.01825	0.01095	3.63541	1,690.50
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41725	0.40630	0.31102	4.69893	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,487.26	1,487.26	0.02555	0.01095	0.09406	1,491.25
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29804	0.29021	0.21434	3.46693	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	1,091.55	1,091.55	0.01565	0.00782	1.11974	1,095.39
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05439	0.05296	0.03912	0.63272	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	180.718	180.718	0.00259	0.00130	0.18539	181.354
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.22. Architectural Coating (2031)

3.22.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.11542	0.09539	0.77690	1.10346	0.00173	0.00943	—	0.00943	0.00867	—	0.00867	—	133.518	133.518	0.00542	0.00108	—	133.976
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11542	0.09539	0.77690	1.10346	0.00173	0.00943	—	0.00943	0.00867	—	0.00867	—	133.518	133.518	0.00542	0.00108	—	133.976
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08245	0.06814	0.55493	0.78819	0.00123	0.00673	—	0.00673	0.00619	—	0.00619	—	95.3697	95.3697	0.00387	0.00077	—	95.6970
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01505	0.01244	0.10127	0.14384	0.00023	0.00123	—	0.00123	0.00113	—	0.00113	—	15.7895	15.7895	0.00064	0.00013	—	15.8437

Architect Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.22.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43916	0.43185	0.23692	6.22374	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,657.31	1,657.31	0.01825	0.01095	3.16512	1,664.19
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39900	0.38805	0.30372	4.46201	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,464.50	1,464.50	0.02555	0.01095	0.08211	1,468.49
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28239	0.27457	0.21173	3.30814	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	1,074.83	1,074.83	0.01565	0.00782	0.97577	1,078.53
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05154	0.05011	0.03864	0.60374	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	177.950	177.950	0.00259	0.00130	0.16155	178.563
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.23. Architectural Coating (2032)

3.23.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11264	0.09309	0.77005	1.10069	0.00173	0.00813	—	0.00813	0.00748	—	0.00748	—	133.504	133.504	0.00542	0.00108	—	133.962
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11264	0.09309	0.77005	1.10069	0.00173	0.00813	—	0.00813	0.00748	—	0.00748	—	133.504	133.504	0.00542	0.00108	—	133.962
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08067	0.06667	0.55154	0.78836	0.00124	0.00582	—	0.00582	0.00536	—	0.00536	—	95.6210	95.6210	0.00388	0.00078	—	95.9492
Architectural Coatings	2.58092	2.58092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01472	0.01217	0.10066	0.14388	0.00023	0.00106	—	0.00106	0.00098	—	0.00098	—	15.8312	15.8312	0.00064	0.00013	—	15.8855
Architectural Coatings	0.47102	0.47102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.23.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42455	0.41725	0.23327	5.97113	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,633.97	1,633.97	0.01825	0.01095	2.73216	1,640.42
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38440	0.37710	0.30007	4.28825	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,443.88	1,443.88	0.02555	0.01095	0.07077	1,447.80

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27532	0.27009	0.17231	3.16581	0.00000	0.00000	1.19225	1.19225	0.00000	0.27937	0.27937	—	1,062.62	1,062.62	0.01569	0.00784	0.84478	1,066.19
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05025	0.04929	0.03145	0.57776	0.00000	0.00000	0.21759	0.21759	0.00000	0.05098	0.05098	—	175.928	175.928	0.00260	0.00130	0.13986	176.520
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.24. Architectural Coating (2033)

3.24.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11071	0.09150	0.76425	1.09943	0.00173	0.00705	—	0.00705	0.00649	—	0.00649	—	133.516	133.516	0.00542	0.00108	—	133.975
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.11071	0.09150	0.76425	1.09943	0.00173	0.00705	—	0.00705	0.00649	—	0.00649	—	133.516	133.516	0.00542	0.00108	—	133.975
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07908	0.06536	0.54590	0.78531	0.00123	0.00504	—	0.00504	0.00463	—	0.00463	—	95.3689	95.3689	0.00387	0.00077	—	95.6962
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01443	0.01193	0.09963	0.14332	0.00023	0.00092	—	0.00092	0.00085	—	0.00085	—	15.7894	15.7894	0.00064	0.00013	—	15.8436
Architectural Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.24.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.40630	0.40265	0.22962	5.77436	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,613.07	1,613.07	0.01460	0.01095	2.34398	1,619.04
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36980	0.36249	0.24787	4.12178	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,425.39	1,425.39	0.02190	0.01095	0.06076	1,429.26
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26414	0.25892	0.16923	3.04869	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	1,046.15	1,046.15	0.01304	0.00782	0.72516	1,049.53
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04821	0.04725	0.03088	0.55639	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	173.202	173.202	0.00216	0.00130	0.12006	173.762
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.25. Architectural Coating (2034)

3.25.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10951	0.09051	0.75958	1.09901	0.00173	0.00621	—	0.00621	0.00571	—	0.00571	—	133.530	133.530	0.00542	0.00108	—	133.989
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10951	0.09051	0.75958	1.09901	0.00173	0.00621	—	0.00621	0.00571	—	0.00571	—	133.530	133.530	0.00542	0.00108	—	133.989
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07822	0.06465	0.54256	0.78501	0.00123	0.00444	—	0.00444	0.00408	—	0.00408	—	95.3788	95.3788	0.00387	0.00077	—	95.7061
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01428	0.01180	0.09902	0.14326	0.00023	0.00081	—	0.00081	0.00074	—	0.00074	—	15.7911	15.7911	0.00064	0.00013	—	15.8452

Architect Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.25.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38805	0.38075	0.17741	5.52905	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,594.38	1,594.38	0.01460	0.01095	1.99313	1,600.00
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35884	0.35154	0.24422	3.95897	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,408.86	1,408.86	0.02190	0.01095	0.05173	1,412.72
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25632	0.25110	0.16662	2.94022	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	1,034.05	1,034.05	0.01304	0.00782	0.61319	1,037.32
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04678	0.04583	0.03041	0.53659	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	171.199	171.199	0.00216	0.00130	0.10152	171.741
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.26. Architectural Coating (2035)

3.26.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10881	0.08993	0.75540	1.09844	0.00173	0.00555	—	0.00555	0.00511	—	0.00511	—	133.527	133.527	0.00542	0.00108	—	133.985
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10881	0.08993	0.75540	1.09844	0.00173	0.00555	—	0.00555	0.00511	—	0.00511	—	133.527	133.527	0.00542	0.00108	—	133.985
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07772	0.06424	0.53957	0.78460	0.00123	0.00397	—	0.00397	0.00365	—	0.00365	—	95.3764	95.3764	0.00387	0.00077	—	95.7037
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01418	0.01172	0.09847	0.14319	0.00023	0.00072	—	0.00072	0.00067	—	0.00067	—	15.7907	15.7907	0.00064	0.00013	—	15.8448
Architectural Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.26.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38440	0.37710	0.17376	5.39179	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,577.87	1,577.87	0.01460	0.01095	1.69454	1,583.20
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35884	0.29569	0.24057	3.80346	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,394.24	1,394.24	0.02190	0.01095	0.04382	1,398.10

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25110	0.24589	0.16662	2.83696	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	1,023.29	1,023.29	0.01304	0.00782	0.52148	1,026.47
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04583	0.04487	0.03041	0.51775	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	169.418	169.418	0.00216	0.00130	0.08634	169.944
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.27. Architectural Coating (2036)

3.27.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10833	0.08953	0.75160	1.09720	0.00173	0.00502	—	0.00502	0.00462	—	0.00462	—	133.525	133.525	0.00542	0.00108	—	133.984
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.10833	0.08953	0.75160	1.09720	0.00173	0.00502	—	0.00502	0.00462	—	0.00462	—	133.525	133.525	0.00542	0.00108	—	133.984
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07759	0.06412	0.53832	0.78586	0.00124	0.00360	—	0.00360	0.00331	—	0.00331	—	95.6367	95.6367	0.00388	0.00078	—	95.9649
Architectural Coatings	2.58092	2.58092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01416	0.01170	0.09824	0.14342	0.00023	0.00066	—	0.00066	0.00060	—	0.00060	—	15.8337	15.8337	0.00064	0.00013	—	15.8881
Architectural Coatings	0.47102	0.47102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.27.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37710	0.36980	0.17376	5.25453	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,563.89	1,563.89	0.01460	0.01095	1.42580	1,568.95
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34789	0.28839	0.23692	3.70380	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,381.85	1,381.85	0.01825	0.01095	0.03695	1,385.61
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24656	0.20394	0.16446	2.74119	0.00000	0.00000	1.19225	1.19225	0.00000	0.27937	0.27937	—	1,017.01	1,017.01	0.01307	0.00784	0.44057	1,020.11
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04500	0.03722	0.03001	0.50027	0.00000	0.00000	0.21759	0.21759	0.00000	0.05098	0.05098	—	168.377	168.377	0.00216	0.00130	0.07294	168.891
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.28. Architectural Coating (2037)

3.28.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10748	0.08882	0.74776	1.09309	0.00173	0.00460	—	0.00460	0.00423	—	0.00423	—	133.525	133.525	0.00542	0.00108	—	133.983
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10748	0.08882	0.74776	1.09309	0.00173	0.00460	—	0.00460	0.00423	—	0.00423	—	133.525	133.525	0.00542	0.00108	—	133.983
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07677	0.06345	0.53412	0.78078	0.00123	0.00329	—	0.00329	0.00302	—	0.00302	—	95.3751	95.3751	0.00387	0.00077	—	95.7024
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01401	0.01158	0.09748	0.14249	0.00023	0.00060	—	0.00060	0.00055	—	0.00055	—	15.7904	15.7904	0.00064	0.00013	—	15.8446

Architect Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.28.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35884	0.29934	0.17011	5.12458	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,551.26	1,551.26	0.01460	0.01095	1.19439	1,556.08
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33329	0.27379	0.23692	3.60779	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,370.64	1,370.64	0.01825	0.01095	0.03098	1,374.39
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24067	0.19817	0.12672	2.67295	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	1,006.01	1,006.01	0.01043	0.00782	0.36845	1,008.97
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04392	0.03617	0.02313	0.48781	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	166.557	166.557	0.00173	0.00130	0.06100	167.047
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.29. Architectural Coating (2038)

3.29.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10723	0.08862	0.74515	1.09197	0.00173	0.00430	—	0.00430	0.00396	—	0.00396	—	133.522	133.522	0.00542	0.00108	—	133.980
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10723	0.08862	0.74515	1.09197	0.00173	0.00430	—	0.00430	0.00396	—	0.00396	—	133.522	133.522	0.00542	0.00108	—	133.980
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.07659	0.06330	0.53225	0.77998	0.00123	0.00307	—	0.00307	0.00283	—	0.00283	—	95.3729	95.3729	0.00387	0.00077	—	95.7002
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01398	0.01155	0.09714	0.14235	0.00023	0.00056	—	0.00056	0.00052	—	0.00052	—	15.7901	15.7901	0.00064	0.00013	—	15.8443
Architectural Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.29.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34789	0.29204	0.17011	4.99827	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,540.21	1,540.21	0.01460	0.01095	1.00030	1,544.84
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32599	0.26649	0.23327	3.52273	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,360.88	1,360.88	0.01825	0.01095	0.02583	1,364.62

Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23285	0.19035	0.12412	2.61480	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	998.863	998.863	0.01043	0.00782	0.30766	1,001.76
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04250	0.03474	0.02265	0.47720	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	165.373	165.373	0.00173	0.00130	0.05094	165.853
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.30. Architectural Coating (2039)

3.30.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10738	0.08874	0.74340	1.09292	0.00173	0.00409	—	0.00409	0.00377	—	0.00377	—	133.512	133.512	0.00542	0.00108	—	133.970
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.10738	0.08874	0.74340	1.09292	0.00173	0.00409	—	0.00409	0.00377	—	0.00377	—	133.512	133.512	0.00542	0.00108	—	133.970
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07670	0.06339	0.53100	0.78066	0.00123	0.00292	—	0.00292	0.00269	—	0.00269	—	95.3658	95.3658	0.00387	0.00077	—	95.6931
Architectural Coatings	2.57387	2.57387	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01400	0.01157	0.09691	0.14247	0.00022	0.00053	—	0.00053	0.00049	—	0.00049	—	15.7889	15.7889	0.00064	0.00013	—	15.8431
Architectural Coatings	0.46973	0.46973	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.30.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33329	0.27744	0.17011	4.92416	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,530.81	1,530.81	0.01095	0.01095	0.82861	1,535.18
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31504	0.25554	0.23327	3.44133	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,352.51	1,352.51	0.01825	0.01095	0.02150	1,356.25
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22503	0.18253	0.12412	2.56187	0.00000	0.00000	1.18900	1.18900	0.00000	0.27861	0.27861	—	992.740	992.740	0.01043	0.00782	0.25594	995.588
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04107	0.03331	0.02265	0.46754	0.00000	0.00000	0.21699	0.21699	0.00000	0.05085	0.05085	—	164.359	164.359	0.00173	0.00130	0.04237	164.831
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.31. Architectural Coating (2040)

3.31.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.10767	0.08898	0.74239	1.09462	0.00173	0.00396	—	0.00396	0.00364	—	0.00364	—	133.523	133.523	0.00542	0.00108	—	133.981
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10767	0.08898	0.74239	1.09462	0.00173	0.00396	—	0.00396	0.00364	—	0.00364	—	133.523	133.523	0.00542	0.00108	—	133.981
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07712	0.06373	0.53173	0.78402	0.00124	0.00283	—	0.00283	0.00261	—	0.00261	—	95.6348	95.6348	0.00388	0.00078	—	95.9630
Architectural Coatings	2.58092	2.58092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01407	0.01163	0.09704	0.14308	0.00023	0.00052	—	0.00052	0.00048	—	0.00048	—	15.8334	15.8334	0.00064	0.00013	—	15.8878

Architect Coatings	0.47102	0.47102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.31.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31504	0.25919	0.16646	4.80516	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,522.74	1,522.74	0.01095	0.01095	0.68901	1,526.97
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30409	0.24458	0.18106	3.36357	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,345.36	1,345.36	0.01825	0.01095	0.01784	1,349.10
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21780	0.17518	0.12184	2.51581	0.00000	0.00000	1.19225	1.19225	0.00000	0.27937	0.27937	—	990.199	990.199	0.01046	0.00784	0.21280	993.011
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03975	0.03197	0.02224	0.45914	0.00000	0.00000	0.21759	0.21759	0.00000	0.05098	0.05098	—	163.939	163.939	0.00173	0.00130	0.03523	164.404
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.32. Architectural Coating (2041)

3.32.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10767	0.08898	0.74239	1.09462	0.00173	0.00396	—	0.00396	0.00364	—	0.00364	—	133.523	133.523	0.00542	0.00108	—	133.981
Architectural Coatings	3.60341	3.60341	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00590	0.00488	0.04068	0.05998	0.00009	0.00022	—	0.00022	0.00020	—	0.00020	—	7.31633	7.31633	0.00030	0.00006	—	7.34144
Architectural Coatings	0.19745	0.19745	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.00108	0.00089	0.00742	0.01095	0.00002	0.00004	—	0.00004	0.00004	—	0.00004	—	1.21130	1.21130	0.00005	0.00001	—	1.21546
Architectural Coatings	0.03603	0.03603	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.32.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24093	0.23363	0.17741	3.34167	0.00000	0.00000	1.67298	1.67298	0.00000	0.39214	0.39214	—	1,339.28	1,339.28	0.01460	0.01095	0.01478	1,342.92
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01566	0.01240	0.00932	0.19147	0.00000	0.00000	0.09121	0.09121	0.00000	0.02137	0.02137	—	75.4117	75.4117	0.00080	0.00060	0.01350	75.6241
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00286	0.00226	0.00170	0.03494	0.00000	0.00000	0.01665	0.01665	0.00000	0.00390	0.00390	—	12.4853	12.4853	0.00013	0.00010	0.00223	12.5204
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	6.10189	5.55752	4.38936	71.1416	0.19358	0.08074	19.9733	20.0541	0.07586	5.06989	5.14575	—	19,675.8	19,675.8	0.46156	0.64271	9.04865	19,887.9
City Park	0.58296	0.51745	0.50006	8.59382	0.02413	0.00993	2.50292	2.51285	0.00934	0.63532	0.64466	—	2,452.41	2,452.41	0.05160	0.07569	1.13391	2,477.39
Condo/Townhouse	8.50199	7.74350	6.11586	99.1243	0.26973	0.11250	27.8296	27.9421	0.10570	7.06407	7.16977	—	27,415.0	27,415.0	0.64311	0.89551	12.6078	27,710.5
Apartments Mid Rise	13.6958	12.4740	9.85203	159.679	0.43450	0.18122	44.8306	45.0119	0.17028	11.3795	11.5498	—	44,162.7	44,162.7	1.03599	1.44257	20.3099	44,638.8
Office Park	0.93399	0.82903	0.80117	13.7686	0.03866	0.01591	4.01006	4.02597	0.01496	1.01788	1.03284	—	3,929.14	3,929.14	0.08268	0.12127	1.81670	3,969.16
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	29.8167	27.1215	21.6585	352.307	0.96059	0.40030	99.1466	99.5469	0.37614	25.1667	25.5428	—	97,635.0	97,635.0	2.27494	3.17775	44.9170	98,683.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	5.63810	5.10017	5.23307	55.0806	0.17552	0.08077	19.9733	20.0541	0.07589	5.06989	5.14578	—	17,848.4	17,848.4	0.48938	0.70300	0.23466	18,070.4

City Park	0.54230	0.47866	0.59844	6.43394	0.02186	0.00994	2.50292	2.51285	0.00934	0.63532	0.64466	—	2,223.09	2,223.09	0.05270	0.08271	0.02941	2,249.09
Condo/Townhouse	7.85578	7.10627	7.29144	76.7459	0.24455	0.11253	27.8296	27.9421	0.10574	7.06407	7.16981	—	24,868.9	24,868.9	0.68188	0.97951	0.32696	25,178.1
Apartments Mid Rise	12.6549	11.4475	11.7458	123.630	0.39395	0.18128	44.8306	45.0119	0.17034	11.3795	11.5498	—	40,061.2	40,061.2	1.09843	1.57790	0.52670	40,559.4
Office Park	0.86885	0.76689	0.95879	10.3082	0.03503	0.01592	4.01006	4.02598	0.01496	1.01788	1.03285	—	3,561.73	3,561.73	0.08444	0.13252	0.04711	3,603.38
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	27.5599	24.8995	25.8275	272.198	0.87091	0.40043	99.1466	99.5470	0.37627	25.1667	25.5429	—	88,563.3	88,563.3	2.40683	3.47564	1.16483	89,660.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	1.01183	0.91584	0.87006	10.1381	0.03199	0.01441	3.54599	3.56040	0.01354	0.90016	0.91369	—	2,950.92	2,950.92	0.07662	0.10930	0.63244	2,986.04
City Park	0.05239	0.04623	0.05351	0.64561	0.00214	0.00095	0.23866	0.23962	0.00089	0.06059	0.06148	—	197.452	197.452	0.00451	0.00692	0.04257	199.669
Condo/Townhouse	1.29117	1.16868	1.11026	12.9369	0.04082	0.01839	4.52493	4.54331	0.01728	1.14866	1.16594	—	3,765.58	3,765.58	0.09777	0.13948	0.80704	3,810.40
Apartments Mid Rise	2.20823	1.99874	1.89883	22.1255	0.06982	0.03144	7.73879	7.77023	0.02955	1.96451	1.99405	—	6,440.12	6,440.12	0.16721	0.23854	1.38025	6,516.76
Office Park	0.11912	0.10513	0.12167	1.46800	0.00487	0.00216	0.54268	0.54484	0.00203	0.13776	0.13980	—	448.970	448.970	0.01026	0.01574	0.09679	454.013
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	4.68273	4.23463	4.05433	47.3141	0.14964	0.06735	16.5911	16.6584	0.06329	4.21167	4.27496	—	13,803.0	13,803.0	0.35635	0.50998	2.95909	13,966.9

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	895.755	895.755	0.14491	0.01757	—	904.613
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	885.154	885.154	0.14320	0.01736	—	893.906
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,868.36	1,868.36	0.30226	0.03664	—	1,886.84
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	233.930	233.930	0.03784	0.00459	—	236.243
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,883.20	3,883.20	0.62822	0.07615	—	3,921.60
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	895.755	895.755	0.14491	0.01757	—	904.613
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	885.154	885.154	0.14320	0.01736	—	893.906

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,868.36	1,868.36	0.30226	0.03664	—	1,886.84
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	233.930	233.930	0.03784	0.00459	—	236.243
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,883.20	3,883.20	0.62822	0.07615	—	3,921.60
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	148.303	148.303	0.02399	0.00291	—	149.769
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	146.547	146.547	0.02371	0.00287	—	147.996
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	309.329	309.329	0.05004	0.00607	—	312.387
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	38.7298	38.7298	0.00627	0.00076	—	39.1128
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	642.908	642.908	0.10401	0.01261	—	649.265

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	0.16159	0.08079	1.38082	0.58758	0.00881	0.11164	—	0.11164	0.11164	—	0.11164	—	1,752.71	1,752.71	0.15511	0.00330	—	1,757.57
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	0.21062	0.10531	1.79984	0.76589	0.01149	0.14552	—	0.14552	0.14552	—	0.14552	—	2,284.59	2,284.59	0.20218	0.00430	—	2,290.92
Apartments Mid Rise	0.30156	0.15078	2.57697	1.09658	0.01645	0.20835	—	0.20835	0.20835	—	0.20835	—	3,271.02	3,271.02	0.28948	0.00616	—	3,280.09
Office Park	0.01706	0.00853	0.15508	0.13027	0.00093	0.01179	—	0.01179	0.01179	—	0.01179	—	185.042	185.042	0.01638	0.00035	—	185.555
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.69082	0.34541	5.91272	2.58033	0.03768	0.47730	—	0.47730	0.47730	—	0.47730	—	7,493.35	7,493.35	0.66316	0.01411	—	7,514.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.16159	0.08079	1.38082	0.58758	0.00881	0.11164	—	0.11164	0.11164	—	0.11164	—	1,752.71	1,752.71	0.15511	0.00330	—	1,757.57
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	0.21062	0.10531	1.79984	0.76589	0.01149	0.14552	—	0.14552	0.14552	—	0.14552	—	2,284.59	2,284.59	0.20218	0.00430	—	2,290.92
Apartments Mid Rise	0.30156	0.15078	2.57697	1.09658	0.01645	0.20835	—	0.20835	0.20835	—	0.20835	—	3,271.02	3,271.02	0.28948	0.00616	—	3,280.09
Office Park	0.01706	0.00853	0.15508	0.13027	0.00093	0.01179	—	0.01179	0.01179	—	0.01179	—	185.042	185.042	0.01638	0.00035	—	185.555
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.69082	0.34541	5.91272	2.58033	0.03768	0.47730	—	0.47730	0.47730	—	0.47730	—	7,493.35	7,493.35	0.66316	0.01411	—	7,[illegible]

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.02949	0.01474	0.25200	0.10723	0.00161	0.02037	—	0.02037	0.02037	—	0.02037	—	290.181	290.181	0.02568	0.00055	—	290.986
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	0.03844	0.01922	0.32847	0.13977	0.00210	0.02656	—	0.02656	0.02656	—	0.02656	—	378.239	378.239	0.03347	0.00071	—	379.289
Apartments Mid Rise	0.05503	0.02752	0.47030	0.20013	0.00300	0.03802	—	0.03802	0.03802	—	0.03802	—	541.554	541.554	0.04793	0.00102	—	543.056
Office Park	0.00311	0.00156	0.02830	0.02377	0.00017	0.00215	—	0.00215	0.00215	—	0.00215	—	30.6358	30.6358	0.00271	0.00006	—	30.7208
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.12608	0.06304	1.07907	0.47091	0.00688	0.08711	—	0.08711	0.08711	—	0.08711	—	1,240.61	1,240.61	0.10979	0.00234	—	1,244.05

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	164.338	146.272	5.05747	282.907	0.59614	38.9112	—	38.9112	38.1623	—	38.1623	4,563.21	1,979.25	6,542.46	18.0111	0.16253	—	7,041.17
Consumer Products	32.0252	32.0252	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	3.06043	3.06043	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	6.57851	6.22577	0.65414	71.2895	0.00309	0.03286	—	0.03286	0.02488	—	0.02488	—	190.911	190.911	0.00798	0.00159	—	191.583
Total	206.002	187.584	5.71161	354.197	0.59923	38.9441	—	38.9441	38.1872	—	38.1872	4,563.21	2,170.16	6,733.38	18.0191	0.16411	—	7,232.76
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	164.338	146.272	5.05747	282.907	0.59614	38.9112	—	38.9112	38.1623	—	38.1623	4,563.21	1,979.25	6,542.46	18.0111	0.16253	—	7,041.17
Consumer Products	32.0252	32.0252	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	3.06043	3.06043	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	199.423	181.358	5.05747	282.907	0.59614	38.9112	—	38.9112	38.1623	—	38.1623	4,563.21	1,979.25	6,542.46	18.0111	0.16253	—	7,041.17
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	6.73784	5.99717	0.20736	11.5992	0.02444	1.59536	—	1.59536	1.56465	—	1.56465	169.727	73.6176	243.344	0.66992	0.00605	—	261.894
Consumer Products	5.84460	5.84460	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.55853	0.55853	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.59207	0.56032	0.05887	6.41605	0.00028	0.00296	—	0.00296	0.00224	—	0.00224	—	15.5872	15.5872	0.00065	0.00013	—	15.6421
Total	13.7330	12.9606	0.26623	18.0152	0.02472	1.59832	—	1.59832	1.56689	—	1.56689	169.727	89.2048	258.932	0.67057	0.00617	—	277.536

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	21.3502	69.8160	91.1661	2.20051	0.05338	—	162.087
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	78.1808	78.1808	0.01265	0.00153	—	78.9538
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	14.9892	18.7248	33.7140	1.54000	0.03689	—	83.2058
Total	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	21.3502	69.8160	91.1661	2.20051	0.05338	—	162.087
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	78.1808	78.1808	0.01265	0.00153	—	78.9538
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	14.9892	18.7248	33.7140	1.54000	0.03689	—	83.2058
Total	—	—	—	—	—	—	—	—	—	—	—	36.3394	166.722	203.061	3.75316	0.09180	—	324.247
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	3.53476	11.5588	15.0936	0.36432	0.00884	—	26.8354

City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	12.9437	12.9437	0.00209	0.00025	—	13.0717
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	2.48163	3.10011	5.58174	0.25496	0.00611	—	13.7757
Total	—	—	—	—	—	—	—	—	—	—	—	6.01639	27.6027	33.6191	0.62138	0.01520	—	53.6828

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	58.8529	0.00000	58.8529	5.88213	0.00000	—	205.906
City Park	—	—	—	—	—	—	—	—	—	—	—	2.92461	0.00000	2.92461	0.29230	0.00000	—	10.2322
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	122.308	0.00000	122.308	12.2242	0.00000	—	427.914
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	294.852	0.00000	294.852	29.4694	0.00000	—	1,031.59
Office Park	—	—	—	—	—	—	—	—	—	—	—	10.0243	0.00000	10.0243	1.00189	0.00000	—	35.0715
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	488.962	0.00000	488.962	48.8700	0.00000	—	1,710.71

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	58.8529	0.00000	58.8529	5.88213	0.00000	—	205.906
City Park	—	—	—	—	—	—	—	—	—	—	—	2.92461	0.00000	2.92461	0.29230	0.00000	—	10.2322
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	122.308	0.00000	122.308	12.2242	0.00000	—	427.914
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	294.852	0.00000	294.852	29.4694	0.00000	—	1,031.59
Office Park	—	—	—	—	—	—	—	—	—	—	—	10.0243	0.00000	10.0243	1.00189	0.00000	—	35.0715
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	488.962	0.00000	488.962	48.8700	0.00000	—	1,710.71
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	9.74376	0.00000	9.74376	0.97385	0.00000	—	34.0901
City Park	—	—	—	—	—	—	—	—	—	—	—	0.48420	0.00000	0.48420	0.04839	0.00000	—	1.69406
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	20.2495	0.00000	20.2495	2.02386	0.00000	—	70.8461
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	48.8162	0.00000	48.8162	4.87900	0.00000	—	170.791
Office Park	—	—	—	—	—	—	—	—	—	—	—	1.65963	0.00000	1.65963	0.16587	0.00000	—	5.80648
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

Total	—	—	—	—	—	—	—	—	—	—	—	80.9533	0.00000	80.9533	8.09099	0.00000	—	283.228

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.62559	2.62559
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.33066	2.33066
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.08789	5.08789
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04864	0.04864
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.0928	10.0928
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.62559	2.62559
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000

Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.33066	2.33066
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.08789	5.08789
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04864	0.04864
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.0928	10.0928
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.43470	0.43470
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.38587	0.38587
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84236	0.84236
Office Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00805	0.00805
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.67097	1.67097

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	9/1/2026	2/15/2027	5.00000	120.000	—
Grading	Grading	2/16/2027	4/24/2028	5.00000	310.000	—
Building Construction	Building Construction	2/27/2029	1/14/2041	5.00000	3,100.00	—
Paving	Paving	4/25/2028	2/26/2029	5.00000	220.000	—
Architectural Coating	Architectural Coating	3/13/2029	1/28/2041	5.00000	3,100.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Grading	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Paving	Pavers	Diesel	Average	2.00000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	17.5000	14.3000	LDA,LDT1,LDT2

Site Preparation	Vendor	—	8.80000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20.0000	14.3000	LDA,LDT1,LDT2
Grading	Vendor	—	8.80000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	827.920	14.3000	LDA,LDT1,LDT2
Building Construction	Vendor	135.299	8.80000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	14.3000	LDA,LDT1,LDT2
Paving	Vendor	—	8.80000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	165.584	14.3000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	2,839,901	946,634	30,000.0	10,000.00	17,772.5

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	180.000	0.00000	0.00000
Grading	—	—	930.000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	8.87163

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Single Family Housing	2.07163	0%
Paving	City Park	0.00000	0%
Paving	Condo/Townhouse	—	0%
Paving	Apartments Mid Rise	—	0%
Paving	Office Park	0.00000	0%
Paving	Other Asphalt Surfaces	6.80000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00000	203.983	0.03300	0.00400
2028	0.00000	203.983	0.03300	0.00400
2029	0.00000	203.983	0.03300	0.00400
2030	0.00000	203.983	0.03300	0.00400
2031	0.00000	203.983	0.03300	0.00400

2032	0.00000	203.983	0.03300	0.00400
2033	0.00000	203.983	0.03300	0.00400
2034	0.00000	203.983	0.03300	0.00400
2035	0.00000	203.983	0.03300	0.00400
2036	0.00000	203.983	0.03300	0.00400
2037	0.00000	203.983	0.03300	0.00400
2038	0.00000	203.983	0.03300	0.00400
2039	0.00000	203.983	0.03300	0.00400
2040	0.00000	203.983	0.03300	0.00400
2041	0.00000	203.983	0.03300	0.00400
2026	0.00000	203.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,774.72	1,793.52	1,607.40	640,029	27,915.7	28,211.5	25,283.9	10,067,432
City Park	49.2180	123.676	138.189	26,486.2	1,259.13	3,163.98	3,535.26	677,592
Condo/Townhouse	2,247.24	2,498.98	1,927.96	816,721	35,348.3	39,308.1	30,326.2	12,846,743
Apartments Mid Rise	4,025.60	3,633.40	3,026.60	1,396,803	63,321.3	57,152.2	47,607.4	21,971,236
Office Park	221.400	32.8000	15.2000	60,225.0	5,664.04	839.116	388.859	1,540,725
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Wood Fireplaces	28	28
Single Family Housing	Gas Fireplaces	94	94
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	66	66
Single Family Housing	Conventional Wood Stoves	17	17
Single Family Housing	Catalytic Wood Stoves	17	17
Single Family Housing	Non-Catalytic Wood Stoves	17	17
Single Family Housing	Pellet Wood Stoves	0	0
City Park	Wood Fireplaces	0	0
City Park	Gas Fireplaces	0	0
City Park	Propane Fireplaces	0	0
City Park	Electric Fireplaces	0	0
City Park	No Fireplaces	0	0
City Park	Conventional Wood Stoves	0	0
City Park	Catalytic Wood Stoves	0	0
City Park	Non-Catalytic Wood Stoves	0	0
City Park	Pellet Wood Stoves	0	0
Condo/Townhouse	Wood Fireplaces	0	0
Condo/Townhouse	Gas Fireplaces	92	92
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	0	0
Condo/Townhouse	No Fireplaces	215	215
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	0	0
Condo/Townhouse	Non-Catalytic Wood Stoves	0	0
Condo/Townhouse	Pellet Wood Stoves	0	0

Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	222	222
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	0	0
Apartments Mid Rise	No Fireplaces	518	518
Apartments Mid Rise	Conventional Wood Stoves	0	0
Apartments Mid Rise	Catalytic Wood Stoves	0	0
Apartments Mid Rise	Non-Catalytic Wood Stoves	0	0
Apartments Mid Rise	Pellet Wood Stoves	0	0
Office Park	Wood Fireplaces	0	0
Office Park	Gas Fireplaces	0	0
Office Park	Propane Fireplaces	0	0
Office Park	Electric Fireplaces	0	0
Office Park	No Fireplaces	0	0
Office Park	Conventional Wood Stoves	0	0
Office Park	Catalytic Wood Stoves	0	0
Office Park	Non-Catalytic Wood Stoves	0	0
Office Park	Pellet Wood Stoves	0	0
Other Asphalt Surfaces	Wood Fireplaces	0	0
Other Asphalt Surfaces	Gas Fireplaces	0	0
Other Asphalt Surfaces	Propane Fireplaces	0	0
Other Asphalt Surfaces	Electric Fireplaces	0	0
Other Asphalt Surfaces	No Fireplaces	0	0
Other Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
2,839,901	946,634	30,000.0	10,000.00	17,772.5

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	1,602,833	203.983	0.0330	0.0040	5,468,925
City Park	0.00000	203.983	0.0330	0.0040	0.00000
Condo/Townhouse	1,583,863	203.983	0.0330	0.0040	7,128,523
Apartments Mid Rise	3,343,180	203.983	0.0330	0.0040	10,206,444
Office Park	418,587	203.983	0.0330	0.0040	577,380
Other Asphalt Surfaces	0.00000	203.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	11,141,718	55,835,200
City Park	0.00000	86,757,719

Condo/Townhouse	7,822,209	5,586,348

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	109.201	0.00000
City Park	5.42660	0.00000
Condo/Townhouse	226.942	0.00000
Apartments Mid Rise	547.098	0.00000
Office Park	18.6000	0.00000
Other Asphalt Surfaces	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
City Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000

Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
Office Park	Household refrigerators and/or freezers	R-134a	1,430.00	0.01679	0.60000	0.00000	1.000000
Office Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Lot acreage adjusted to represent overall acreage of the project site.
Construction: Construction Phases	Demolition not required for the proposed project. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

8.2. Project Characteristics

8.2.1. Project Details

Model Parameter	Default Value	New Value
City	Unincorporated	—

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	61.0390	32.6000

Lot Area	acre	19.1875	34.0000
Landscape Area	sq. ft	—	592,416
Lot Area	acre	19.4737	41.1000
Landscape Area	sq. ft	—	716,126
Lot Area	acre	0.45914	4.10000
Landscape Area	sq. ft	—	71,438.0

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	6/9/2027	9/1/2026
Site Preparation	Site Preparation	End Date	11/24/2027	2/15/2027
Grading	Grading	Start Date	11/25/2027	2/16/2027
Grading	Grading	End Date	2/1/2029	4/24/2028
Building Construction	Building Construction	Start Date	2/2/2029	2/27/2029
Building Construction	Building Construction	End Date	12/21/2040	1/14/2041
Paving	Paving	Start Date	12/22/2040	4/25/2028
Paving	Paving	End Date	10/26/2041	2/26/2029
Architectural Coating	Architectural Coating	Start Date	10/27/2041	3/13/2029
Architectural Coating	Architectural Coating	End Date	8/31/2042	1/28/2041
Architectural Coating	Architectural Coating	Work Days per Phase	220.000	3,100.00

APPENDIX B
BIOLOGICAL RESOURCES ASSESSMENT

Biological Resources Assessment
for the
Scheiber Property-Lincoln Village 7 Project

Placer County, California

Prepared For:

Lewis Management Corporation
156 North Mountain Avenue
Upland, CA 91786

Prepared By:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS
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Rocklin, CA 95677

May 2025

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
BCC	Bird of Conservation Concern
BIOS	Biogeographic Information and Observation System
BRA	Biological Resource Assessment
BSA	Biological Study Area

Term	Definition
CARP	County Aquatic Resources Program
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRPR	California Rare Plant Rank
CWA	Clean Water Act
DPS	Distinct Population Segment
DSH	diameter at standard height
ECORP	ECORP Consulting, Inc.
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit
HCP	Habitat Conservation Plan
LOP	Letter of Permission
LSAA	Lake or Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MSL	Mean Sea Level
N/A	Not Applicable
NCCP	Natural Community Conservation Plan
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
PCA	Placer Conservation Authority
PCCP	Placer County Conservation Program
Project	Scheiber Property-Lincoln Village 7 Project
RWQCB	Regional Water Quality Control Board
SSC	Species of Special Concern

Term	Definition
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VPC	Vernal Pool Complex
WBWG	Western Bat Working Group
WEAP	Worker Environmental Awareness Program
WQC	Water Quality Certification

1.0 INTRODUCTION

ECORP Consulting, Inc. (ECORP) has conducted a Biological Resources Assessment (BRA) at the request of Lewis Management Corporation, for the proposed Scheiber Property-Lincoln Village 7 Project (Project) located in Placer County, California. The results of this assessment will support environmental review of the Project in accordance with the California Environmental Quality Act (CEQA), provide the basis for identifying appropriate measures to lessen or avoid significant impacts to biological resources, and support participation in the Placer County Conservation Program (PCCP).

1.1 Project Location and Description

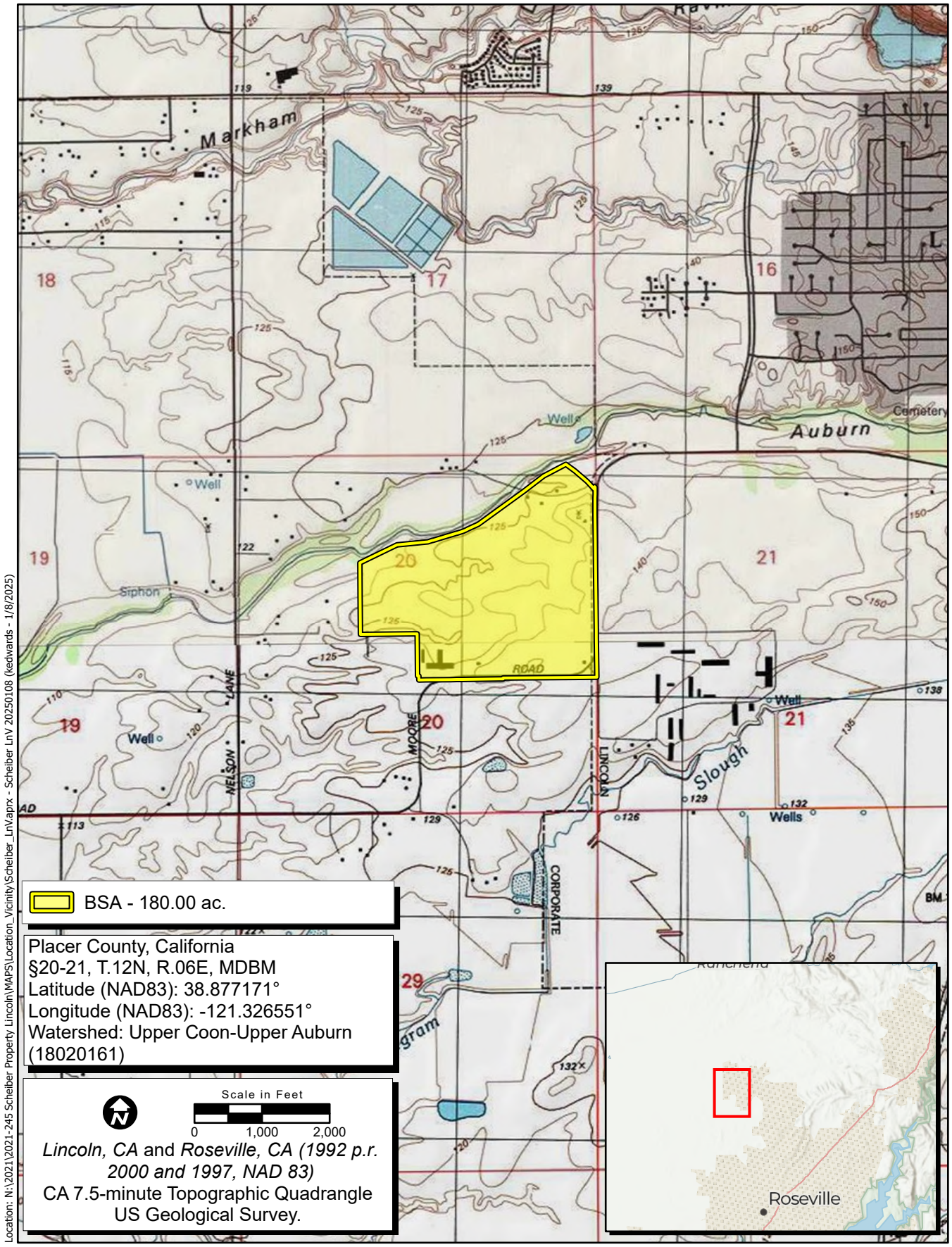
The Project is located northwest of the intersection at Moore Road and Sorrento Parkway within Placer County, California. The Proposed Project entails the construction of four residential lots with associated utilities and infrastructure and two common area lots for a private road and open space.

1.2 Biological Study Area

The Biological Study Area (BSA) includes all areas where Project-related activities may result in impacts to sensitive biological resources. The 180.00-acre BSA corresponds to a portion of Sections 20 and 21, Township 12 North, Range 06 East (Mount Diablo Base and Meridian) of the *Lincoln, California* and *Roseville, California* 7.5-minute quadrangle (U.S. Geological Survey [USGS] 1992 [photorevised 1997 and 2000]; Figure 1). The approximate center of the BSA is located at 38.877171° latitude and -121.326551° longitude within the Upper Coon-Upper Auburn Watershed (Hydrological Unit Code 18020161; USGS 2024).

1.3 Purpose of This Biological Resources Assessment

The purpose of this BRA is to assess the potential for occurrence of special-status plant and animal species or their habitats, and other sensitive or protected resources such as migratory birds, sensitive natural communities, riparian habitat, oak woodlands, and potential Waters of the U.S. or state, including wetlands, within the BSA. This assessment does not include determinate field surveys conducted according to agency-promulgated protocols. The conclusions and recommendations presented in this report are based upon a review of available literature and the results of site reconnaissance field surveys.



Map Date: 1/8/2025
Sources: ESRI, USGS

Figure 1. BSA Location and Vicinity

For the purposes of this assessment, special-status species are defined as plants or animals that:

- are listed, proposed for listing, or candidates for future listing as threatened or endangered under the federal Endangered Species Act (ESA);
- are listed or candidates for future listing as threatened or endangered under the California ESA;
- meet the definitions of endangered or rare under Section 15380 of the CEQA Guidelines;
- are identified as a Species of Special Concern (SSC) by the California Department of Fish and Wildlife (CDFW);are birds identified as Birds of Conservation Concern (BCC) by the U.S. Fish and Wildlife Service (USFWS);
- are included on the CDFW Watch List;
- are plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California" (California Rare Plant Ranks [CRPRs] 1 and 2), plants listed by CNPS as species about which more information is needed to determine their status (CRPR 3), and plants of limited distribution (CRPR 4);
- are plants listed as rare under the California Native Plant Protection Act (NPPA; California Fish and Game Code, Section 1900 et seq.);
- are fully protected in California in accordance with the California Fish and Game Code, Sections 3511 (birds), 4700 (mammals), 5050 (amphibians and reptiles), and 5515 (fishes); or
- are PCCP-Covered Species.

2.0 REGULATORY SETTING

2.1 Federal Regulations

2.1.1 Federal Endangered Species Act

The federal ESA protects plants and animals that are listed as endangered or threatened by the USFWS or the National Marine Fisheries Service (NMFS). Section 9 of the ESA prohibits the taking of listed wildlife, where take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 Code of Federal Regulations [CFR] 17.3). For plants, the ESA prohibits removing or possessing any listed plant on federal land, maliciously damaging or destroying any listed plant in any area, or removing, cutting, digging up, damaging, or destroying any such species in knowing violation of state law (16 U.S. Code 1538). Under Section 7 of ESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed (or proposed) species (including plants) or its designated Critical Habitat. Through consultation and the issuance of a Biological Opinion, the USFWS may issue an incidental take statement allowing take of a listed species that is incidental to an otherwise authorized activity provided the activity will not jeopardize the continued existence of the species. Section 10 of the ESA provides for issuance of incidental take

permits where no other federal actions are necessary provided a Habitat Conservation Plan (HCP) is developed.

2.1.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds, any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The protections of the MBTA extend to disturbances that result in abandonment of a nest with eggs or young. The USFWS may issue permits to qualified applicants as authorized by the MBTA for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits can be found in 50 CFR part 13 General Permit Procedures and 50 CFR part 21 Migratory Bird Permits.

2.1.3 Federal Clean Water Act

The purpose of the federal Clean Water Act (CWA) is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into Waters of the U.S. without a permit from the U.S. Army Corps of Engineers (USACE). The definition of Waters of the U.S. includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas:

> …that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3 7b).

The U.S. Environmental Protection Agency also has authority over wetlands and may override a USACE permit.

Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification (WQC) or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the Regional Water Quality Control Board (RWQCB).

Western Placer County includes a County Aquatic Resources Program (CARP), which allows for streamlined permitting pursuant to CWA Section401 for impacts to Waters of the U.S. The Western Placer CARP is discussed further in Section 2.2.6.

2.2 State or Local Regulations

2.2.1 California Fish and Game Code

2.2.1.1 California Endangered Species Act

The California ESA (California Fish and Game Code Sections 2050-2116) generally parallels the main provisions of the federal ESA, but unlike its federal counterpart, the California ESA applies the take prohibitions to species proposed for listing (called *candidates* by the state). Section 2080 of the California Fish and Game Code prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. *Take* is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Section 2081 allows CDFW to authorize incidental take permits if species-specific minimization and avoidance measures are incorporated to fully mitigate the impacts of a project.

2.2.1.2 Fully Protected Species

The State of California first began to designate species as *fully protected* prior to the creation of the federal and California ESAs. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction and included fish, amphibians and reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the state and/or federal ESAs. Previously, the regulations that implement the Fully Protected Species Statute (California Fish and Game Code Sections 4700 for mammals, 3511 for birds, 5050 for reptiles and amphibians, and 5515 for fish) provided that fully protected species may not be taken or possessed at any time. However, on July 10, 2023, Senate Bill 147 was signed into law, authorizing CDFW to issue take permits under the California ESA for fully protected species for qualifying projects through 2033. Qualifying projects include:

- a maintenance, repair, or improvement project to the State Water Project, including existing infrastructure, undertaken by the Department of Water Resources;
- a maintenance, repair, or improvement project to critical regional or local water agency infrastructure;
- a transportation project, including any associated habitat connectivity and wildlife crossing project, undertaken by a state, regional, or local agency, that does not increase highway or street capacity for automobile or truck travel;
- a wind project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the State to a point of junction with any California based balancing authority; or

- a solar photovoltaic project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the State to a point of junction with any California-based balancing authority.

CDFW may also issue licenses or permits for take of these species for necessary scientific research or live capture and relocation, and may allow incidental take for lawful activities carried out under an approved Natural Community Conservation Plan (NCCP) within which such species are covered.

2.2.1.3 Native Plant Protection Act

The NPPA of 1977 was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW and provided in California Fish and Game Code Sections 1900-1913. The Fish and Wildlife Commission has the authority to designate native plants as *endangered* or *rare* and to protect endangered and rare plants from take. The California ESA of 1984 (California Fish and Game Code Sections 2050-2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

2.2.1.4 Special Protections for Birds

Sections 3503, 3513, and 3800 of the California Fish and Game Code specifically protect birds. Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird. Subsection 3503.5 prohibits the take, possession, or destruction of any birds in the orders Strigiformes (owls) or Falconiformes (hawks and eagles), as well as their nests and eggs. Section 3513 prohibits the take or possession of any migratory nongame bird as designated in the MBTA. Section 3800 states that, with limited exceptions, it is unlawful to take any nongame bird, defined as all birds occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds. These provisions, along with the federal MBTA, serve to protect all nongame birds and their nests and eggs, except as otherwise provided in the code.

2.2.1.5 Lake or Streambed Alteration Agreements

Section 1602 of the California Fish and Game Code requires that a Notification of Lake or Streambed Alteration be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." The notification must incorporate proposed measures to protect affected fish and wildlife resources. CDFW may suggest additional protective measures during their review. A Lake or Streambed Alteration Agreement (LSAA) is the final proposal mutually agreed upon by CDFW and the applicant. Projects that require an LSAA often also require a permit from the USACE under Section 404 of the CWA. The conditions of the Section 404 permit and the LSAA frequently overlap in these instances.

The PCCP/Western Placer CARP does not provide a streamlined process for obtaining an LSAA; therefore, if the Project would impact aquatic features under the jurisdiction of CDFW pursuant to Fish and Game Code Sections 1600-1616, an LSAA would need to be obtained through the standard LSAA Notification procedure.

2.2.2 California Oak Woodlands Conservation Act

The California Oak Woodlands Conservation Act was passed in 2001 to address loss of oak woodland habitats throughout the State. As a result of the Act, the Oak Woodland Conservation Program was established to provide funding for conservation and protection of California oak woodlands. Public Resources Code Section 21083.4 went into effect as of January 1, 2005 and requires lead agencies to analyze potential effects to oak woodlands during the CEQA process. The lead agency must implement one of several mitigation alternatives, including conservation of oak woodlands through conservation easements, planting or restoration of oak woodlands, contribution of funds to the Oak Woodlands Conservation Fund, or other appropriate mitigation measures if it is determined that a project may have a significant effect on oak woodlands,.

2.2.3 Porter-Cologne Water Quality Act

The RWQCB implements water quality regulations under the federal CWA and the Porter-Cologne Water Quality Act. These regulations require compliance with the National Pollutant Discharge Elimination System (NPDES), including compliance with the California Storm Water NPDES General Construction Permit for discharges of storm water runoff associated with construction activities. General Construction Permits for projects that disturb 1 or more acres of land require development and implementation of a Storm Water Pollution Prevention Plan. Under the Porter-Cologne Water Quality Act, the RWQCB also regulates actions that would involve "discharging waste, or proposing to discharge waste, within any region that could affect the water of the state" (Water Code 13260(a)). Waters of the State are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (Water Code 13050 (e)). The RWQCB regulates all such activities, as well as dredging, filling, or discharging materials into Waters of the State, that are not regulated by the USACE due to a lack of connectivity with a navigable water body. The RWQCB may require issuance of Waste Discharge Requirements for these activities.

The Western Placer CARP allows for streamlined permitting pursuant to the CWA and complies with the Porter-Cologne Water Quality Act for impacts to Waters of the U.S. The Western Placer CARP is discussed further in Section 2.2.6.

2.2.4 California Environmental Quality Act

Per CEQA Guidelines Section 15380, a species not protected on a federal or state list may be considered rare or endangered if the species meets certain specified criteria. These criteria follow the definitions in the federal and California ESAs, and Sections 1900-1913 of the California Fish and Game Code, which deal with rare or endangered plants or animals. Section 15380 was included in the CEQA Guidelines primarily to deal with situations where a project under review may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW.

2.2.4.1 CEQA Significance Criteria

Sections 15063-15065 of the CEQA Guidelines address how an impact is identified as significant. Generally, impacts to listed (i.e., rare, threatened, or endangered) species are considered significant.

Assessment of *impact significance* to populations of non-listed species (e.g., SSC) usually considers the proportion of the species' range that will be affected by a project, impacts to habitat, and the regional and population level effects.

Section 15064.7 of the CEQA Guidelines encourages local agencies to develop and publish the thresholds that the agency uses in determining the significance of environmental effects caused by projects under its review. However, agencies may also rely upon the guidance provided by the expanded Initial Study checklist contained in Appendix G of the CEQA Guidelines. Pursuant to Appendix G, impacts to biological resources would normally be considered significant if a project would:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS;
- have a substantial adverse effect on federally protected Waters of the U.S. including wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional or state habitat conservation plan.

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would diminish, or result in the loss of, an important biological resource, or those that would obviously conflict with local, state, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally important but not significant according to CEQA because although the impacts would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population-wide or region-wide basis.

2.2.4.2 Species of Special Concern

SSC are defined by the CDFW as a species, subspecies, or distinct population of an animal native to California that are not legally protected under the ESA, the California ESA or the California Fish and Game Code, but currently satisfy one or more of the following criteria:

- The species has been completely extirpated from the State or, as in the case of birds, it has been extirpated from its primary seasonal or breeding role.

- The species is listed as federally (but not State) threatened or endangered, and meets the state definition of threatened or endangered but has not formally been listed.
- The species has or is experiencing serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status.
- The species has naturally small populations that exhibit high susceptibility to risk from any factor that if realized, could lead to declines that would qualify it for state threatened or endangered status.

SSC are typically associated with threatened habitats. Projects that result in substantial impacts to SSC may be considered significant under CEQA.

2.2.4.3 U.S. Fish and Wildlife Service Bird of Conservation Concern

The 1988 amendment to the Fish and Wildlife Conservation Act mandates the USFWS "identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under ESA." To meet this requirement, the USFWS published a list of BCC (USFWS 2021) for the U.S. The list identifies the migratory and nonmigratory bird species (beyond those already designated as federally threatened or endangered) that represent USFWS' highest conservation priorities. Depending on the policy of the lead agency, projects that result in substantial impacts to BCC may be considered significant under CEQA.

2.2.4.4 Watch List Species

The CDFW maintains a list consisting of taxa that were previously designated as "Species of Special Concern" but no longer merit that status, or which do not yet meet SSC criteria, but for which there is concern and a need for additional information to clarify status.

Depending on the policy of the lead agency, projects that result in substantial impacts to species on the CDFW Watch List may be considered significant under CEQA.

2.2.4.5 California Rare Plant Ranks

The CNPS maintains the *Rare Plant Inventory* (CNPS 2024a), which provides a list of plant species native to California that are threatened with extinction, have limited distributions, or low populations. Plant species meeting one of these criteria are assigned to one of six CRPRs. The rank system was developed in collaboration with government, academic, non-governmental organizations, and private sector botanists, and is jointly managed by CDFW and the CNPS. The CRPRs are currently recognized in the California Natural Diversity Database (CNDDB). The following are definitions of the CNPS CRPRs:

- Rare Plant Rank 1A – presumed extirpated in California and either rare or extinct elsewhere
- Rare Plant Rank 1B – rare, threatened, or endangered in California and elsewhere
- Rare Plant Rank 2A – presumed extirpated in California, but more common elsewhere

- Rare Plant Rank 2B – rare, threatened, or endangered in California but more common elsewhere
- Rare Plant Rank 3 – a review list of plants about which more information is needed
- Rare Plant Rank 4 – a watch list of plants of limited distribution

Additionally, the CNPS has defined Threat Ranks that are added to the CRPR as an extension. Threat Ranks designate the level of threat on a scale of 0.1 through 0.3, with 0.1 being the most threatened and 0.3 being the least threatened. Threat Ranks are generally present for all plants ranked 1B, 2B, or 4, and for the majority of plants ranked 3. Plant species ranked 1A and 2A (presumed extirpated in California), and some species ranked 3, which lack threat information, do not typically have a Threat Rank extension. The following are definitions of the CNPS Threat Ranks:

- Threat Rank 0.1 – Seriously threatened in California (greater than 80 percent of occurrences threatened/high degree and immediacy of threat)
- Threat Rank 0.2 – Moderately threatened in California (20 to 80 percent occurrences threatened/moderate degree and immediacy of threat)
- Threat Rank 0.3 – Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)

Factors, such as habitat vulnerability and specificity, distribution, and condition of occurrences, are considered in setting the Threat Rank; and differences in Threat Ranks do not constitute additional or different protection (CNPS 2024a). Depending on the policy of the lead agency, substantial impacts to plants ranked 1A, 1B, 2A, or 2B are typically considered significant under CEQA Guidelines Section 15380. Significance under CEQA is typically evaluated on a case-by-case basis for plants ranked 3 or 4.

2.2.4.6 Sensitive Natural Communities

Sensitive natural communities are vegetation communities that are imperiled or vulnerable to environmental effects of projects. CDFW maintains the California Natural Community List (CDFW 2023a), which provides a list of vegetation alliances, associations, and special stands as defined in *A Manual of California Vegetation*, Online Edition (MCV; CNPS 2024b), along with their respective state and global rarity ranks, if applicable. Natural communities with a state rarity rank of S1, S2, or S3 are considered sensitive natural communities. Depending on the policy of the lead agency, impacts to sensitive natural communities may be considered significant under CEQA.

2.2.4.7 Wildlife Movement Corridors and Nursery Sites

Impacts to wildlife movement corridors or nursery sites may be considered significant under CEQA. As part of the California Essential Habitat Connectivity Project, CDFW and California Department of Transportation maintain data on Essential Habitat Connectivity areas. This data is available in the CNDDB. The goal of this Project is to map large intact habitat or natural landscapes and potential linkages that could provide corridors for wildlife. In urban settings, riparian vegetated stream corridors can also serve as wildlife movement corridors. Nursery sites include but are not limited to concentrations of nest or den

sites such as heron rookeries, bat maternity roosts, and mule deer critical fawning areas. These data are available through CDFW's Biogeographic Information and Observation System (BIOS) database or as occurrence records in the CNDDB and are supplemented with the results of the field reconnaissance.

2.2.5 Placer County Conservation Program

The PCCP is a regional effort that provides development and infrastructure projects with streamlined federal and state permitting processes while creating a preserve system to protect habitat, open space, and agricultural lands (Placer County 2020a). In addition to streamlining the ESA permitting processes, a parallel process has been developed to address permitting pursuant to the CWA Section 401 permitting process: the Western Placer CARP. This process is further described in Section 2.2.6. The PCCP was prepared by local agencies (who will become the Permittees) including Placer County, the City of Lincoln, South Placer Regional Transportation Authority, Placer County Water Agency, and the Placer Conservation Authority (PCA), an entity created to implement the PCCP on behalf of the other Permittees. The PCCP will allow the aforementioned local agencies to receive incidental take permits for certain fish and wildlife species (i.e., Covered Species; Table 1) from USFWS and CDFW for activities and projects overseen by the PCA.

The PCCP includes three separate, but complementary, components that support two sets of state and federal permits:

- Western Placer County HCP/NCCP. The PCCP is a joint HCP and NCCP that will protect fish and wildlife and their habitats and fulfill the requirements of the federal ESA and the California Natural Community and Conservation Planning Act.
- Western Placer CARP. The CARP will protect streams, wetlands, and other water resources and fulfill the requirements of the federal CWA and analogous state laws and regulations.
- In-Lieu Fee Program is a program under which compensatory mitigation requirements under Section 404 of the CWA can be fulfilled by payment of a fee. The In-Lieu Fee Program will provide wetland mitigation credits that can be used to fulfill Section 404 compensatory mitigation requirements. The In-Lieu Fee Program will provide compensatory mitigation for impacts on aquatic resources for all projects and activities that are covered under the HCP/NCCP and the Western Placer CARP.

Table 1 provides a list of the PCCP-Covered Species.

Table 1. Placer County Conservation Program-Covered Species				
Common Name	***Scientific Name***	**Status***		
		ESA	**California ESA**	**Other**
Birds				
Swainson's hawk	*Buteo swainsoni*	–	T	–
California black rail	*Laterallus jamaicensis coturniculus*	–	T	–
Western burrowing owl	*Athene cunicularia*	–	CC	SSC
Tricolored blackbird	*Agelaius tricolor*	–	T	–
Reptiles				
Giant garter snake	*Thamnophis gigas*	T	T	–
Northwestern pond turtle	*Actinemys marmorata*	PT	–	SSC
Amphibians				
Foothill yellow-legged frog	*Rana boylii*	–	T	–
California red-legged frog	*Rana draytonii*	T	–	–
Fish				
Steelhead (California Central Valley Distinct Population Segment)	*Oncorhynchus mykiss irideus*	T	–	–
Chinook salmon (Central Valley fall/late fall-run Evolutionarily Significant Unit)	*Oncorhynchus tshawytscha*	–	–	SC, SSC
Invertebrates				
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	T	–	–
Conservancy fairy shrimp	*Branchinecta conservatio*	E	–	–
Vernal pool fairy shrimp	*Branchinecta lynchi*	T	–	–
Vernal pool tadpole shrimp	*Lepidurus packardi*	E	–	–

Notes: ESA = Endangered Species Act

*Status Abbreviations:

CC = Candidate for listing as Endangered or Threatened; E = Endangered; PT = Formally Proposed for listing as Threatened; SC = Federal Species of Concern; SSC = California Department of Fish and Wildlife Species of Special Concern; T = Threatened

2.2.6 Western Placer County Aquatic Resources Program

The Western Placer CARP is an independent program from the PCCP that uses the PCCP fees and conservation strategy to satisfy the mitigation requirements of impacting affected aquatic features,

including Waters of the U.S. and Waters of the State in Placer County (Placer County 2020b). The purpose of the Western Placer CARP is to provide a mechanism that streamlines the environmental permitting process as it pertains to impacts to aquatic features that fall under the jurisdiction of the USACE and RWQCB. For projects with impacts that exceed 3.0 acres of Waters of the U.S. in total, or exceed 1.0 acre of impacts to vernal pools, or result in the loss of more than a total of 500 linear feet of streambed, a Letter of Permission (LOP) will need to be obtained through the USACE. For projects that do not exceed these thresholds, a permit can be obtained through the Western Placer CARP coverage under the PCCP Programmatic General Permit.

The Western Placer CARP does not provide a streamlined process for obtaining an LSAA with CDFW, which is required if a project would be impacting aquatic features under the jurisdiction of CDFW pursuant to Fish and Game Code Sections 1600-1616. Therefore, an LSAA, if required due to Project impacts, should be obtained through the standard LSAA notification process. In addition to the aquatic features under the jurisdiction of the USACE and RWQCB, the PCCP/Western Placer CARP also regulates activities being conducted within the *Stream System*, defined as primary streams and creeks as well as tributaries that contribute to the hydrology of primary streams and creeks located within the PCCP Plan Area.

2.2.7 Placer County Tree Preservation Article (Article 12.16)

Projects approved through the PCCP do not have to conform to the Placer County Tree Preservation Article. As such, projects mitigate through payment of land conversion and special habitat conversion fees.

The Placer County Tree Preservation Article (Article 12.16; Tree Preservation Article) requires tree permits for all development activities (except those that qualify under an exemption) within the protected zone of any protected tree on public or private land. The Tree Preservation Article does not allow for any person, firm, corporation, or county agency to harm, destroy, kill, or remove any protected tree unless authorized by a tree permit or as permitted pursuant to approval of a discretionary project.

The Tree Preservation Article is applicable to all native trees, landmark trees, riparian zone trees, and certain commercial firewood operations, except as exempted, with a single main stem or trunk at least 6 inches diameter at standard height (DSH), or a multiple trunk with an aggregate of at least 10 inches DSH. Foothill pine (*Pinus sabiniana*) is exempt from this article. In addition, certain plants commonly found as "brush," such as manzanita, are not considered to be trees in this article regardless of size.

3.0 METHODS

3.1 Literature Review

ECORP biologists performed a review of existing available information for the BSA. Literature sources included current and historical aerial imagery, any previous biological studies conducted for the area, topographic mapping, soil survey mapping available from the Natural Resources Conservation Service (NRCS) *Web Soil Survey*, USFWS National Wetlands Inventory (NWI) mapping, USFWS Critical Habitat Mapper, NMFS Essential Fish Habitat Mapper, and other relevant literature as cited throughout this

document. ECORP reviewed the following resources to identify special-status plant and wildlife species that have been documented in or near the BSA:

- CDFW's CNDDB data for the "Lincoln, California" and 7.5-minute quadrangle and the surrounding 12 quadrangles (CDFW 2024a);
- CNPS Rare Plant Inventory data for the "Lincoln, California" 7.5-minute quadrangle and the surrounding 12 quadrangles (CNPS 2024a);
- USFWS Information for Planning and Consultation Resource Report List for the BSA (USFWS 2024a);
- NMFS Resources data for the "Lincoln, California" 7.5-minute quadrangle (National Oceanic and Atmospheric Administration [NOAA] 2022);
- PCCP Modeled Habitat for Covered Species information (Table 3-9 in the HCP/NCCP; Placer County 2020b).

The results of the database queries are provided in Appendix A. Each special-status species identified in the literature review is evaluated for its potential to occur in the BSA in Section 4 based on available information concerning species habitat requirements and distribution, occurrence data, and the findings of the site reconnaissance.

3.2 Site Reconnaissance

ECORP biologist Daniel Wong conducted the site reconnaissance visit on December 19, 2024. The biologist visually assessed the BSA while walking through all accessible portions of the site, using binoculars to scan inaccessible areas. The biologist collected the following biological resource information:

- Characteristics and approximate boundaries of vegetation communities and other land cover types;
- Plant and animal species or their sign directly observed; and
- Incidental observations of special habitat features such as burrows, active raptor nests, potential bat roost sites.

The biologist qualitatively assessed and mapped vegetation communities based on dominant plant composition. Vegetation community classification was based on the PCCP vegetation communities, paying special attention to identifying those portions of the BSA with the potential to support special-status species or sensitive habitats. Data were recorded on a Global Positioning System unit, field notebooks, and/or maps. Photographs were taken during the survey to provide visual representation of the conditions within the BSA.

3.3 Aquatic Resources Delineation

ECORP biologists Stephanie Castle and Keith Kwan performed an Aquatic Resources Delineation on December 6, 2024 in accordance with the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008a). Non-wetland waters were identified in the field according to *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (USACE 2008b), where applicable.

3.4 Valley Elderberry Longhorn Beetle Survey

ECORP biologist Daniel Wong conducted a survey for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) within the BSA plus a 165-foot buffer on December 19, 2024. The survey was conducted in compliance with PCCP Species Condition 8, Valley Elderberry Longhorn Beetle (PCCP Section 6.3.5.13). The survey was intended to identify all elderberry shrubs (*Sambucus* spp.) with at least one stem measuring 1.0 inch or greater in diameter at ground level within the BSA, its location mapped, and thoroughly searched for evidence of valley elderberry longhorn beetle presence (i.e., exit holes). Elderberry shrub data recorded in the field included approximate, health, and the type of habitat (riparian versus nonriparian).

No elderberry shrubs were observed during the survey.

4.0 RESULTS

4.1 Site Characteristics and Land Use

The BSA is located on relatively flat and gentle rolling terrain in a rural residential area. The BSA is situated at an elevational range of approximately 120 to 140 feet above Mean Sea Level (MSL) in the Sacramento Valley Subregion of the Greater Central Valley floristic region of California (Jepson eFlora [eds.] 2024). The average annual precipitation is approximately 36.12 inches, falling as rain at the Auburn, CA station, approximately 5.0 miles from the BSA. (NOAA 2024a). The average winter low temperature is is 38.3 degrees Fahrenheit and the average summer high temperature is 90.1 degrees Fahrenheit.

The BSA is primarily an agricultural field of cultivated perennial ryegrass (*Festuca perennis*). Auburn Creek flows along the northern boundary of the site, and a residential structure is located in the northeast corner of the BSA. The BSA is in the Foothill Potential Future Growth Area of the PCCP and Plan Area A.

Vegetation communities and plant species composition are described in further detail in Section 4.3.

Land uses surrounding the BSA include rural and suburban residential development. Figure 2 provides an overview of the Project setting, including existing land uses within and adjacent to the BSA.

Representative photographs of the BSA are provided in Appendix B.

4.2 Soils and Geology

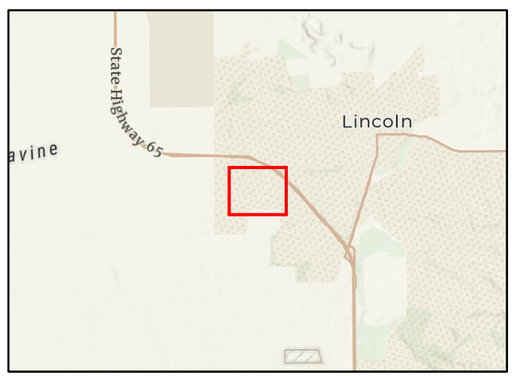
ECORP staff obtained soil survey mapping for the BSA from the NRCS *Web Soil Survey* (NRCS 2024a; Figure 3). Table 2 provides an overview of the soil series mapped within the BSA and key features of the soil series, such as hydric rating or presence of serpentine or gabbroic soil material.



Map Contents

BSA - 180.00 ac.

Sources: Esri Imagery, Maxar (2022), ECORP



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Map Date: 1/6/2025

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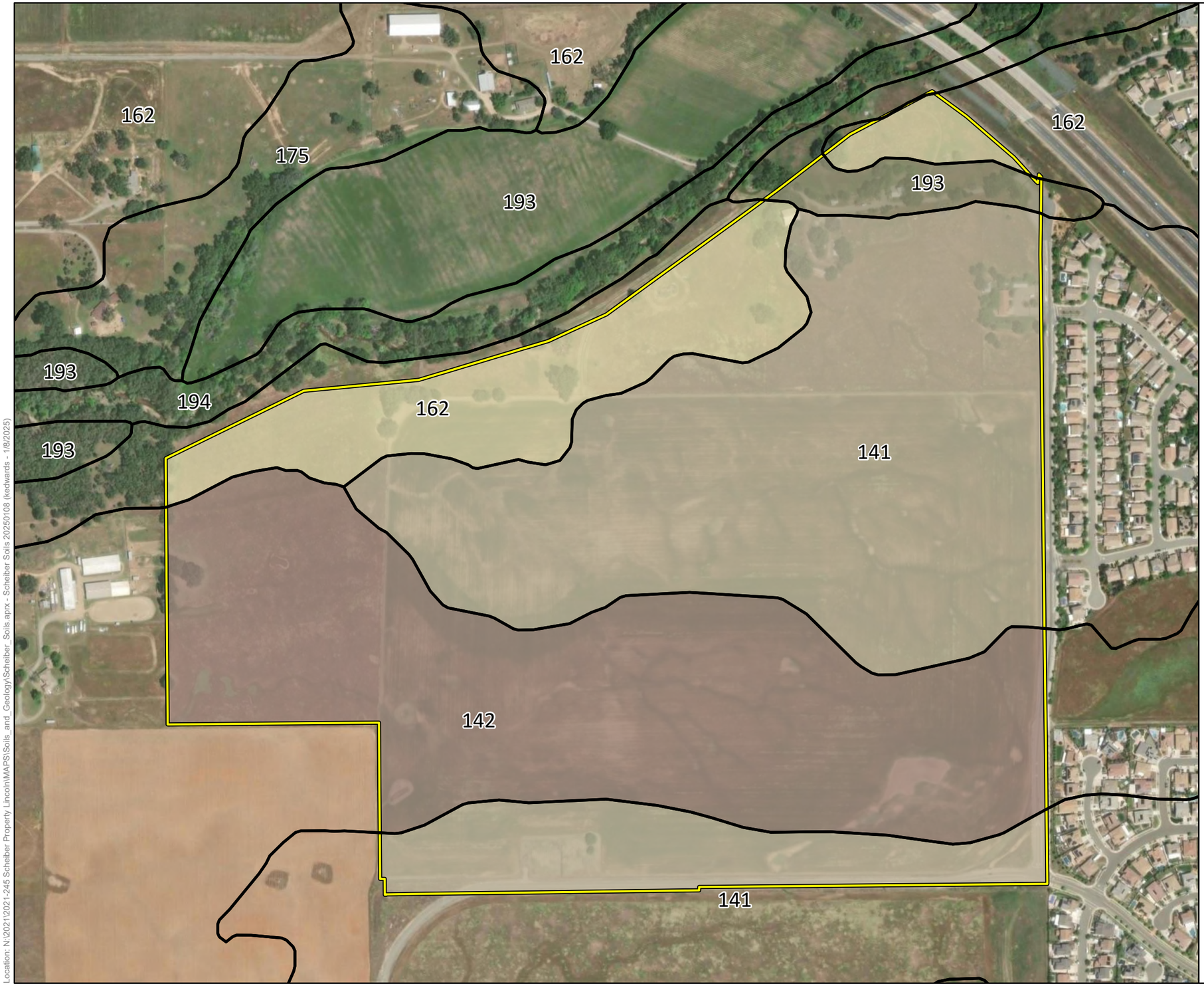
Scale in Feet
0 400

Figure 2. BSA Aerial View



Map Features

BSA - 180.00 ac.

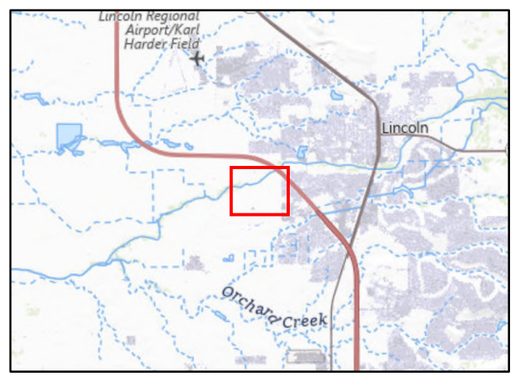
NRCS Soils Type

Series Number - Series Name

- 141 - Cometa-Fiddyment complex, 1 to 5 percent slopes
- 142 - Cometa-Ramona sandy loams, 1 to 5 percent slopes
- 162 - Kilaga loam
- 193 - Xerofluvents, occasionally flooded

Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Placer County, CA

Sources: Esri Imagery, Maxar (2022), NRCS



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Map Date: 1/8/2025

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Scale in Feet
0 400

Figure 3. Natural Resources Conservation Service Soil Types

Table 2. Soil Units Mapped within the Biological Study Area			
Map Unit Symbol	**Map Unit Name**	**Parent Material**	**Hydric Rating**
141	Cometa-Fiddyment complex, 1 to 5 percent slopes	Alluvium derived from granite parent material	No
142	Cometa-Ramona sandy loams, 1 to 5 percent slopes	Alluvium derived from granite parent material	No
162	Kilaga loam	Alluvium parent material	No
193	Xerofluvents, occasionally flooded	Fluvent soils	No

Source: Natural Resources Conservation Service 2024a, 2024b

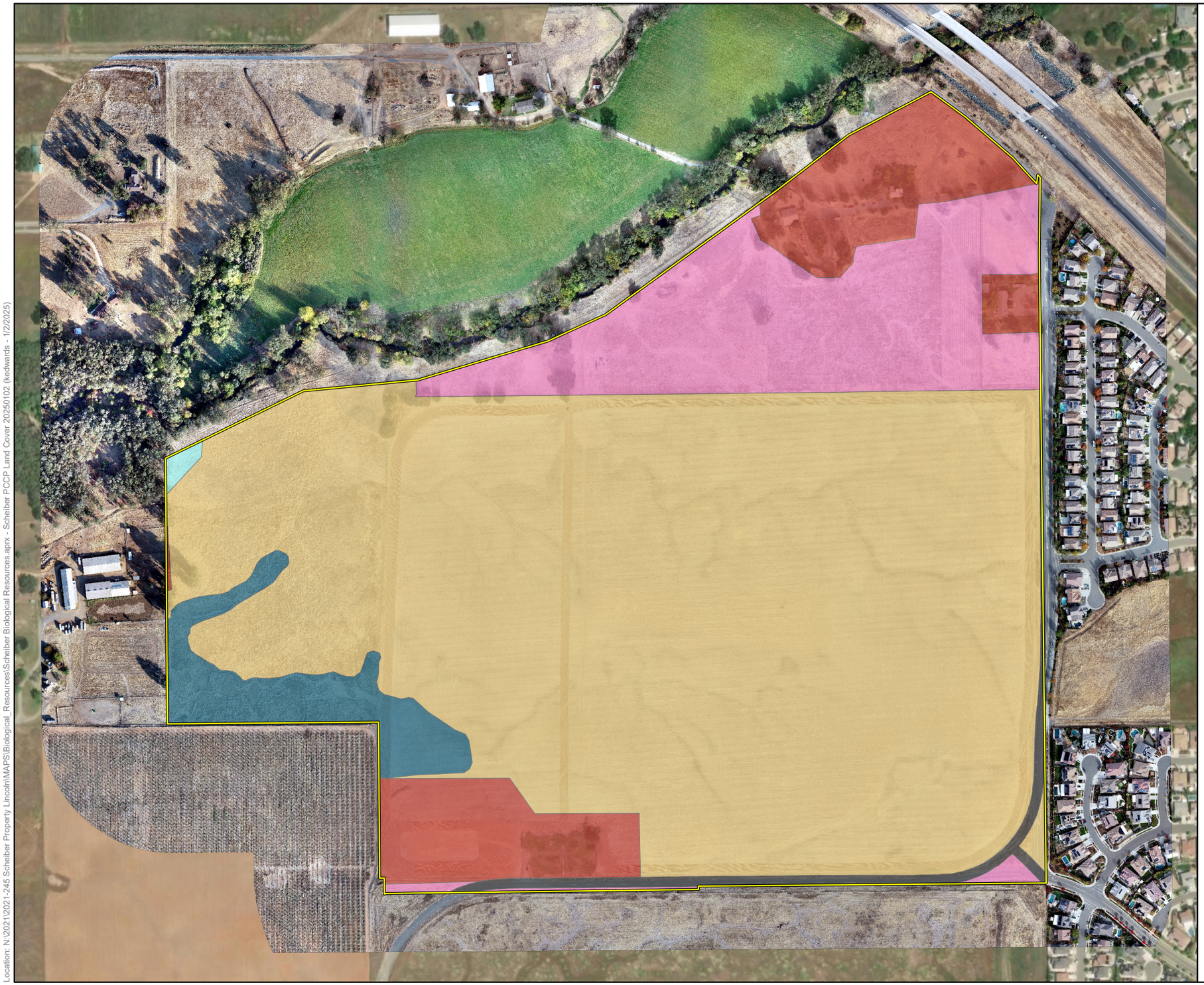
No soil units derived from serpentinite or gabbroic parent materials are known to occur within the BSA or its immediate vicinity (Horton 2017; Jennings et al. 1977).

4.3 Placer County Conservation Program Terrestrial Land-Cover Types and Vegetation Communities

PCCP Land Cover data (i.e., PCCP-Covered Species Modeled Habitat data) within the BSA were reviewed and are presented in Figure 4. Following the site reconnaissance, the land cover types onsite were reevaluated, and a revised PCCP Land Cover map is provided in Figure 5 and summarized in Table 3. PCCP land covers found within the BSA include Vernal Pool Complex (VPC) High, VPC Intermediate, VPC Low, and Rural Residential. Three of these land cover types are categorized as a natural communities.

Table 3. PCCP Land Cover Types within the Biological Study Area	
PCCP Land Cover Type	**Acreage**
Natural Communities	
Vernal Pool Complex High	7.52
Vernal Pool Complex Intermediate	126.75
Vernal Pool Complex Low	26.58
Urban (Nonnatural Communities)	
Road	3.64
Rural Residential	15.52
Total of all PCCP Land Cover Types[1]	**180.00**

Notes: PCCP = Placer County Conservation Program
[1]The acreage value for each land cover type has been rounded to the nearest 1/100 decimal. Summation of these values may not equal the total area reported.



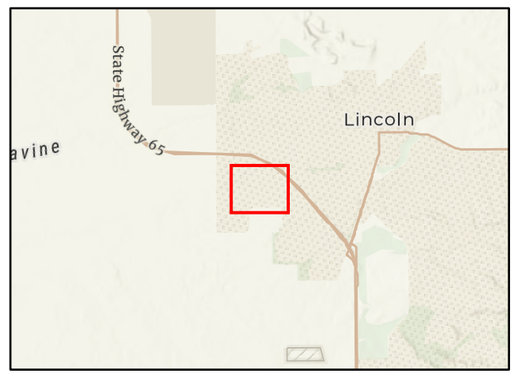
Map Contents

- BSA - 180.00 ac.

PCCP Land Cover

- Pasture - 0.04 ac.
- Road - 3.02 ac.
- Rural Residential - 18.57 ac.
- VPC High - 7.48 ac.
- VPC Intermediate - 123.73 ac.
- VPC Low - 26.81 ac.
- Valley Foothill Riparian Woodland - 0.35 ac.

Sources: Esri Imagery, Maxar (2022), ECORP



Location: N:\2021\2021-245 Scheiber Property Lincoln\MAPS\Biological_Resources\Scheiber Biological Resources aprx - Scheiber PCCP Land Cover 20250102 (kedwards - 1/2/2025)

Map Date: 1/2/2025

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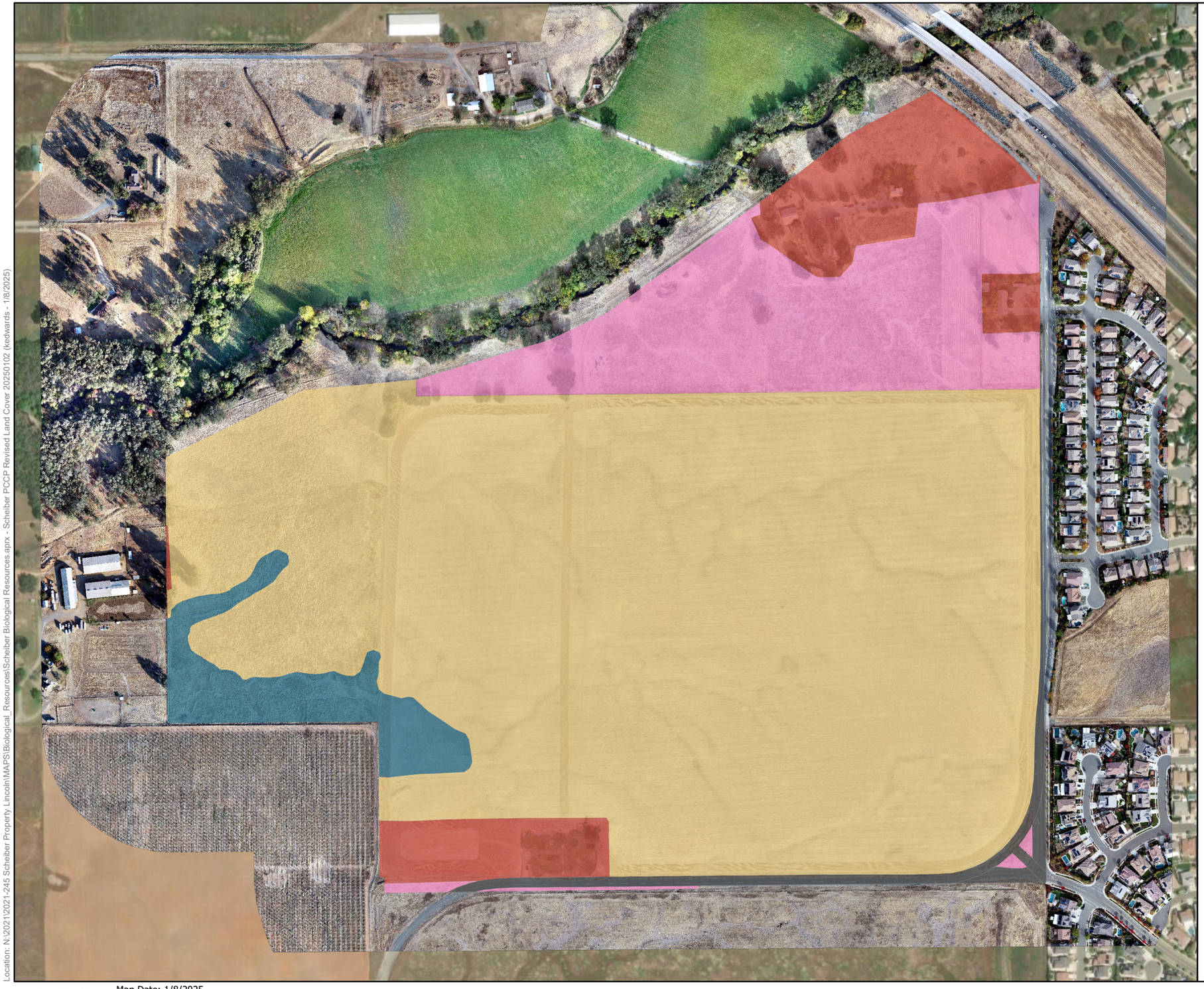
Scale in Feet
0 400

Figure 4. PCCP Land Cover



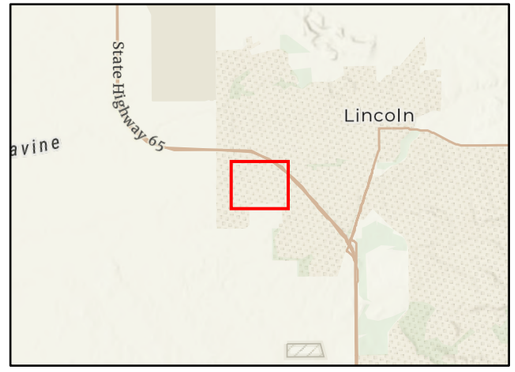
Map Contents

- BSA - 180.00 ac.

ECORP Revised PCCP Land Cover

- Road - 3.64 ac.
- Rural Residential - 15.52 ac.
- VPC High - 7.52 ac.
- VPC Intermediate - 126.75 ac.
- VPC Low - 26.58 ac.

Sources: Esri Imagery, Maxar (2022), ECORP



Location: N:\2021\2021-245 Scheiber Property Lincoln\MAPS\Biological_Resources\Scheiber Biological Resources.aprx - Scheiber PCCP Revised Land Cover 20250102 (kedwards - 1/8/2025)

Map Date: 1/8/2025

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Scale in Feet
0 400

Figure 5. Revised PCCP Land Cover

Revisions to PCCP Land Cover include removal of Calley Foothill Riparian Woodland mapped in the northeastern portion of the BSA and addition of road land cover in the southeastern portion of the BSA based on conditions observed during the site assessment. Land cover types present within the BSA are described in the following sections based on land cover definitions from the PCCP (Placer County 2020a) and observations made during the site reconnaissance. A full list of plants observed onsite can be found in Appendix C.

4.3.1 Natural Communities

4.3.1.1 Vernal Pool Complex

A Vernal Pool Complex, as described by the PCCP, is an annual grassland which contains the presence of wetlands and swales within depressional areas of the terrain. Vernal pools require the presence of a shallow restrictive soil layer which prevents subsurface water infiltration, and an extended inundation which can support large branchiopod habitat. Differentiating itself from the Annual Grassland land cover type, is the inclusion of wetland or vernal pool endemic species such as downingia (*Downingia* sp.), goldfields (*Lasthenia* sp.), wooly marbles (*Psilocarphus* sp.), or white navarretia (*Navarretia* sp.).

This land cover type has been divided into three subcategories, based on the complexity and density of vernal pools within the landscape: VPC High, VPC Intermediate, and VPC Low. The criteria for each landcover subcategory is summarized in Table 4.

Table 4. Vernal Pool Complex Landcover Relative Wetland Densities

PCCP Land Cover Type	Vernal Pool	Seasonal Wetlands	Swales	Total Vernal Pool Constituents
VPC High	4.5%	4.0%	2.0%	5.0–10.5%
VPC Intermediate	1–4.5%	1.0–4.0%	1.0–2.0%	3.0–5.0%
VPC Low	0–1.0%	0.0–1.0%	0.0–1.0%	0.1–3.0%

Notes: PCCP = Placer County Conservation Program; VPC = Vernal Pool Complex

4.3.2 Urban (Nonnatural) Communities

4.3.2.1 Rural Residential

Rural Residential areas are defined in the PCCP as areas developed with 0.1 to one dwelling unit per acre and less than 70 percent tree canopy cover. Areas mapped as rural residential typically include small pockets of remnant oak woodland land-cover types, often with shrubs and lower branches cleared to reduce fuel loads and small paddocks grazed by a variety of livestock. Large residential lots may have most of the native vegetation removed and replaced with mowed annual grassland, lawns, and widely scattered trees (Placer County 2020a).

The Rural Residential land cover type is found along the northern boundary of the BSA and includes a residence and revegetated spoils piles likely from local construction sites. The Rural Residential land cover type is composed of vegetation characteristic of the surrounding woodland found onsite.

4.4 Aquatic Resources

ECORP conducted an Aquatic Resources Delineation for the BSA (ECORP 2024). A total of 3.689 acre of aquatic resources were mapped within the BSA. The aquatic features identified onsite include seasonal wetlands, seasonal wetland swales, and vernal pools (Figure 6). These features are further described in the following sections.

4.4.1.1 Seasonal Wetland

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 nonnative annual and sometimes perennial hydrophytic species. Several seasonal wetlands were mapped within the BSA. The seasonal wetlands within the BSA were dominated by perennial ryegrass, and prostrate knotweed (*Polygonum aviculare)*.

4.4.1.2 Seasonal Wetland Swale

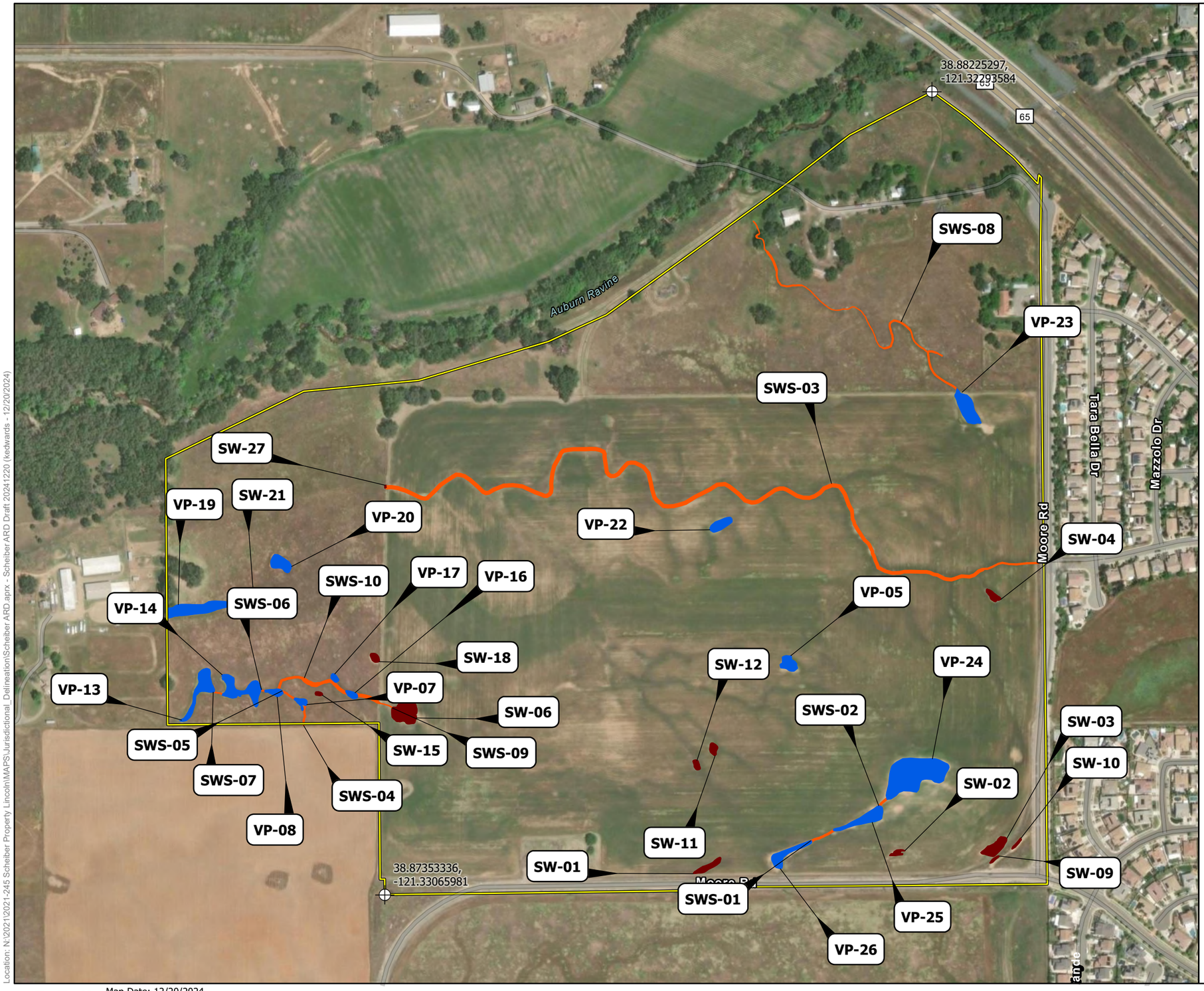
Seasonal wetland swales are generally linear wetland features that convey precipitation runoff and support a predominance of hydrophytic vegetation and hydrology indicators, but do not exhibit an ordinary high water mark. These are typically inundated for short periods during and immediately after rain events, but usually maintain soil saturation for longer periods during the wet season. Seasonal wetland swales were mapped throughout the BSA. The seasonal wetland swales within the BSA were primarily dominated by perennial ryegrass and hyssop loosestrife (*Lythrum hyssopifolia*).

4.4.1.3 Vernal Pool

Vernal pools are topographic basins within a grassland community that are typically underlain with an impermeable or semi-permeable soil layer near the surface, such as a hardpan or duripan. Direct rainfall and surface runoff inundate the pools during the wet season. The pools typically remain inundated and/or saturated through spring and are dry by late spring through the following wet season. Vernal pools are scattered throughout the site. The dominant plant species observed within vernal pools include Hyssop loostrife and Great Valley button-celery (*Eryngium castrense*). Other species observed within vernal pools include slender popcorn flower (*Plagiobothrys stipitatus*).

4.4.2 Placer County Conservation Program Stream System

Baseline PCCP Stream System data was reviewed and field verified. During the field reconnaissance and aquatic resources delineation, approximately 19.90 acres of the PCCP Stream System were mapped within the BSA. Auburn Ravine, directly north of the BSA, is part of the PCCP Stream System which includes a 100-year floodplain buffer (Placer County 2020b; Figure 7). However, the Auburn Ravine does not flow through the BSA.



Map Contents

- BSA - 180.00 ac.
- Reference Coordinates

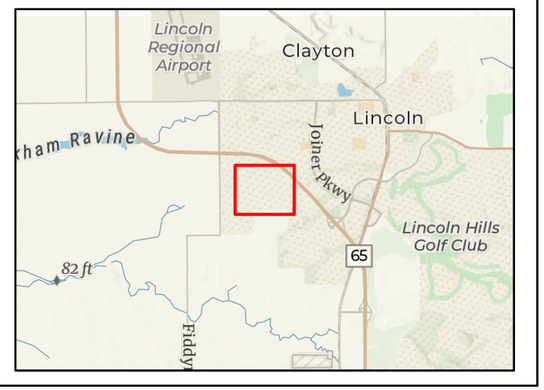
Aquatic Resources - 3.689 ac.

- Seasonal Wetland - 0.519 ac.
- Seasonal Wetland Swale - 1.300 ac.
- Vernal Pool - 1.870 ac.

Photo Source: Esri Imagery, Maxar (2023)
Boundary Source: MSCE
Delineator(s): Stephanie Castle and Keith Kwan
Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet

[1] Subject to U.S. Army Corps of Engineers verification. This exhibit depicts information and data produced in accord with the wetland delineation methods described in the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0 as well as the Updated Map and Drawing Standards for the South Pacific Division Regulatory Program as amended on February 10, 2016, and conforms to Sacramento District specifications. However, feature boundaries have not been legally surveyed and may be subject to minor adjustments if more accurate locations are required.

* The acreage value for each feature has been rounded to the nearest 1/1000 decimal. Summation of these values may not equal the total potential Waters of the U.S. acreage reported.



Location: N:\2021\2021-245 Scheiber Property Lincoln\MAPS\Jurisdictional_Delineation\Scheiber ARD aprx - Scheiber ARD Draft 20241220 (kedwards - 12/20/2024)

Map Date: 12/20/2024

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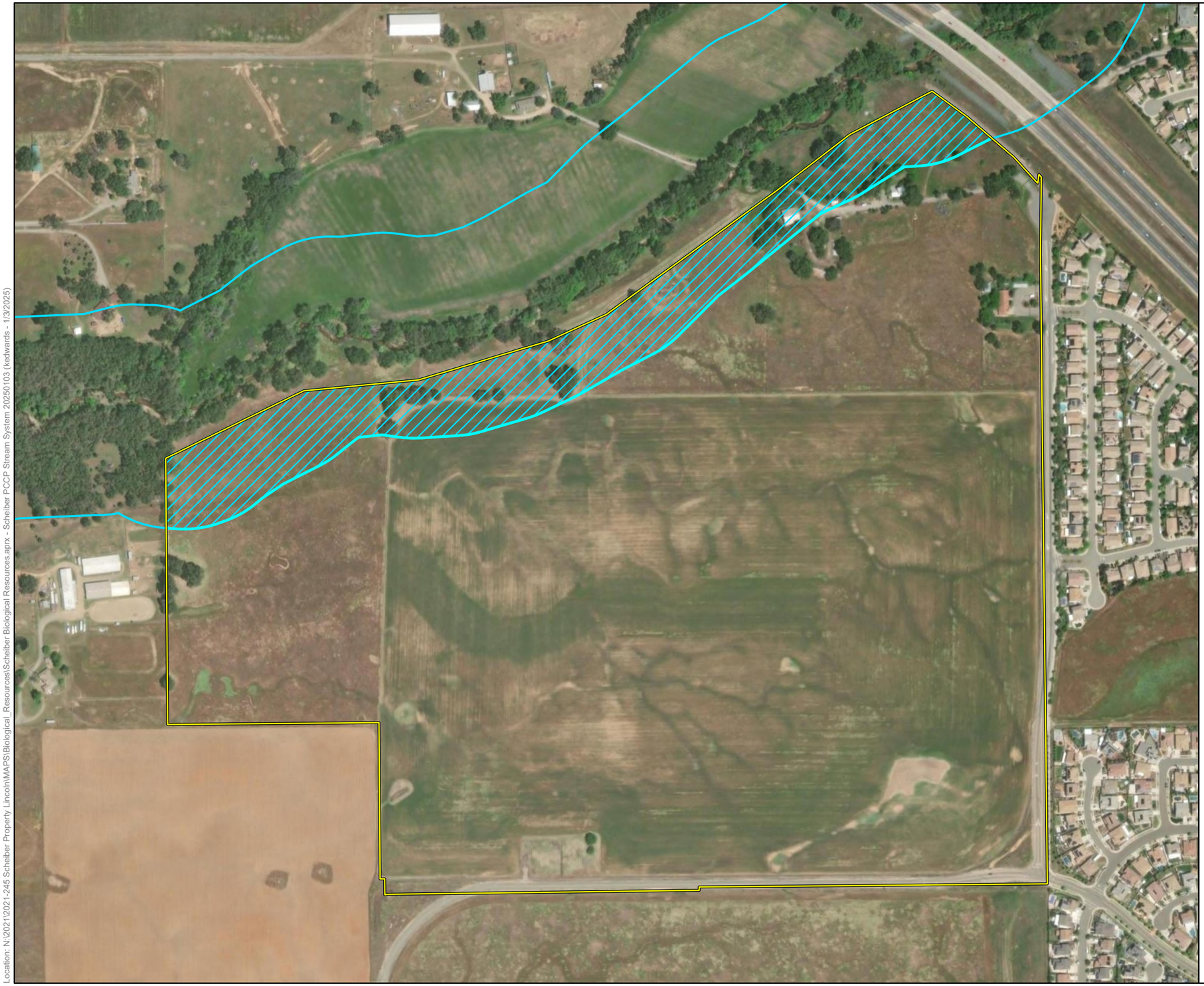
Scale in Feet
0 400
1 inch = 400 ft.

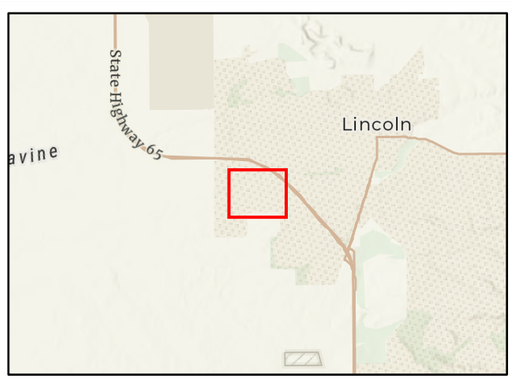
Figure 6. Aquatic Resources Delineation



Map Contents

- BSA - 180.00 ac.
- PCCP Stream System Impacted - 19.90 ac.

Sources: Esri Imagery, Maxar (2022), ECORP



Location: N:\2021\2021-245 Scheiber Property Lincoln\MAPS\Biological_Resources\Scheiber Biological Resources aprx - Scheiber PCCP Stream System 20250103 (kedwards - 1/3/2025)

Map Date: 1/3/2025

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Scale in Feet
0 400

Figure 7. PCCP Stream System

4.5 Wildlife

The BSA provides habitat for a variety of wildlife species. Wildlife species observed onsite during the site reconnaissance included great horned owl (*Bubo virginianus*), red-tailed hawk (*Buteo jamaicensis*), and great blue heron (*Ardea herodias*). A list of wildlife species observed in the BSA is provided in Appendix D.

4.6 Special-Status Species

Table 5 presents the list of special-status plant and animal species identified through the literature review. For each species, the table provides the listing status, a brief description of habitat requirements and/or species ecology, a determination of the potential to occur within the BSA, and the rationale for that determination. The potential for each species to occur onsite was assessed using the following criteria:

- *Present* – Species was observed during the site visit or is known to occur within the BSA based on recent documented occurrences within the CNDDB or other literature.
- *Potential to Occur* – Suitable habitat (including soils and elevation requirements) occurs in the BSA and the species is known or expected to occur in the Project vicinity based on available data sources or professional knowledge/experience.
- *Low Potential to Occur* – Marginal or limited amounts of habitat occur or the species is not known to occur in the vicinity of the Project based on CNDDB records and other available information.
- *Presumed Absent* – No suitable habitat (including soils and elevation requirements) or the species is not known to occur within the vicinity of the Project based on CNDDB records and other documentation.

Following Table 5 is a brief description and discussion of each special-status species that was determined to have potential to occur onsite.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Plants					
Mexican mosquito fern *(Azolla microphylla)*	–	–	4.2	Marshes and swamps, ponds or slow–moving bodies of water. Elevation: 100–330 feet Bloom Period: August	Presumed Absent. There is no suitable habitat for this species within the BSA.
Big-scale balsamroot *(Balsamorhiza macrolepis)*	–	–	1B.2	Chaparral, cismontane woodland, and valley and foothill grassland, sometimes on serpentine soils. Elevation: 150–5,100 feet Bloom Period: March–June	Low Potential to Occur. The annual grassland within the Vernal Pool Complexes of the BSA may provide marginally suitable habitat for this species; there are only two extant occurrences in the vicinity, both of which are historic with no recent observations.
Valley brodiaea (*Brodiaea rosea* ssp. *vallicola*)	–	–	4.2	Occurs in old alluvial terraces and silt, sandy, or gravelly soils in vernal pools and swales within valley and foothill grassland. Elevation: 35–1,100 feet Bloom Period: April–May	Low Potential to Occur. The wetlands within the Vernal Pool Complexes of the BSA may provide marginally suitable habitat for this species.
Sierra foothills brodiaea *(Brodiaea sierrae)*	–	–	4.3	Usually found on serpentine or gabbroic soils within chaparral or cismontane woodland. Elevation: 165–3,215 feet Bloom Period: May–August	Presumed Absent. There is no suitable habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Spicate calycadenia *(Calycadenia spicata)*	–	–	1B.3	Adobe, clay, disturbed areas, dry, gravelly, openings, roadsides, and rocky sites within cismontane woodland and valley and foothill grassland. Elevation: 130–4,595 feet Bloom Period: May–September	Low Potential to Occur. The annual grassland within the Vernal Pool Complexes of the BSA may provide marginally suitable habitat for this species.
Hispid salty bird's-beak *(Chloropyron molle* ssp. *hispidum)*	–	–	1B.1	Alkaline soils in meadows and seeps, playas, and valley and foothill grasslands. Elevation: 5–510 feet Bloom Period: June–September	Presumed Absent. There is no alkaline habitat for this species within the BSA.
Brandegee's clarkia *(Clarkia biloba* ssp. *brandegeeae)*	–	–	4.2	Chaparral, cismontane woodlands, and lower montane coniferous forest often along roadcuts. Elevation: 245–3,000 feet Bloom Period: May–July	Presumed Absent. There is no suitable habitat for this species within the BSA.
Dwarf downingia *(Downingia pusilla)*	–	–	2B.2	Mesic areas in valley and foothill grassland, and vernal pools. Species has also been found in disturbed areas such as tire ruts and scraped depressions (CDFW 2024a). Elevation: 5–1,460 feet Bloom Period: March–May	Potential to Occur. The wetlands within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.
Stinkbells *(Fritillaria agrestis)*	–	–	4.2	Clay and sometimes serpentine soils in chaparral, cismontane woodland, pinyon and juniper woodland, and valley and foothill grassland. Elevation: 35–5,100 feet Bloom Period: March–June	Potential to Occur. The annual grassland within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Boggs Lake hedge-hyssop *(Gratiola heterosepala)*	–	CE	1B.2	Clay substrates of marshes and swamps (lake margins) and vernal pools. Elevation: 35–7,790 feet Bloom Period: April–August	Potential to Occur. The wetlands within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.
Woolly rose-mallow *(Hibiscus lasiocarpos* var. *occidentalis)*	–	–	1B.2	Marshes and freshwater swamps (river banks and low peat islands in sloughs), and riprap on sides of levees. Elevation: 0–395 feet Bloom Period: June–September	Presumed Absent. There is no suitable habitat for this species within the BSA.
Ahart's dwarf rush *(Juncus leiospermus* var. *ahartii)*	–	–	1B.2	Mesic areas in valley and foothill grassland. Species has an affinity for slight disturbance such as farmed fields (USFWS 2005). Elevation: 100–750 feet Bloom Period: March–May	Potential to Occur. The wetlands within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.
Red Bluff dwarf rush *(Juncus leiospermus* var. *leiospermus)*	–	–	1B.1	Vernally mesic areas in chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, and vernal pools. Elevation: 115–4,100 feet Bloom Period: March–June	Presumed Absent. The BSA is outside the known geographic range for this species (CDFW 2024a).
Legenere *(Legenere limosa)*	–	–	1B.1	Various seasonally inundated areas including wetlands, wetland swales, marshes, vernal pools, artificial ponds, and floodplains of intermittent drainages (USFWS 2005). Elevation: 5–2,885 feet Bloom Period: April–June	Potential to Occur. The wetlands within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Bristly leptosiphon (*Leptosiphon aureus*)	–	–	4.2	Chaparral, cismontane woodland, coastal prairie, and valley and foothill grassland. Elevation: 180–4,920 feet Bloom Period: April–July	Potential to Occur. The annual grassland within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.
Humboldt lily *(Lilium humboldtii* ssp. *humboldtii)*	–	–	4.2	Occurs in openings within chaparral, cismontane woodland, and lower montane coniferous forest. Elevation: 295–4,200 feet Bloom Period: May–July	Presumed Absent. There is no suitable habitat for this species within the BSA.
Sacramento Orcutt grass *(Orcuttia viscida)*	FE	CE	1B.1	Vernal pools. Elevation: 100–330 feet Bloom Period: April–July	Potential to occur. The Vernal Pool Complexes of the BSA may provide suitable habitat for this species.
Pincushion navarretia *(Navarretia myersii* ssp. *myersii)*	–	–	1B.1	Often acidic soils in vernal pools. Elevation: 65–1,085 feet Bloom Period: April–May	Potential to Occur. The wetlands within the Vernal Pool Complexes of the BSA may provide suitable habitat for this species.
Sanford's arrowhead *(Sagittaria sanfordii)*	–	–	1B.2	Shallow marshes and freshwater swamps. Elevation: 0–2,135 feet Bloom Period: May–October	Presumed Absent. There is no suitable habitat for this species within the BSA.
Oval-leaved viburnum *(Viburnum ellipticum)*	–	–	2B.3	Chaparral, cismontane woodland, and lower montane coniferous forest communities. Elevation: 705–4,595 feet Bloom Period: May–June	Presumed Absent. There is no suitable habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Brazilian watermeal *(Wolffia brasiliensis)*	–	–	2B.3	Assorted shallow freshwater marshes and swamps. Elevation: 65–330 feet Bloom Period: April–December	Presumed Absent. There is no suitable habitat for this species within the BSA.
Invertebrates					
Conservancy fairy shrimp (*Branchinecta conservatio)*	FE	–	–	Vernal pools/wetlands. Survey Period: November-April	Low Potential to Occur. The vernal pools within the BSA represent marginally suitable habitat for this species.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	–	–	Vernal pools/wetlands. Survey Period: November–April	Potential to Occur. The vernal pools and seasonal wetlands within the BSA represent suitable habitat for this species.
Crotch's bumble bee *(Bombus crotchii)*	–	CC	–	Primarily nests underground, found in variety of habitats including open grasslands, shrublands, chaparral, desert margins, and semi-urban settings, from the California coast east to the Sierra Cascade and from Redding south to Mexico. Survey Period: February-October (Preferably April-August)	Potential to occur. The annual grasslands within the BSA represent suitable habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Monarch butterfly (*Danaus plexippus*)	FC	–	–	Adult monarchs west of the Rocky Mountains typically overwinter in sheltered wooded groves of Monterey pine, Monterey cypress, and gum eucalyptus along coastal California, then disperse in spring throughout California, Nevada, Arizona, and parts of Oregon and Washington. Adults require milkweed and additional nectar sources during the breeding season. Larval caterpillars feed exclusively on milkweed. Survey Period: Any season	Presumed Absent. There is no suitable wintering or breeding habitat for this species within the BSA.
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)	FT	–	–	Elderberry (Sambucus sp.) shrubs. Survey Period: Any season	Presumed Absent. There are no elderberry shrubs within the BSA.
Vernal pool tadpole shrimp (*Lepidurus packardi*)	FE	–	–	Vernal pools/wetlands. Survey Period: November-April	Potential to Occur. The vernal pools and seasonal wetlands within the BSA represent suitable habitat for this species.
Fish					
Green sturgeon (*Acipenser medirostris*)	FT	–	SSC	Anadromous; undammed cold-water rivers having relatively deep pools with large substrates. Survey Period: N/A	Presumed Absent. There is no suitable habitat for this species within the BSA.
Steelhead (CA Central Valley DPS) (*Oncorhynchus mykiss irideus*)	FT	–	SSC	Fast-flowing, well-oxygenated rivers and streams below dams in the Sacramento and San Joaquin River systems. Survey Period: N/A	Presumed Absent. The DPS is present and occurs seasonally in Auburn Ravine, and is designated critical habitat. However, Auburn Ravine is outside of the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Chinook salmon (Central Valley fall/late fall-run ESU) (*Oncorhynchus tshawytscha*)	–	–	SSC	Undammed rivers, streams, creeks in the Sacramento and San Joaquin River systems. Survey Period: N/A	Presumed Absent. The ESU is present and occurs seasonally in Auburn Ravine, however Auburn Ravine is outside of the BSA.
Pacific lamprey (*Entosphenus tridentatus*)	–	–	SSC	Undammed rivers, streams, creeks in the Sacramento and San Joaquin River systems. Survey Period: N/A	Presumed Absent. The species is present and occurs seasonally in Auburn Ravine, however Auburn Ravine is outside of the BSA.
Amphibians					
Western spadefoot (Northern DPS) (*Spea hammondii*)	FPT	–	SSC	California endemic species of vernal pools, swales, and seasonal wetlands in grassland, scrub and woodland habitats throughout the Central Valley and South Coast Ranges. Prefers open areas with sandy or gravelly soils. Survey Period: Winter-Spring.	Potential to Occur. The wetlands within the BSA represent suitable habitat for this species.
Foothill yellow-legged frog Northeast/Northern Sierra Clade (*Rana boylii*)	–	CT	SSC	Partly shaded shallow streams and riffles in variety of habitats. Needs cobble-sized substrate for egg-laying and at least 15 weeks of permanent water to attain metamorphosis. Can be active all year in warmer locations; become inactive or hibernate in colder climates. Yuba River to Middle Fork American River and Sutter Buttes. Survey Period: May–October.	Presumed Absent. There is no suitable habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
California red-legged frog (*Rana draytonii*)	FT	–	SSC	Lowlands and foothills of the northern and southern Coast Ranges and Sierra Nevada. Found in deep standing or flowing water with dense shrubby or emergent riparian vegetation; requires 11-20 weeks of permanent water for larval development. Adults require aestivation habitat to endure summer dry down. Survey Period: January – Sept.	Presumed Absent. There is no suitable habitat for this species within the BSA.
Reptiles					
Northwestern pond turtle (*Actinemys marmorata*)	FPT	–	SSC	Requires basking sites and upland habitats up to 0.5 kilometer from water for egg laying. Uses ponds, streams, detention basins, and irrigation ditches. Survey Period: April-September	Potential to Occur. The annual grassland within the BSA represents suitable upland nesting habitat for this species.
Giant garter snake (*Thamnophis gigas*)	FT	CT	–	Freshwater ditches, sloughs, and marshes in the Central Valley. Almost extirpated from the southern parts of its range. Survey Period: April-October	Presumed Absent. There is no suitable habitat for this species within the BSA.
Birds					
Western grebe *(Aechmophorus occidentalis)*	–	–	BCC	Winters on salt or brackish bays, estuaries, sheltered sea coasts, freshwater lakes, and rivers. Nests on freshwater lakes and marshes with open water bordered by emergent vegetation. Nesting: June-August	Presumed Absent. There is no suitable wintering or breeding habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Clark's grebe *(Aechmophorus clarkii)*	–	–	BCC	Winters on salt or brackish bays, estuaries, sheltered sea coasts, freshwater lakes, and rivers. Breeds on freshwater to brackish marshes, lakes, reservoirs and ponds, with a preference for large stretches of open water fringed with emergent vegetation. Nesting: June-August	Presumed Absent. There is no suitable wintering or breeding habitat for this species within the BSA.
Yellow-billed cuckoo (*Coccyzus americanus*)	FT	CE	–	Breeding habitat is generally open woodland with clearings and low, dense, scrubby vegetation associated with watercourses, and includes desert riparian woodlands with willow, Fremont's cottonwood, alder, walnut, box-elder, and dense mesquite. Nests are generally found in deciduous hardwoods with thick bushes, vines, or hedgerows providing dense foliage within 10 meters (33 feet) of ground; prefer riparian patches of at least 81 hectares (200 acres) (Hughes 2020). Winters in South America. Nesting: June 15-August 15	Presumed Absent. There is no suitable habitat for this species within the BSA.
California black rail (*Laterallus jamaicensis coturniculus*)	–	CT	CFP	Salt marsh, shallow freshwater marsh, wet meadows, and flooded grassy vegetation. In California, primarily found in coastal and Bay-Delta communities, but also in Sierran foothills (Butte, Yuba, Nevada, Placer, El Dorado counties). Nesting: March-September	Presumed Absent. There is no suitable habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Marbled godwit (*Limosa fedoa*)	–	–	BCC	Nests in Montana, North and South Dakota, Minnesota, into Canada. Winter range along Pacific Coast from British Columbia south to Central America, with small numbers wintering in interior California. Wintering habitat includes coastal mudflats, meadows, estuaries, sandy beaches, sandflats, and salt ponds. Migrant/Wintering in CA: August-April	Presumed Absent. There is no suitable wintering habitat for this species within the BSA.
Short-billed Dowitcher *(Limnodromus griseus)*	–	–	BCC	Nests in Canada, southern Alaska; winters in coastal California south to South America; wintering habitat includes coastal mudflats and brackish lagoons. Migrant/Wintering: late-August-May	Presumed Absent. There is no suitable wintering habitat for this species within the BSA.
Willet (*Tringa semipalmata*)	–	–	BCC	Breeds locally in interior of western North America. In California, breeding range includes the Klamath Basin and Modoc Plateau and portions of Mono and possibly Inyo counties. Breeding habitat includes prairies, Breeds in wetlands and grasslands on semiarid plains; in uplands near brackish or saline wetlands; prefers temporary, seasonal, and alkali wetlands over semipermanent and permanent wetlands. Nesting: April-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
California gull (nesting colony) *(Larus californicus)*	–	–	BCC, CDFW WL	Nesting occurs in the Great Basin, Great Plains, Mono Lake, and south San Francisco Bay. Breeding colonies located on islands on natural lakes, rivers, or reservoirs. Winters along Pacific Coast from southern British Columbia south to Baja California and Mexico. In California, winters along coast and inland (Central Valley, Salton Sea). Nesting: April-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Black tern *(Chlidonias niger)*	–	–	BCC, SSC	Breeding range includes northeastern California, Central Valley, Great Plains of U.S. and Canada; winters in Central and South America; nesting habitat includes shallow freshwater marsh with emergent vegetation, prairie sloughs, lake margins, river islands, and cultivated rice fields. Nesting: May-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Double-crested cormorant *(Nannopterum auritum)*	–	–	CDFW WL	Nests near ponds, lakes, artificial impoundments, slow-moving rivers, lagoons, estuaries, and open coastlines and typically forages in shallow water. Non-nesters are found in many coastal and inland waters. Nesting: April-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Osprey *(Pandion haliaetus)*	–	–	CDFW WL	Nesting habitat requires close proximity to accessible fish, open nest site free of mammalian predators, and extended ice-free season. Nest in large trees, snags, cliffs, transmission/ communication towers, artificial nest platforms, channel markers/buoys. Nesting: April-September	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Cooper's hawk *(Astur cooperii)*	–	–	CDFW WL	Nests in trees in riparian woodlands, deciduous/mixed and evergreen forests, and urban landscapes (Rosenfield et al. 2024). Nesting: March-July	Potential to Occur. The trees within the BSA represent suitable breeding habitat for this species.
White-tailed kite (*Elanus leucurus*)	–	–	CFP	Nesting occurs within trees in low elevation grassland, agricultural, wetland, oak woodland, riparian, savannah, and urban habitats. Nesting: March-August	Potential to Occur. The trees within the BSA represent suitable breeding habitat for this species.
Golden eagle (*Aquila chrysaetos*)	–	–	CFP, CDFW WL	Nesting habitat includes mountainous canyon land, rimrock terrain of open desert and grasslands, riparian, oak woodland/savannah, and chaparral. Nesting occurs on cliff ledges, river banks, trees, and human-made structures (e.g., windmills, platforms, and transmission towers). Breeding occurs throughout California, except the immediate coast, Central Valley floor, Salton Sea region, and the Colorado River region, where they can be found during Winter. Nesting: February-August Wintering in Central Valley: October-February	Potential to Occur. There is suitable wintering habitat for this species within the BSA.
Northern harrier (*Circus hudsonius*)	–	–	BCC, SSC	Nests on the ground in open wetlands, marshy meadows, wet/lightly grazed pastures, (rarely) freshwater/brackish marshes, tundra, grasslands, prairies, croplands, desert, and shrub-steppe. Nesting: April-September	Potential to Occur. The annual grassland in the BSA that is not farmed annually represents suitable breeding habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Bald eagle (*Haliaeetus leucocephalus*)	De-listed	CE	CFP	Typically nests in forested areas near large bodies of water in the northern half of California; nest in trees and rarely on cliffs; wintering habitat includes forest and woodland communities near water bodies (e.g., rivers, lakes), wetlands, flooded agricultural fields, open grasslands. Nesting: February-September	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Swainson's hawk (*Buteo swainsoni*)	–	CT	PCCP	Nesting occurs in trees in agricultural, riparian, oak woodland, scrub, and urban landscapes. Forages over grassland, agricultural lands, particularly during disking/harvesting, irrigated pastures. Nesting: March-August	Potential to Occur. The larger trees within the BSA represent suitable breeding habitat, and the annual grassland is suitable foraging habitat for this species .
Western screech-owl *(Megascops kennicottii)*	–	–	BCC	Nests in tree cavities excavated by woodpeckers, natural cavities in trees, and nest boxes. Breeding habitat includes vegetation communities with deciduous trees, such as riparian, desert, oak and pine-oak woodlands, and urban/suburban parks. Nesting: March-July	Potential to Occur. The larger trees that support cavities within the BSA represent suitable habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Western burrowing owl *(Athene cunicularia)*	–	CC	BCC, SSC, PCCP	Nests in burrows or burrow surrogates in open, treeless, areas within grassland, steppe, and desert biomes. Often with other burrowing mammals (e.g., prairie dogs, California ground squirrels). May also use human-landscapes such as agricultural fields, golf courses, cemeteries, roadside, airports, vacant urban lots, and fairgrounds. Nesting: February-August	Potential to Occur. The annual grassland within the BSA that is not annually farmed represents potentially suitable habitat for this species.
Nuttall's woodpecker *(Dryobates nuttallii)*	–	–	BCC	Resident from northern California south to Baja California. Nests in tree cavities in oak woodlands and riparian woodlands. Nesting: April-July	Potential to Occur. The trees within the BSA represent suitable breeding habitat for this species.
Merlin *(Falco columbarius)*	–	–	CDFW WL	Breeds in Oregon, Washington north into Canada. Winters in southern Canada to South America, including California. Breeds near forest openings, fragmented woodlots, and riparian areas. Wintering habitat includes wide variety, open forests, grasslands, tidal flats, plains, and urban settings. Wintering in the Central Valley: September-April; does not breed in California.	Low Potential to Occur. This species does not nest in the region but is a common migrant, but there is suitable foraging habitat for this species.
Yellow-billed magpie (*Pica nuttallii*)	–	–	BCC	Endemic to California; found in the Central Valley and coast range south of San Francisco Bay and north of Los Angeles County; nesting habitat includes oak savannah within large expanses of open ground; also found in urban parklike settings. Nesting: April-June	Potential to Occur. The trees within the BSA represent suitable breeding habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Oak titmouse (*Baeolophus inornatus*)	–	–	BCC	Nests in tree cavities within dry oak or oak-pine woodland and riparian; where oaks are absent, they nest in juniper woodland, open forests (gray, Jeffrey, Coulter, pinyon pines and Joshua tree). Nesting: March-July	Potential to Occur. The trees within the BSA represent suitable breeding habitat for this species.
Bank swallow (*Riparia riparia*)	–	CT	–	Nests colonially along coasts, rivers, streams, lakes, reservoirs, and wetlands in vertical banks, cliffs, and bluffs in alluvial, friable soils. May also nest in sand, gravel quarries and road cuts. In California, breeding range includes northern and central California. Nesting: May-July	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Purple martin (*Progne subis*)	–	–	SSC	In California, breeds along coast range, Cascade-northern Sierra Nevada region and isolated population in Sacramento. Nesting habitat includes montane forests, Pacific lowlands with dead snags; the isolated Sacramento population nests in weep holes under elevated highways/bridges. Winters in South America. Nesting: May-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Wrentit (*Chamaea fasciata*)	–	–	BCC	Coastal sage scrub, northern coastal scrub, chaparral, dense understory of riparian woodlands, riparian scrub, coyote brush and blackberry thickets, and dense thickets in suburban parks and gardens. Nesting: March-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Grasshopper sparrow (*Ammodramus savannarum*)	–	–	BCC, SSC	In California, breeding range includes most coastal counties south to Baja California; western Sacramento Valley and western edge of Sierra Nevada region. Nests in moderately open grasslands and prairies with patchy bare ground. Avoids grasslands with extensive shrub cover; more likely to occupy large tracts of habitat than small fragments; removal of grass cover by grazing often detrimental. Nesting: May-August	Low Potential to Occur. The annual grassland within the BSA that is not annually farmed represents marginally suitable breeding habitat for this species.
Belding's savannah sparrow (*Passerculus sandwichensis beldingi*)	–	CE	BCC	Resident coastally from Point Conception south into Baja California; coastal salt marsh. Year-round resident; nests March-August	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Song sparrow "Modesto" (*Melospiza melodia heermanni*)	–	–	SSC	Resident in central and southwest California, including Central Valley; nests in marsh, scrub habitat. Nesting: April-June	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Santa Barbara song sparrow (*Melospiza melodia graminea*)	–	–	BCC	Breeding habitat includes dense shrubs and thickets of giant coreopsis (Coreopsis gigantea), grasslands with scattered shrubs, Artemisia-Opuntia grass associations, and dense grasslands. Resident on California Channel Islands (San Clemente, San Miguel, Santa Cruz, Santa Rosa, Anacapa) and Isla Los Coronados, Baja California.; nests February-July	Presumed Absent. Outside known and historic range of this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Yellow-breasted Chat (*Icteria virens*)	–	–	SSC	Early successional riparian habitats with a well-developed shrub layer and an open canopy. Narrow borders of streams, creeks, sloughs, and rivers. Taller trees like cottonwood (Populus sp.) and alder (Alnus sp.) are necessary for song perches. Nesting: March-September	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Tricolored blackbird (*Agelaius tricolor*)	–	CT	BCC, SSC	Breeds locally west of Cascade-Sierra Nevada and southeastern deserts from Humboldt and Shasta counties south to San Bernardino, Riverside and San Diego counties. Central California, Sierra Nevada foothills and Central Valley, Siskiyou, Modoc and Lassen counties. Nests colonially in freshwater marsh, blackberry bramble, milk thistle, triticale fields, weedy (mustard, mallow) fields, giant cane, safflower, stinging nettles, tamarisk, riparian scrublands and forests, fiddleneck and fava bean fields. (Beedy et al. 2020) Nesting: March-August	Potential to Occur. There is no potential breeding habitat within the BSA but the annual grassland onsite represents suitable foraging habitat.
Bullock's oriole (*Icterus bullockii*)	–	–	BCC	Breeding habitat includes riparian and oak woodlands. Nesting: March-July	Potential to Occur. The trees within the BSA represent suitable breeding habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*)	–	–	BCC, SSC	Breeds in salt marshes of San Francisco Bay; winters San Francisco south along coast to San Diego County. Nesting: March-July	Presumed Absent. There is no suitable breeding habitat for this species within the BSA.
Yellow warbler (*Setophaga petechia*)	–	–	SSC	Breeding range includes most of California, except Central Valley (isolated breeding locales on Valley floor, Stanislaus, Colusa, and Butte counties), Sierra Nevada range above tree line, and southeastern deserts. Nesting habitat includes riparian vegetation near streams and meadows. Winters in Mexico south to South America. Nesting: May-August	Potential to Occur. This species does not nest in the region but is a common migrant.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
Mammals					
Pallid bat *(Antrozous pallidus)*	–	–	SSC	Crevices in rocky outcrops and cliffs, caves, mines, trees (e.g., basal hollows of redwoods, cavities of oaks, exfoliating pine and oak bark, deciduous trees in riparian areas, and fruit trees in orchards). Also roosts in various human structures such as bridges, barns, porches, bat boxes, and human occupied as well as vacant buildings (WBWG 2024). Survey Period: April-September	Potential to Occur. The trees within the BSA represent potentially suitable roosting habitat for this species.
Townsend's big-eared bat *(Corynorhinus townsendii)*	–	–	SSC	Occurs throughout the west and is distributed from the southern portion of British Columbia south along the Pacific coast to central Mexico and east into the Great Plains, with isolated populations occurring in the central and eastern United States. It has been reported in a wide variety of habitat types ranging from sea level to 3,300 meters. Habitat associations include: coniferous forests, mixed meso-phytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. Roosting can occur within caves, mines, buildings, rock crevices, trees. Survey Period: April-September	Potential to Occur. The trees within the BSA represent potentially suitable roosting habitat for this species.

Table 5. Special-Status Species Evaluation					
Common Name (*Scientific Name*)	**Status**			**Habitat Description/ Species Ecology**	**Potential to Occur within the BSA**
	ESA	**California ESA/ NPPA**	**Other**		
American badger *(Taxidea taxus)*	–	–	SSC	Drier open stages of most shrub, forest, and herbaceous habitats with friable soils. Survey Period: Any season	Presumed Absent. The BSA does not meet contain large, open ranges for this species.

Notes: BSA = Biological Study Area; CDFW = California Department of Fish and Wildlife; CRPR = California Rare Plant Rank; Delisted = Formally Delisted; DPS = Distinct Population Segment; ESA = Endangered Species Act; ESU = Evolutionarily Significant Unit; N/A = Not Applicable; NPPA = Native Plant Protection Act; PCCP = Placer County Conservation Program; USFWS = U.S. Fish and Wildlife Service; WBWG = Western Bat Working Group

Status Codes:

FC	Candidate for ESA listing as Threatened or Endangered
FE	ESA listed, Endangered
FPT	Formally Proposed for ESA listing as Threatened
FT	ESA listed, Threatened
CC	Candidate for California ESA listing as Endangered or Threatened
CE	California ESA- or NPPA listed, Endangered
CFP	California Fish and Game Code Fully Protected Species (§ 3511-birds, § 4700-mammals, § 5050-reptiles/amphibians)
CT	California ESA- or NPPA-listed, Threatened
CDFW WL	CDFW Watch List
BCC	USFWS Bird of Conservation Concern (USFWS 2021)
PCCP	PCCP-Covered Species
SSC	CDFW Species of Special Concern
1B	CRPR/Rare or Endangered in California and elsewhere
2B	CRPR/Plants rare, threatened, or endangered in California but more common elsewhere
4	CRPR/Plants of Limited Distribution – A Watch List
0.1	Threat Rank/Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)
0.2	Threat Rank/Moderately threatened in California (20-80% occurrences threatened/moderate degree and immediacy of threat)
0.3	Threat Rank/Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

Sources: Beedy et al. 2020; CDFW 2024a; Hughes 2020; Rosenfield et al. 2024; USFWS 2005, 2021; WBWG 2024

4.6.1 Plants

Based on the literature review, 21 special-status plant species were identified as having the potential to occur in the vicinity of the BSA (Table 5). However, upon further analysis and after the site visit, 10 of those species are presumed to be absent from the BSA due to the lack of suitable habitat or because the BSA is outside the known geographical or elevational range for the species. No further discussion of those

species is provided in this assessment. A brief description of the remaining species that have potential to occur within the BSA is presented below.

4.6.1.1 Big-Scale Balsamroot

Big-scale balsamroot (*Balsamorhiza macrolepis*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.2 species. This species is an herbaceous perennial that occurs in chaparral, cismontane woodlands, valley and foothill grassland, and sometimes on serpentinite soils. Big-scale balsamroot blooms from March through June and is known to occur at elevations ranging from 150 to 5,100 feet above MSL. Big-scale balsamroot is endemic to California; the current range of this species includes Alameda, Amador, Butte, Colusa, El Dorado, Lake, Mariposa, Napa, Placer, Santa Clara, Shasta, Solano, Sonoma, Tehama, and Tuolumne counties (CNPS 2024a).

There is one documented CNDDB occurrence of big-scale balsamroot within 5 miles of the BSA. The only occurrence in the vicinity of the BSA is historic and has not been observed for over 38 years (CDFW 2024a). However, the annual grassland within Vernal Pool Complex provides marginally suitable habitat for this species. Big-scale balsamroot has low potential to occur onsite.

4.6.1.2 Valley Brodiaea

Valley brodiaea (*Brodiaea rosea* ssp. *vallicola*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 4.2 species. This species is a bulbiferous perennial herb that occurs in old alluvial terraces and silty, sandy, or gravelly soils in vernal pools, swales, and valley and foothill grassland. Valley brodiaea blooms from April through May (sometimes June) and is known to occur at elevations ranging from 35 to 1,100 feet above MSL. Valley brodiaea is endemic to California; the current range of this species includes Butte, Calaveras, Nevada, Placer, Sacramento, San Joaquin, Sutter, and Yuba counties (CNPS 2024a).

There are no documented CNDDB occurrences of valley brodiaea within 5 miles of the BSA. However, the Vernal Pool Complex provides marginally suitable habitat for this species. Valley brodiaea has low potential to occur onsite.

4.6.1.3 Spicate Calycadenia

Spicate calycadenia (*Calycadenia spicata*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.3 species. This species is an herbaceous annual that occurs in dry, adobe, clay, gravelly, rocky, or disturbed areas, openings, and roadsides within cismontane woodland and valley and foothill grassland. Spicate calycadenia blooms from May through September and is known to occur at elevations ranging from 130 to 4,595 feet above MSL. Spicate calycadenia is endemic to California; the current range includes Amador, Butte, Calaveras, El Dorado, Fresno, Kern, Nevada, Placer. Sacramento, San Joaquin, Stanislaus, Tulare, Tuolumne, and Yuba Counties (CNPS 2024a).

There are no documented CNDDB occurrences of spicate calycadenia within 5 miles of the BSA (CDFW 2024a). However, the Vernal Pool Complex provides marginally suitable habitat for this species. Spicate calycadenia has low potential to occur onsite.

4.6.1.4 Dwarf Downingia

Dwarf downingia (*Downingia pusilla*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 2B.2 species. This species is an herbaceous annual that occurs in vernal pools and mesic areas of valley and foothill grasslands. Dwarf downingia has also been found in manmade features such as tire ruts, scraped depressions, stock ponds, and roadside ditches. This species blooms from March through May and is known to occur at elevations ranging from 5 to 1,460 feet above MSL. The current range of this species in California includes Fresno, Merced, Napa, Placer, Sacramento, San Joaquin, Solano, Sonoma, Stanislaus, Tehama, and Yuba counties (CNPS 2024a).

There are eight documented CNDDB occurrences of dwarf downingia within 5 miles of the BSA. The Vernal Pool Complex provides suitable habitat for this species. Dwarf downingia has potential to occur onsite.

4.6.1.5 Stinkbells

Stinkbells (Fritillaria agrestis) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 4.2 species. This species is a perennial bulbiferous herb that occurs in clay, sometimes serpentinite areas in chaparral, cismontane woodland, pinyon and juniper woodland, and valley and foothill grassland. Stinkbells bloom from March through June and is known to occur at elevations ranging from 35 to 5,100 feet above MSL. This species is endemic to California; its current range includes Alameda, Colusa, Contra Costa, Fresno, Kern, Kings, Mendocino, Merced, Monterey, Mariposa, Placer, Sacramento, Santa Barbara, San Benito, Santa Clara, San Luis Obispo, San Mateo, Solano, Stanislaus, Tulare, Tuolumne, Ventura, Yolo, and Yuba counties, and is considered to be extirpated from San Mateo County (CNPS 2024a).

There are no documented CNDDB occurrences of stinkbells within 5 miles of the BSA (CDFW 2024a). The annual grassland within Vernal Pool Complex provides suitable habitat for this species. Stinkbells has potential to occur onsite.

4.6.1.6 Boggs Lake Hedge-Hyssop

Boggs Lake hedge-hyssop (*Gratiola heterosepala*) is not listed pursuant to the federal ESA, is listed as endangered pursuant to the California ESA, and is designated as a CRPR 1B.2 species. This species is an herbaceous annual that occurs in clay in marshes and swamps (lake margins), and vernal pools. Boggs Lake hedge-hyssop blooms from April through August and is known to occur at elevations ranging from 35 to 7,790 feet above MSL. The current range of this species in California includes Fresno, Lake, Lassen, Madera, Mendocino, Merced, Modoc, Placer, Sacramento, Shasta, Siskiyou, San Joaquin, Solano, Sonoma, and Tehama counties (CNPS 2024a).

There is one documented CNDDB occurrences of Boggs Lake hedge-hyssop within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Boggs Lake hedge-hyssop has potential to occur onsite.

4.6.1.7 Ahart's Dwarf Rush

Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.2 species. This species is an herbaceous annual that occurs in mesic areas in valley and foothill grasslands. This species also appears to have an affinity for slight disturbance since it has been found on farmed fields and gopher turnings (USFWS 2005). Ahart's dwarf rush blooms from March through May and is known to occur at elevations ranging from 100 to 750 feet above MSL (USFWS 2005). Ahart's dwarf rush is endemic to California; the current range of this species includes Butte, Calaveras, Placer, Sacramento, Tehama, and Yuba counties (CNPS 2024a).

There are no documented CNDDB occurrences of Ahart's dwarf rush within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Ahart's dwarf rush has potential to occur onsite.

4.6.1.8 Legenere

Legenere (*Legenere limosa*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.1 species. This species is an herbaceous annual that occurs in a variety of seasonally inundated environments including wetlands, wetland swales, marshes, vernal pools, artificial ponds, and floodplains of intermittent drainages (USFWS 2005). Legenere blooms from April through June and is known to occur at elevations ranging from 5 feet to 2,885 feet above MSL. Legenere is endemic to California; the current range of this species includes Alameda, Lake, Monterey, Napa, Placer, Sacramento, Santa Clara, San Joaquin, Shasta, San Mateo, Solano, Sonoma, Stanislaus, Tehama, and Yuba counties. It is believed to be extirpated from Stanislaus County (CNPS 2024a).

There are three documented CNDDB occurrences of legenere within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Legenere has potential to occur onsite.

4.6.1.9 Bristly Leptosiphon

Bristly leptosiphon (*Leptosiphon aureus*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 4.2 species. This species is an annual herb that occurs in chaparral, cismontane woodland, coastal prairie, and valley and foothill grassland. Bristly leptosiphon blooms from April through July and is known to occur at elevations ranging from 180 to 4,920 feet above MSL. Bristly leptosiphon is endemic to California; the current range of this species includes Alameda, Butte, Colusa, Humboldt, Kern, Lake, Marin, Mendocino, Napa, Placer, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, and Yuba counties (CNPS 2024a).

There are no documented CNDDB occurrences of bristly leptosiphon within 5 miles of the BSA (CDFW 2024a). However, the annual grassland within the Vernal Pool Complex provides suitable habitat for this species. Bristly leptosiphon has potential to occur onsite.

4.6.1.10 Sacramento Orcutt Grass

Sacramento Orcutt grass (*Orcuttia viscida*) is listed as endangered pursuant to both the federal and California ESAs, and is designated as a CRPR 1B.1 species. This species is an herbaceous annual that occurs in vernal pools. The median area of occupied pools discovered prior to 1988 was 0.69 acre and ranged from 0.25 to 2.03 acres (USFWS 2005). Sacramento Orcutt grass blooms from April through July and is known to occur at elevations ranging from 100 to 330 feet above MSL. Sacramento Orcutt grass is endemic to California and to the southeastern Sacramento Valley (Keeler-Wolf et al. 1998, as cited in USFWS 2005), with all known occurrences restricted to Sacramento County. Known occurrences of this species within the general region are limited to a small area east of Mather Field, Phoenix Field Ecological Reserve, Phoenix Park (introduced population), and an area near Rancho Seco Lake (USFWS 2005; CNPS 2025).

There are no documented CNDDB occurrences of bristly Sacramento Orcutt grass within 5 miles of the BSA (CDFW 2024a). However, the Vernal Pool Complex provides suitable habitat for this species. Sacramento Orcutt grass has potential to occur onsite.

4.6.1.11 Pincushion Navarretia

Pincushion navarretia (*Navarretia myersii* ssp. *myersii*) is not listed pursuant to either the federal or California ESAs, but is designated as a CNPS 1B.1 species. This species is an herbaceous annual that occurs in vernal pools that are often acidic. Pincushion navarretia blooms from April through May and is known to occur at elevations ranging from 65 to 1,085 feet above MSL. Pincushion navarretia is endemic to California; the current range of this species includes Amador, Calaveras, Madera, Merced, Placer, and Sacramento counties (CNPS 2024a).

There is one documented CNDDB occurrence of pincushion navarretia within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Pincushion navarretia has potential to occur onsite.

4.6.2 Invertebrates

Based on the literature review, six special-status invertebrate species were identified as having the potential to occur in the vicinity of the BSA (Table 5). However, upon further analysis and after the site visit, two species are presumed to be absent from the BSA due to lack of suitable habitat or because the BSA is outside of the geographic range for the species. No further discussion of these species is provided in this assessment. A brief description of the remaining species that has the potential to occur within the BSA is presented below.

4.6.2.1 Conservancy Fairy Shrimp

The conservancy fairy shrimp (*Branchinecta conservatio*) is listed as endangered pursuant to the federal ESA, and is a PCCP-Covered Species. This fairy shrimp is endemic to California and is found in grasslands in the northern two thirds of the Central Valley (Eriksen and Belk 1999). The historic distribution of conservancy fairy shrimp is not known but it likely occurred throughout a large portion of the Central

Valley and Southern Coastal regions of California (USFWS 2005). Until recently, this species has only been known from a few disjunct populations in California, including four clustered populations in the Vina Plains area in Tehama and Butte counties, Jepson Prairie Preserve in Solano County, The Sacramento National Wildlife Refuge in Glenn County, the Tule Ranch Unit of CDFW's Yolo basin Wildlife Area in Yolo County, the Grasslands Ecological Area in Merced County, one location in Stanislaus County, three locations in the Southern Sierra Foothills Vernal Pool Region, and two locations near the Santa Barbara Vernal Pool Region (USFWS 2003, 2006). In April 2007, the USFWS reported that a single conservancy fairy shrimp was documented in one vernal pool within the Mariner Conservation Bank in Placer County near the city of Lincoln.

Like vernal pool fairy shrimp and vernal pool tadpole shrimp, the life cycle of conservancy fairy shrimp is reliant on the ephemeral conditions of its vernal habitat. It inhabits a variety of different landforms and soil types and is often found in large, turbid pools with low conductivity, total dissolved solids, and alkalinity (USFWS 2005). The largest threat to conservancy fairy shrimp is loss of habitat through urbanization. Other threats include water supply/flood control projects and agricultural conversion (USFWS 1994).

There is one documented CNDDB occurrence of conservancy shrimp within 5 miles of the BSA (CDFW 2024a). However, the Vernal Pool Complex provides marginally suitable habitat for this species. Conservancy has low potential to occur onsite.

4.6.2.2 Vernal Pool Fairy Shrimp

The vernal pool fairy shrimp (*Branchinecta lynchi*) is listed as threatened pursuant to the federal ESA, and is a PCCP-Covered Species. Vernal pool fairy shrimp may occur in seasonal ponds, vernal pools, and swales during the wet season, which generally occurs from December through May. This species can be found in a variety of pool sizes, ranging from less than 0.001 acre to more than 24.5 acres (Eriksen and Belk 1999). The shrimp hatch from cysts when colder water (10°C [50°F] or less) fills the pool and mature in as few as 18 days, under optimal conditions (Eriksen and Belk 1999). At maturity, mating takes place and cysts are dropped. Vernal pool fairy shrimp occur in disjunct patches dispersed across California's Central Valley from Shasta County to Tulare County, the central and southern Coast Ranges from northern Solano County to Ventura County, and three areas in Riverside County (USFWS 2003).

There are 29 documented CNDDB occurrences of vernal pool fairy shrimp within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Vernal pool fairy shrimp has potential to occur onsite.

4.6.3 Crotch's Bumble Bee

The Crotch's bumble bee (*Bombus crotchii*) is a candidate for listing as endangered under the California ESA. The historic range of the Crotch's bumble bee extends from coastal areas east to the edges of the desert in central California south to Baja California del Norte, Mexico, excluding mountainous areas (Thorp et al. 1983; Williams et al. 2014). The species was historically common throughout the southern two-thirds of its range but is now largely absent from much of that area and is nearly extirpated from the center of its historic range, the Central Valley (Hatfield et al. 2014).

The Crotch's bumble bee inhabits open grassland and scrub habitats (Williams et al. 2014). The species visits a wide variety of flowering plants, although its very short tongue makes it best suited to forage at open flowers with short corollas (Xerces Society 2018). Plant families most commonly associated with Crotch's bumble bee include Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae (Xerces Society 2018). The species primarily nests underground (Williams et al. 2014). Little is known about overwintering sites for the species, but bumble bees generally overwinter in soft, disturbed soils or under leaf litter or other debris (Goulson 2010; Williams et al. 2014). The flight period for Crotch's bumble bee queens in California is from late February to late October, peaking in early April with a second pulse in July (Thorp et al. 1983). The flight period for workers and males is California is from late March through September with peak abundance in early July (Thorp et al. 1983).

There are no documented occurrences of Crotch's bumblebee within 5 miles of the BSA (CDFW 2024a), however the annual grassland provides suitable habitat for this species. Crotch's bumble bee has potential to occur onsite.

4.6.3.1 Vernal Pool Tadpole Shrimp

The vernal pool tadpole shrimp (*Lepidurus packardi*) is listed as endangered pursuant to the federal ESA, and is a PCCP-Covered Species. This species inhabits vernal pools containing clear to highly turbid water, ranging in size from 0.001 to 89.0 acres (USFWS 1994). Vernal pool tadpole shrimp are distinguished from other vernal pool branchiopods discussed in this report by a large, shield-like carapace that covers the anterior half of their body (USFWS 2003). Cysts hatch during the wet season and the shrimp reach maturity in a few weeks. This species matures slowly and is long-lived, relative to other species. Vernal pool tadpole shrimp will continue to grow as long as the pools in which they occur remain inundated, and in some instances can survive for 6 months or longer (USFWS 2003). The geographic range of vernal pool tadpole shrimp extends from Shasta County to northern Tulare County in California's Central Valley, and in the central coast range from Solano County to Alameda County (USFWS 2003).

There are two documented CNDDB occurrences of vernal pool tadpole shrimp within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Vernal pool tadpole shrimp has potential to occur onsite.

4.6.4 Fish

Based on the literature review, four special-status fish species were identified as having the potential to occur in the vicinity of the BSA (Table 5). Auburn Ravine occurs along the northern boundary of the BSA and is designated critical habitat for steelhead salmon (*Oncorhynchus mykiss irideus*). However, the channel of Auburn Ravine is approximately 500-ft outside the BSA. Therefore, special-status fish species are presumed absent from the BSA. No further discussion of special-status fish is provided in this assessment.

4.6.5 Amphibians

Based on the literature review, three special-status amphibian species were identified as having the potential to occur in the vicinity of the BSA (Table 5). However, upon further analysis and after the site

visit, two species were presumed to be absent from the BSA due to lack of suitable habitat or because the BSA is outside of the geographic range for the species. No further discussion of these species is provided in this assessment. A brief description of the remaining species which have the potential to occur within the BSA is presented below.

4.6.5.1 Western Spadefoot

The northern distinct population segment of western spadefoot (*Spea hammondii*) is proposed to be listed as threatened pursuant to the federal ESA, is not listed pursuant to the California ESA; however, it is designated as a CDFW SSC. Necessary habitat components of the western spadefoot include loose, friable soils in which to burrow in upland habitats and breeding ponds. Breeding sites include temporary rain pools, such as vernal pools and seasonal wetlands, or pools within portions of intermittent drainages (Jennings and Hayes 1994). Spadefoots spend most of their adult life within underground burrows or other suitable refugia, such as rodent burrows. In California, western spadefoot toads are known to occur from the Redding area, Shasta County southward to northwestern Baja California, at elevations below 4,475 feet (Jennings and Hayes 1994).

There are seven documented CNDDB occurrences of western spadefoot within 5 miles of the BSA (CDFW 2024a). The Vernal Pool Complex provides suitable habitat for this species. Western spadefoot has potential to occur onsite.

4.6.6 Reptiles

Based on the literature review, two special-status reptile species were identified as having the potential to occur in the vicinity of the BSA (Table 5). However, upon further analysis and after the site visit, one species was presumed to be absent from the BSA due to the lack of suitable habitat. A brief description of the remaining species that have the potential to occur within the BSA is presented below.

4.6.6.1 Northwestern Pond Turtle

The northwestern pond turtle (*Actinemys marmorata*) is proposed for listing as Threatened pursuant to the federal ESA, is considered an SSC by CDFW, and is a PCCP-Covered Species. The range of the northwestern pond turtle in California extends from the Coast Ranges on the Oregon border southward to Marin County, throughout the lower elevations and foothills of the southern Cascades and Sierra Nevada Mountains, and within the Sacramento and San Joaquin Valleys (Thomson et al. 2016). They can occur in a variety of waters including ponds, lakes, streams, reservoirs, rivers, settling ponds of wastewater treatment plants, and other permanent and ephemeral wetlands (Bury et al. 2012). However, in streams and other lotic features they generally require slack- or slow-water aquatic microhabitats (Jennings and Hayes 1994). Northwestern pond turtles also require basking areas such as logs, rocks, banks, and brush piles for thermoregulation (Bury et al. 2012). Nesting sites for pond turtles are typically located in annual grasslands adjacent to a watercourse with little slope and hard, dry soil (Ashton et al. 1997). Nesting habitat soils typically display high clay or silt fraction, with few nests located in sandy soils. Nests are usually within 400 meters of a watercourse, with the majority being within 50 meters of the water's edge (Holland 1994).

PCCP modeled northwestern pond turtle aquatic habitat is defined by fresh emergent wetlands, seasonal wetland, riverine/riparian, and ponds, and modeled upland nesting habitat (nesting, burrowing habitat) is defined as any land cover type within 150 feet of aquatic habitat, except for urban/suburban, rural residential, agricultural types, barren, and disturbed land cover types (Placer County 2020a).

There is one documented CNDDB occurrence of northwestern pond turtle within 5 miles of the BSA (CDFW 2024a). The mapped PCCP Stream System along the northern boundary provides suitable upland dispersal and nesting habitat for this species. Northwestern pond turtles have potential to occur onsite.

4.6.7 Birds

Based on the literature review, 36 special-status bird species were identified as having potential to occur in the vicinity of the BSA (Table 5). Upon further analysis and after the site visit, 20 of those species are considered to be absent from the BSA due to the lack of suitable habitat or because the BSA is outside of the geographic range for the species. No further discussion of those species is provided in this assessment. A brief description of the remaining eight species that have potential to occur within the BSA is presented below.

4.6.7.1 Cooper's Hawk

The Cooper's hawk (*Astur cooperii*) is not listed pursuant to either the California or federal ESAs. However, it is a CDFW Watch List species. Typical nesting and foraging habitats include riparian woodland, dense oak woodland, and other woodlands near water. Cooper's hawks nest throughout California from Siskiyou County to San Diego County and includes the Central Valley (Rosenfield et al. 2024). Breeding occurs from March through July, with a peak from May through July.

There are no documented CNDDB occurrences of Cooper's hawk within 5 miles of the BSA (CDFW 2024a). The trees along Auburn Ravine represent suitable nesting habitat for this species. Cooper's hawk has potential to occur onsite.

4.6.7.2 White-Tailed Kite

White-tailed kite (*Elanus leucurus*) is not listed pursuant to either the California or federal ESAs; however, the species is fully protected pursuant to Section 3511 of the California Fish and Game Code. This species is a common resident in the Central Valley and the entire length of the California coast, as well as all areas up to the Sierra Nevada foothills and southeastern deserts (Dunk 2020). In northern California, white-tailed kite nesting occurs from March through early August, with nesting activity peaking from March through June. Nesting occurs in trees within riparian, oak woodland, savannah, and agricultural communities that are near foraging areas such as low elevation grasslands, agricultural, meadows, farmlands, savannahs, and emergent wetlands (Dunk 2020).

There are no documented CNDDB occurrences of white-tailed kite within 5 miles of the BSA (CDFW 2024a). The trees along Auburn Ravine represent suitable nesting habitat for this species. White-tailed kite has potential to occur onsite.

4.6.7.3 Golden Eagle

The golden eagle (*Aquila chrysaetos*) is not listed pursuant to either the California or federal ESAs. However, it is fully protected according to Section 3511 of the Fish and Game Code of California and the federal Bald and Golden Eagle Protection Act and is a CDFW Watch List species. Golden eagles generally nest on cliff ledges and/or large lone trees in rolling to mountainous terrain. Golden eagles nest throughout California except the flat portions of the Central Valley, the immediate coast, and portions of southeastern California (Katzner et al. 2020). Occurrences within the Central Valley are usually dispersing post-breeding birds, nonbreeding subadults, or migrants. Foraging habitat includes open grassland and savannah. Nesting occurs from February through August.

There are no documented CNDDB occurrences of golden eagle within 5 miles of the BSA (CDFW 2024a). The VPC landcover represents suitable foraging habitat for this species. Golden Eagle has potential to occur onsite.

4.6.7.4 Northern Harrier

The northern harrier (*Circus hudsonius*) is not listed pursuant to either the California or federal ESAs; however, it is considered to be a USFWS BCC and a CDFW SSC. This species is known to nest in the Central Valley, along the Pacific Coast, and in northeastern California. The northern harrier is a ground-nesting species, and typically nests in emergent wetland/marsh, open grasslands, or savannah communities usually in areas with dense vegetation (Smith et al. 2020). Foraging occurs within a variety of open environments such as marshes, agricultural fields, and grasslands. Nesting occurs from April through September.

There are no documented CNDDB occurrences of northern harrier within 5 miles of the BSA (CDFW 2024a). The VPC landcover represents suitable breeding habitat for this species. Northern harrier has potential to occur onsite.

4.6.7.5 Swainson's Hawk

The Swainson's hawk (*Buteo swainsoni*) is listed as a threatened species and are protected pursuant to the California Endangered Species Act, and is a PCCP-Covered Species This species nests in North America (Canada, western U.S., and Mexico) and typically winters from South America north to Mexico. However, a small population has been observed wintering in the Sacramento-San Joaquin River Delta (Bechard et al. 2020). In California, the nesting season for Swainson's hawk ranges from mid-March to late August.

Swainson's hawks nest in tall trees in a variety of wooded communities including riparian, oak woodland, roadside landscape corridors, urban areas, and agricultural areas, among others. Foraging habitat includes open grassland, savannah, low-cover row crop fields, and livestock pastures. In the Central Valley, Swainson's hawks typically feed on a combination of California vole (*Microtus californicus*), California ground squirrel (*Otospermophilus beecheyi*), ring-necked pheasant (*Phasianus colchicus*), many passerine birds, and grasshoppers (*Melanopulus* species). Swainson's hawks are opportunistic foragers and will readily forage in association with agricultural mowing, harvesting, discing, and irrigating (Estep 1989). The

removal of vegetative cover by such farming activities results in more readily available prey items for this species.

There are four documented CNDDB occurrences of Swainson's hawk within 5 miles of the BSA (CDFW 2024a). The riparian area along Auburn Ravine represents suitable nesting habitat for this species and the annual grassland found throughout the BSA represents potential foraging habitat.

4.6.7.6 Western Screech-Owl

The western screech-owl (*Megascops kennicottii*) is a USFWS BCC but is not listed pursuant to the state or federal ESAs. The western screech-owl can be found throughout the western U.S. In California, they are absent from higher mountain regions, the Mohave Desert, Salton Sea Basin, and urbanized areas in coastal Ventura and San Diego counties (Small 1994). They are found in a wide variety of habitats with deciduous trees such as riparian, desert, and oak and pine-oak woodlands (Cannings et al. 2020). Western screech-owls nest in cavities, most commonly excavated by woodpeckers, but will also use natural cavities and nest boxes (Cannings et al. 2020). Breeding occurs from March through July.

There are no documented CNDDB occurrences of western screech-owl within 5 miles of the BSA (CDFW 2024a). The larger trees that support cavities along Auburn Ravine represents suitable nesting habitat for this species. Western screech-owl has potential to occur onsite.

4.6.7.7 Westen Burrowing Owl

The western burrowing owl (*Athene cunicularia*) is not listed pursuant to the federal ESA but is currently a candidate for listing under the California ESA; in addition, it is designated as a BCC by the USFWS, an SSC by the CDFW, and a PCCP-Covered Species. Western burrowing owls inhabit dry open rolling hills, grasslands, desert floors, and open bare ground with gullies and arroyos. They can also inhabit developed areas such as golf courses, cemeteries, roadsides within cities, airports, vacant lots in residential areas, school campuses, and fairgrounds (Poulin et al. 2020). This species typically uses burrows created by fossorial mammals, most notably the California ground squirrel (*Otospermophilus beecheyi*) but may also use manmade structures such as concrete culverts or pipes; concrete, asphalt, or wood debris piles; or openings beneath concrete or asphalt pavement (California Department of Fish and Game [CDFG] 2012). The breeding season typically occurs between February 1 and August 31 (CDFG 2012).

There are no documented CNDDB occurrences of western burrowing owl within 5 miles of the BSA (CDFW 2024a). The VPC within the BSA represents suitable nesting habitat for this species. Western burrowing owl has potential to occur onsite.

4.6.7.8 Nuttall's Woodpecker

The Nuttall's woodpecker (*Dryobates nuttallii*) is not listed and protected under either state or federal ESAs but is considered a USFWS BCC. They are resident from Siskiyou County south to Baja California. Nuttall's woodpeckers nest in tree cavities primarily within oak woodlands, but also can be found in riparian woodlands (Lowther et al. 2020). Breeding occurs from April through July.

There are no documented CNDDB occurrences of Nuttall's woodpecker within 5 miles of the BSA (CDFW 2024a). The riparian area along Auburn Ravine represent suitable nesting habitat for this species. Nuttall's woodpecker has potential to occur onsite.

4.6.7.9 Merlin

The Merlin (*Falco columbarius*) is not listed pursuant to either the California or federal ESAs but is a CDFW Watch List species. This falcon breeds in Canada and Alaska and occurs in California as a migrant and during the nonbreeding season (September through April). Foraging habitat in winter includes open forests, grasslands, and tidal flats (Warkentin et al. 2020).

There are no documented CNDDB occurrences of merlin within 5 miles of the BSA (CDFW 2024a), and is common migrant but does not nest in the region. The annual grassland within the BSA represents suitable foraging habitat for this species. Merlin has low potential to occur onsite.

4.6.7.10 Yellow-Billed Magpie

The yellow-billed magpie (*Pica nuttalli*) is not listed pursuant to either the California or federal ESAs but is considered a USFWS BCC. This endemic species is a yearlong resident of the Central Valley and Coast Ranges from San Francisco Bay to Santa Barbara County. Yellow-billed magpies build large, bulky nests in trees in a variety of open woodland habitats, typically near grassland, pastures or cropland. Nest building begins in late January to mid-February, which may take up to 6 to 8 weeks to complete, with eggs laid from April through May, and fledging from May through June (Koenig and Reynolds 2020). The young leave the nest about 30 days after hatching (Koenig and Reynolds 2020). Yellow-billed magpies are highly susceptible to West Nile Virus, which may have been the cause of death to thousands of magpies during 2004-2006 (Koenig and Reynolds 2020).

There are no documented CNDDB occurrences of yellow-billed magpie within 5 miles of the BSA (CDFW 2024a). The riparian area along Auburn Ravine represent suitable nesting habitat for this species. Yellow-billed magpie has potential to occur onsite.

4.6.7.11 Oak Titmouse

Oak titmouse (*Baeolophus inornatus*) is not listed and protected under either state or federal ESAs but are considered a USFWS BCC. Oak titmouse breeding range includes southwestern Oregon south through California's Coast, Transverse, and Peninsular ranges, western foothills of the Sierra Nevada, into Baja California; they are absent from the humid northwestern coastal region and the San Joaquin Valley (Cicero et al. 2020). They are found in dry oak or oak-pine woodlands but may also use scrub oaks or other brush near woodlands (Cicero et al. 2020). Nesting occurs during March through July.

There are no documented CNDDB occurrences of oak titmouse within 5 miles of the BSA (CDFW 2024a). The riparian area along Auburn Ravine represents suitable nesting habitat for this species. Oak titmouse has potential to occur onsite.

4.6.7.12 Grasshopper Sparrow

The grasshopper sparrow (Ammodramus savannarum) is not listed pursuant to either the California or federal ESAs, but it is designated as an SSC by the CDFW. The grasshopper sparrow is an uncommon and local summer resident and breeder along the western edge of the Sierra Nevada and most coastal counties south to Baja California (Small 1994; Vickery 2020). This species generally inhabits moderately open grasslands and prairies with patchy bare ground and scattered shrubs (Vickery 2020). Grasshopper sparrows are more likely to occupy large tracts of habitat than small fragments (Samson 1980; Herkert 1994; Vickery et al. 1994 as cited in Vickery 2020). Breeding generally occurs from early May through August.

There are no documented CNDDB occurrences of grasshopper sparrow within 5 miles of the BSA (CDFW 2024a). The relatively small patch of VPC that is not annually farmed within the BSA represents marginally suitable nesting habitat for this species. Grasshopper sparrow has low potential to occur onsite.

4.6.7.13 Tricolored Blackbird

The tricolored blackbird (*Agelaius tricolor*) is a PCCP-Covered Species, and was granted emergency listing for protection under the California ESA in December 2014 but the listing status was not renewed in June 2015. After an extensive status review, the California Fish and Game Commission listed tricolored blackbirds as a threatened species in 2018. In addition, it is currently considered a USFWS BCC and a CDFW SSC. This colonial nesting species is distributed widely throughout the Central Valley, Coast Range, and into Oregon, Washington, Nevada, and Baja California (Beedy et al. 2020). Tricolored blackbirds nest in colonies that can range from several pairs to several thousand pairs, depending on prey availability, the presence of predators, or level of human disturbance. Tricolored blackbirds nesting habitat includes emergent marsh, riparian woodland/scrub, blackberry thickets, densely vegetated agricultural and idle fields (e.g., wheat, triticale, safflower, fava bean fields, thistle, mustard, cane, and fiddleneck), usually with some nearby standing water or ground saturation (Beedy et al. 2020). They feed mainly on grasshoppers during the breeding season, but may also forage upon a variety of other insects, grains, and seeds in open grasslands, wetlands, feedlots, dairies, and agricultural fields (Beedy et al. 2020). The nesting season is generally from March through August.

There are 13 documented CNDDB occurrences of tricolored blackbird within 5 miles of the BSA (CDFW 2024a). There is no potential nesting habitat onsite, but the VPC within the BSA represents suitable foraging habitat for this species. Tricolored blackbird has potential to occur onsite.

4.6.7.14 Bullock's Oriole

The Bullock's oriole (*Icterus bullockii*) is not listed pursuant to either the California or federal ESAs but is currently a BCC according to the USFWS. In California, Bullock's orioles are found throughout the state except the higher elevations of mountain ranges and the eastern deserts (Small 1994). They are found in riparian and oak woodlands where nests are built in deciduous trees, but may also use orchards, conifers, and eucalyptus trees (Flood et al. 2020). Nesting occurs from March through July.

There are no documented CNDDB occurrences of Bullock's oriole within 5 miles of the BSA (CDFW 2024a). The riparian area along Auburn Ravine represents suitable nesting habitat for this species. Bullock's oriole has potential to occur onsite.

4.6.7.15 Yellow Warbler

Yellow warbler (*Setophaga petechia*) is a CDFW SSC. Yellow warbler nest from Baja California northward to Alaska and winter from Southern California to South America (American Ornithologists' Union 1983). Breeding occurs throughout much of California up to 8,000 feet elevation, except the Central Valley and southeastern deserts (Heath 2008). Breeding habitat includes riparian vegetation in close proximity to water along streams and wet meadows (Heath 2008). During migration, yellow warbler may occur in a wide variety of woodland habitats throughout California. The nesting season is May through August.

There are no documented CNDDB occurrences of yellow warbler within 5 miles of the BSA (CDFW 2024a). Yellow warbler do not nest in the vicinity of the BSA, but are common migrants through the area. The trees adjacent to Auburn Ravine within the BSA represents suitable foraging habitat for this species. Yellow warbler has potential to occur onsite.

4.6.8 Mammals

Based on the literature review and site reconnaissance, two special-status mammal species were identified as having potential to occur in the vicinity of the BSA (Table 5). Further discussion for these species is provided below.

4.6.8.1 Pallid Bat

The pallid bat (*Antrozous pallidus*) is not listed pursuant to either the federal or California ESAs; however, this species is considered an SSC by CDFW. The pallid bat is a large, light-colored bat with long, prominent ears and pink, brown, or grey wing and tail membranes. This species ranges throughout North America from the interior of British Columbia, south to Mexico, and east to Texas. The pallid bat inhabits low elevation (below 6,000 feet above MSL) rocky arid deserts and canyonlands, shrub-steppe grasslands, karst formations, and high elevation (above 7,000 feet above MSL) coniferous forest. This species roosts alone or in groups in the crevices of rocky outcrops and cliffs, caves, mines, trees, and in various human structures such as bridges and barns. The pallid bat is a feeding generalist that gleans a variety of arthropod prey from surfaces as well as capturing insects on the wing. Foraging occurs over grasslands, oak savannahs, ponderosa pine forests, talus slopes, gravel roads, lava flows, fruit orchards, and vineyards. Although this species utilizes echolocation to locate prey, they often use only passive acoustic cues. This species is not thought to migrate long distances between summer and winter sites (Western Bat Working Group [WBWG] 2024).

There is one documented CNDDB occurrences of pallid within 5 miles of the BSA (CDFW 2024a). The trees and snags identified within the BSA represents suitable roosting habitat for this species. Pallid bat has potential to occur onsite.

4.6.8.2 Townsend's Big-Eared Bat

The Townsend's big-eared bat (*Corynorhinus townsendii*) is not listed pursuant to either the California or federal ESAs; however, this species is considered an SSC by CDFW. The Townsend's big-eared bat is a fairly large bat with prominent bilateral noes lumps and large rabbit-like ears. This species occurs throughout the west and ranges from the southern portion of British Columbia south along the Pacific coast to central Mexico and east into the Great Plains. The Townsend's big-eared bat has been reported from a wide variety of habitat types and elevations from sea level to 10,827 feet above MSL. Habitats used include coniferous forests, mixed mesophytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. Its distribution is strongly associated with the availability of caves and cave-like roosting habitat including abandoned mines, buildings, bridges, rock crevices, and hollow trees. This species is readily detectable when roosting due to their habit of roosting pendant-like on open surfaces. The Townsend's big-eared bat is a moth specialist with more than 90 percent of its diet composed of them. Foraging habitat is generally edge habitats along streams adjacent to and within a variety of wooded habitats. This species often travels long distances when foraging and large home ranges have been documented in California (WBWG 2024).

There are no documented CNDDB occurrences of Townsend's big-eared bat within 5 miles of the BSA (CDFW 2024a). The trees and snags identified within the BSA represents suitable roosting habitat for this species. Townsend's big eared bat has potential to occur onsite.

4.7 Critical Habitat or Essential Fish Habitat

There is no designated critical habitat present within the BSA. The PCCP Stream System mapped within the BSA corresponds to Auburn Ravine, a designated anadromous fish Critical Habitat for steelhead (California Central Valley Distinct Population Segment; NOAA 2024b). However, the channel of Auburn Ravine exists approximately 500 ft. beyond the BSA. Therefore, there is no anadromous fish critical habitat or Essential Fish Habitat present within the BSA.

4.8 Wildlife Movement Corridors and Nursery Sites

The Essential Connectivity Areas map identifies larger, relatively natural habitat blocks that support native biodiversity and areas essential for connectivity between them. The BSA does not fall within an Essential Habitat Connectivity area or a known nursery site (CDFW 2024b)

For the purposes of this analysis, nursery sites include but are not limited to concentrations of nest or den sites such as heron rookeries or bat maternity roosts. This data is available through CDFW's BIOS database or as occurrence records in the CNDDB and is supplemented with the results of the site reconnaissance. No nursery sites have been documented within the BSA (CDFW 2024a) and none were observed or expected to occur.

5.0 RECOMMENDATIONS

This section summarizes recommended measures to avoid or minimize potential impacts to biological resources from the Proposed Project. Applicable conditions for Project PCCP Covered Activities are identified in the "Master Conditions on Covered Activities Checklist" (Appendix E) and the Western Placer CARP Best Management Practices (Appendix F), other recommended measures could be implemented and adhered to prior to Project implementation in order to mitigate impacts to PCCP-Covered Species and species regulated under CEQA. Potential Project impacts have not been finalized at this time, so these recommended measures are subject to change.

5.1 General Recommendations and Best Management Practices

The Project applicant shall implement erosion control measures and Best Management Practices to reduce the potential for sediment or pollutants. Measures may include the following:

- Comply with the general conditions outlined in PCCP Section 6.3.1, conditions of approval in Western Placer CARP Section 7, and best management practices in CARP Appendix C (Appendix F).
- To the extent feasible, implement erosion control measures and Best Management Practices to reduce the potential for sediment or pollutants within the BSA. Measures may include flagging of work areas, erosion control native seed mixtures, removal of trash, refueling in upland areas only and use of appropriate secondary containment, and a mandatory Worker Environmental Awareness Program (WEAP) for all contractors, work crews, and any onsite personnel.

5.2 Placer County Conservation Program Covered Species Measures and Conditions

The PCCP includes conditions that must be implemented for Covered Activities. These conditions are grouped into the following categories: (1) general, (2) natural community, (3) stream system, (4) rural, (5) public project, (6) species, and (7) reserve management conditions. The PCCP also includes conditions that are required for activities that may affect Covered Species or where potential for take can be avoided or reduced.

The Project shall comply with the following PCCP Conditions as the mechanism for avoiding, minimizing, and mitigating for the Proposed Project impacts to PCCP-Covered Species.

5.2.1 Species Condition 1. Swainson's Hawk

The Project applicant shall comply with PCCP Species Condition 1 for Swainson's Hawk (PCCP Section 6.3.5.6). Swainson's hawk surveys will be conducted according to PCCP Section 6.3.5.6.1 and if an occupied nest is identified, minimization measures according to PCCP Section 6.3.5.6.2 must be adopted, and PCCP Section 6.3.5.6.3 if construction monitoring is required.

5.2.2 Species Condition 3. Western Burrowing Owl

The Project applicant shall comply with PCCP Species Condition 3 for Western Burrowing Owl (PCCP Section 6.3.5.8). Western burrowing owl surveys will be conducted according to PCCP Section 6.3.5.8.1. If a western burrowing owl or evidence of presence at or near a burrow entrance is found to occur within 250 feet of the Project, applicable measures in PCCP Section 6.3.5.8.2 shall be implemented, and PCCP Section 6.3.5.8.3 if construction monitoring is required.

5.2.3 Species Condition 4. Tricolored Blackbird

The Project applicant shall comply with PCCP Species Condition 4 for Tricolored Blackbird (PCCP Section 6.3.5.9). Tricolored blackbird surveys will be conducted according to PCCP Section 6.3.5.9.1 and applicable measures in PCCP Section 6.3.5.9.2 will be implemented if a tricolored blackbird nesting colony is found and PCCP Section 6.3.5.9.3 implemented if construction monitoring is required.

5.2.4 Species Condition 6. Northwestern Pond Turtle

The Project applicant shall comply with PCCP Species Condition 6 for Northwestern Pond Turtle (PCCP Section 6.3.5.11), and shall refer to Chapter 5 *Conservation Strategy* of the PCCP to assess impacts and apply appropriate minimization measures.

5.2.5 Species Condition 9. Conservancy Fairy Shrimp.

The Project applicant shall comply with PCCP Species Condition 4 for Conservancy Fairy Shrimp (PCCP Section 6.3.5.14). Conservancy fairy shrimp surveys will be conducted according to PCCP Section 6.3.5.14.1 and applicable measures in PCCP Section 6.3.5.14.2 will be implemented if this species occurs, and PCCP Section 6.3.5.14.3 implemented if construction monitoring is required.

5.2.6 Species Condition 10. Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp

The Project applicant shall comply with PCCP Species Condition 4 for Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp (PCCP Section 6.3.5.15). Surveys will be conducted according to PCCP Section 6.3.5.15.1, and PCCP Section 6.3.5.15.2 if vernal pool fairy shrimp or vernal pool tadpole shrimp occurs.

5.3 Special-Status Species Covered under the California Environmental Quality Act

The following recommended measures are provided as the mechanism for potentially avoiding, minimizing, and mitigating for Proposed Project impacts to special-status species not covered under the PCCP but are regulated under CEQA.

5.3.1 Special-Status Plants

The PCCP does not cover plants; however, the BSA supports potential habitat for other special-status plants, as identified in Table 5. No special-status plants are known to occur onsite; however, protocol-level surveys have not been conducted. If a special-status plant occurs in or near the Project Area, Project

impacts could include damage or loss of individual plants, loss of occupied habitat, and indirect impacts such as disturbance from human encroachment and changes in habitat quality due to introduction or spread of non-native invasive plants, alteration of hydrology, erosion, and transport of soil, debris or pollutants into occupied habitat from adjacent Project areas.

The following measures are recommended to minimize potential impacts to special-status plants:

- If suitable habitat for special-status plants cannot be avoided, the applicant shall perform special-status plant surveys according to CDFW, CNPS, and USFWS protocols (CDFW 2018; CNPS 2001; USFWS 2000). Surveys shall be conducted throughout all suitable habitat within the Project development area (including all areas with Proposed Project-related ground-disturbing or vegetation-disturbing activities) and a 50-foot buffer to address potential direct and indirect impacts of the Project. Surveys shall be conducted by a qualified biologist and timed according to the identifiable period for special-status plant species with potential to occur (typically the blooming period). To the extent feasible, known reference populations will be visited prior to surveys to confirm target species are evident and identifiable at the time of the survey. If no special-status plants are found, no further measures pertaining to special-status plants are necessary.
- If a special-status plant is identified within or adjacent to the Project development area, the following shall apply:
    - An impact assessment shall be made by a qualified biologist to determine whether Project-related activities would result in significant impacts to the special-status plants. If impacts are determined to be less than significant, no further measures are needed.
    - If potential impacts are determined to be significant, the following shall apply:
        - To avoid the introduction and spread of non-native invasive plant species, clothing, vehicles, and equipment (including shoes, equipment undercarriage and tires/tracks) should be cleaned prior to entering the Project Area and, if invasive plant species are known to occur within the Project Area, prior to entering an area of the Project Area that is free of invasive plants. Materials used for the Project, such as fill dirt or erosion control materials, should be from weed-free locations or certified weed free.
        - The Project shall be modified to the extent feasible to minimize impacts to special-status plants. No-disturbance buffers shall be established around special-status-plants plant populations to be avoided in or adjacent to the Project Area. A 25-foot buffer should be maintained between Project activities and the status-plants plant populations, unless otherwise determined by a qualified biologist. Buffer distances may vary depending upon factors such as species ecology, species rarity, and site-specific conditions. Buffer areas shall be clearly demarcated in the field, and no vegetation or ground-disturbing activities shall occur within the boundaries of the delineated area.
        - If special-status plants are to be avoided by the Project, a WEAP shall be developed prior to construction to inform workers of avoided special-status plants. A qualified biologist

will present the WEAP to all personnel working in the Project Area prior to the start of Project activities. The WEAP may be recorded and used through the duration of construction to train new workers who were absent for the initial WEAP. The WEAP will include, but will not be limited to, species identification, habitat requirements, and the species' protected status. The training shall provide clear instruction that if any workers encounter the special-status plant(s) to be avoided within the Project impact area, work shall halt within 50-feet of the plants and the biological monitor shall be informed. The Project proponent shall retain logs of personnel who have taken the training for the duration of construction.

- If complete avoidance is not feasible, the agency with jurisdiction (CDFW, USFWS and/or the CEQA Lead Agency) shall be consulted to determine if additional minimization or mitigation measures are required. Additional measures, if needed, shall be developed in consultation with the respective agency. These measures may include restoration or permanent preservation of habitat for the special-status plant species or translocation (via seed collection and/or transplantation) from planned impact areas to unaffected suitable habitat. If a plant that is a state or federally listed threatened or endangered plant or a plant that is a candidate for state listing is found onsite, the applicant shall consult with CDFW and/or USFWS, as applicable, to determine appropriate avoidance and minimization measures, and an incidental take permit and compensatory mitigation may be required.

5.3.2 Crotch's Bumble Bee

The BSA provides suitable habitat for Crotch's bumble bee. A habitat assessment and focused survey for Crotch's bumble bee may be required by CDFW prior to the commencement of construction activities. Surveys should be conducted based on CDFW's Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species (CDFW 2023b). If Crotch's bumble bee nests are found within the Proposed Project impacts, additional mitigation and avoidance measures shall be developed in consultation with CDFW.

5.3.3 Western Spadefoot

The BSA contains suitable habitat for western spadefoot. Implementation of the following minimization measures will ensure that there are no significant impacts to this species:

- Pre-construction surveys for western spadefoot will be conducted within the limits of construction to detect adults, larvae, and/or egg masses, within 14 days prior to the start of construction.
- If no western spadefoots are found, no further measures pertaining to this species are necessary.
- If adults, larvae, or egg masses are found, they will be relocated to suitable habitat within an on- or off-site preserve(s), in consultation with CDFW.

5.3.4 Northwestern Pond Turtle

The BSA contains suitable habitat and PCCP Modeled Habitat for northwestern pond turtle. In addition to the measures outlined in Section 5.2.4, implementation of the following measures would avoid or minimize potential effects to northwestern pond turtles:

- A qualified biologist will perform a pre-construction clearance survey within 24 hours of the initiation of Project activities.
- If northwestern pond turtles are found within the Project footprint, they will be allowed to move out of the Project Area on their own volition.
- Areas impacted within the BSA that represent suitable habitat for northwestern pond turtle shall be restored to pre-Project conditions after Project completion. If no northwestern pond turtles are found during clearance survey, no further measures are necessary.

5.3.5 Other Special-Status Birds and Nesting Birds

The BSA contains suitable nesting and/or wintering and foraging habitat for special-status birds and other birds protected under the California Fish and Game Code and MBTA. If Project-related activities occur during the nesting season, the removal of active nests or disruption of nesting activities could lead to "take" of a protected bird, or an active nest with eggs or young, which would be considered a significant impact under CEQA. Impacts to wintering and foraging habitat is typically not considered significant under CEQA.

To avoid or minimize impacts to protected birds and active nests, the following mitigation measures are recommended:

- A pre-construction nesting bird survey shall be conducted within 14 days prior to the commencement of Project-related activities to identify active nests that could be impacted by construction.
- The pre-construction nesting bird survey shall include accessible areas within 100 feet of the Project boundaries, including any temporary disturbance areas. For raptors, the pre-construction nesting bird survey shall include accessible areas within 500 feet of the Project boundary.
- If active nests are found, a no-disturbance buffer shall be established around the nest. A qualified biologist, in consultation with the CDFW, shall establish a buffer distance. The buffer shall be maintained until the nestlings have fledged (e.g., are capable of flight and become independent of the nest), to be determined by a qualified biologist. The avoidance buffer can be removed and no further measures are necessary once the young have fledged or the nest is no longer occupied, as determined by a qualified biologist.

5.3.6 Special-Status Raptors and Other Protected Raptors

For construction and other ground-disturbing activities with potential to affect other special-status raptor nests (e.g., activities proposed to occur in or within 500 feet of suitable habitat), the following measures shall be implemented to prevent potential impacts to active raptor nests.

- For Project activities, including tree and other vegetation removal, that begin between February 1 and September 15, qualified biologists shall conduct pre-construction surveys for special status raptors and to identify active nests on and within 500 feet of the Project Area. The surveys shall be conducted before the beginning of any construction activities between February 1 and September 15.
- Impacts to nesting raptors shall be avoided by establishing appropriate buffers around active nest sites identified during pre-construction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of a 500-foot-wide buffer for these raptor species, but the size of the buffer may be adjusted if a qualified biologist and the Project proponent, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.
- Trees shall not be removed during the breeding season for nesting raptors unless a survey by a qualified biologist verifies that there is not an active nest in the tree.

5.4 Aquatic Resources

The BSA supports aquatic resources that have been delineated but not verified by the USACE. The following mitigation measures are recommended to minimize potential impacts to Waters of the U.S.:

- The Project applicant shall attend a pre-application meeting with the USACE which will include Placer County and other relevant agencies. Unless otherwise directed by the agencies in the pre-application meeting, the Project applicant shall prepare and submit an application package to Placer County, the USACE, and the RWQCB including the following items: the aquatic resources delineation with a request to obtain USACE verification (or preliminary or an approved jurisdictional determination), an application for a Clean Water Act Section 401 WQC, a request to obtain authorization under the PCCP for a USACE LOP, and a PCCP/Western Placer CARP authorization application. The Project applicant shall secure the WQC, LOP, and PCCP/Western Placer CARP authorizations and apply all applicable conditions of the authorizations.

The Project shall comply with the following PCCP Stream System Conditions:

5.4.1 Community Condition 2.3, Riverine and Riparian Restoration

PCCP Community Condition 2.3 states that "Covered Activities that affect riverine or riparian constituent habitat must contribute to restoration as mitigation to compensate for loss of riverine or riparian constituent habitat."

If the Project proposes to impact riverine and associated riparian habitat, the Special Habitat Fee Schedule 4d Riverine/Riparian will apply to the Project.

5.4.2 Stream System Condition 2, Stream System Mitigation: Restoration

PCCP Stream System Condition 2 states that "where Covered Activities result in the permanent or temporary impacts on the Stream System, regardless of the community or constituent habitat type affected, effects shall be mitigated by appropriate restoration or enhancement."

If the Project proposes to impact the PCCP Stream System, the Special Habitat Fee Schedule 4f Stream System Encroachment will apply to the Project; however, areas subject to stream system encroachment excludes any area already subject to a constituent habitat fee (such as riverine/riparian fee).

5.4.3 Western Placer CARP Authorization Mitigation Conditions

Mitigation conditions from Section 7.5 of the Western Placer CARP (Appendix G) apply to all Covered Activities that have the potential to impact Aquatic Resources of Placer County.

5.5 Land Cover and Sensitive Natural Communities

Mitigation requirements for this Project are expected due to conversion of natural land cover and proposed impacts to aquatic resources and PCCP special habitat. Fees associated with mitigation are outlined in Chapter 9 of the PCCP.

5.5.1 Land Conversion Mitigation, Placer County Conservation Program General Condition 3

PCCP General Condition 3 states that "Covered Activities that would result in permanent conversion of natural land cover must pay fees or otherwise contribute to establishing the Reserve System and are subject to the maximum extent of take proposed under the Plan." Based on the PCCP Land Conversion Fee Schedule, the Project meets the criteria of Land Conversion Fee.

5.5.2 Riparian Habitat

The BSA supports riparian habitat. If the Project proposes to impact riparian habitat, applicable PCCP conditions, land conversion fees, and special habitat fees shall be applied.

5.6 Placer County Protected Trees

Tree impacts will be mitigated through payment of land conversion and special habitat conversion fees under the PCCP.

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LIST OF APPENDICES

Appendix A – Results of Database Queries

Appendix B – Representative Photographs (December 19, 2024)

Appendix C – Plant Species Observed (December 19, 2024)

Appendix D – Wildlife Species Observed (December 19, 2024)

Appendix E – Master Conditions on Covered Activities Checklist

Appendix F – Western Placer County Aquatic Resources Program Best Management Practices

Appendix G – Western Placer County Aquatic Resources Program Procedures, Timelines, and Conditions of Approval

APPENDIX A

Results of Database Queries

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Camp Far West (3912113) OR Wolf (3912112) OR Rocklin (3812172) OR Roseville (3812173) OR Lincoln (3812183) OR Gold Hill (3812182) OR Pleasant Grove (3812174) OR Sheridan (3812184) OR Wheatland (3912114) OR Rio Linda (3812164) OR Folsom (3812162) OR Citrus Heights (3812163))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Acipenser medirostris pop. 1 green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	SSC
Actinemys marmorata northwestern pond turtle	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Alkali Meadow Alkali Meadow	CTT45310CA	None	None	G3	S2.1	
Alkali Seep Alkali Seep	CTT45320CA	None	None	G3	S2.1	
Ammodramus savannarum grasshopper sparrow	ABPBXA0020	None	None	G5	S3	SSC
Andrena subapasta An andrenid bee	IIHYM35210	None	None	G1G2	S1S2	
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Athene cunicularia burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
Balsamorhiza macrolepis big-scale balsamroot	PDAST11061	None	None	G2	S2	1B.2
Bombus crotchii Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Branchinecta conservatio Conservancy fairy shrimp	ICBRA03010	Endangered	None	G2	S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Calycadenia spicata spicate calycadenia	PDAST1P090	None	None	G3?	S3	1B.3
Chloropyron molle ssp. hispidum hispid salty bird's-beak	PDSCR0J0D1	None	None	G2T1	S1	1B.1
Circus hudsonius northern harrier	ABNKC11011	None	None	G5	S3	SSC
Clarkia biloba ssp. brandegeeae Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Falco columbarius merlin	ABNKD06030	None	None	G5	S3S4	WL
Fritillaria agrestis stinkbells	PMLIL0V010	None	None	G3	S3	4.2
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S2	
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Hydrochara rickseckeri Ricksecker's water scavenger beetle	IICOL5V010	None	None	G2?	S2?	
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
Juncus leiospermus var. ahartii Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1	1B.2
Juncus leiospermus var. leiospermus Red Bluff dwarf rush	PMJUN011L2	None	None	G2T2	S2	1B.1
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G3G4	S3S4	
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Melospiza melodia pop. 1 song sparrow ("Modesto" population)	ABPBXA3013	None	None	G5T3?Q	S3?	SSC
Nannopterum auritum double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
Navarretia myersii ssp. myersii pincushion navarretia	PDPLM0C0X1	None	None	G2T2	S2	1B.1
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Northern Volcanic Mud Flow Vernal Pool Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	SSC
Orcuttia viscida Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
Pandion haliaetus osprey	ABNKC01010	None	None	G5	S4	WL
Progne subis purple martin	ABPAU01010	None	None	G5	S3	SSC
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S3	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3	SSC
Spea hammondii western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis gigas giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	
Valley Needlegrass Grassland Valley Needlegrass Grassland	CTT42110CA	None	None	G3	S3.1	
Wolffia brasiliensis Brazilian watermeal	PMLEM03020	None	None	G5	S2	2B.3

Record Count: 58

CALIFORNIA NATIVE PLANT SOCIETY

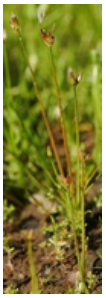
CNPS Rare Plant Inventory

Search Results

21 matches found. Click on scientific name for details

Search Criteria: , Quad is one of [**3812183:3812173:3912114:3912113:3912112:3812182:3812184:3812174:3812172:3812162:3812163:3812164**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Azolla microphylla	Mexican mosquito fern	Azollaceae	annual/perennial herb	Aug	None	None	G5	S4	4.2		1994-01-01	No Photo Available
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	None	None	G2	S2	1B.2	Yes	1974-01-01	 ©1998 Dean Wm. Taylor
Brodiaea rosea ssp. *vallicola*	valley brodiaea	Themidaceae	perennial bulbiferous herb	Apr-May(Jun)	None	None	G4G5T3	S3	4.2	Yes	2019-01-07	 © 2011 Steven Perry
Brodiaea sierrae	Sierra foothills brodiaea	Themidaceae	perennial bulbiferous herb	May-Aug	None	None	G3	S3	4.3	Yes	2012-11-20	 © 2006 George W. Hartwell
Calycadenia spicata	spicate calycadenia	Asteraceae	annual herb	May-Sep	None	None	G3?	S3	1B.3		2023-04-05	 © 2023 Christopher Bronny
Chloropyron molle ssp. *hispidum*	hispid salty bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Sep	None	None	G2T1	S1	1B.1	Yes	1974-01-01	No Photo Available

Clarkia biloba ssp. *brandegeeae*	Brandegee's clarkia	Onagraceae	annual herb	(Mar)May-Jul	None	None	G4G5T4	S4	4.2	Yes	2001-01-01	No Photo Available
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	None	None	GU	S2	2B.2		1980-01-01	 © 2013 Aaron Arthur
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	Mar-Jun	None	None	G3	S3	4.2	Yes	1980-01-01	 © 2016 Aaron Schusteff
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	None	CE	G2	S2	1B.2		1974-01-01	 ©2004 Carol W. Witham
Hesperevax caulescens	hogwallow starfish	Asteraceae	annual herb	Mar-Jun	None	None	G3	S3	4.2	Yes	2001-01-01	 © 2017 John Doyen
Juncus leiospermus var. *ahartii*	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	None	None	G2T1	S1	1B.2	Yes	1984-01-01	 © 2004 Carol W. Witham
Juncus leiospermus var. *leiospermus*	Red Bluff dwarf rush	Juncaceae	annual herb	Mar-Jun	None	None	G2T2	S2	1B.1	Yes	1974-01-01	 ©2016 Dylan Neubauer

Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	None	None	G2	S2	1B.1	Yes	1974-01-01
Leptosiphon aureus	bristly leptosiphon	Polemoniaceae	annual herb	Apr-Jul	None	None	G4?	S4?	4.2	Yes	1994-01-01
Lilium humboldtii ssp. *humboldtii*	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	None	None	G4T3	S3	4.2	Yes	1994-01-01
Navarretia heterandra	Tehama navarretia	Polemoniaceae	annual herb	Apr-Jun	None	None	G4	S4	4.3		1974-01-01
Navarretia myersii ssp. *myersii*	pincushion navarretia	Polemoniaceae	annual herb	Apr-May	None	None	G2T2	S2	1B.1	Yes	1994-01-01
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	Apr-Jul(Sep)	FE	CE	G1	S1	1B.1	Yes	1974-01-01
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	None	None	G3	S3	1B.2	Yes	1984-01-01
Wolffia brasiliensis	Brazilian watermeal	Araceae	perennial herb (aquatic)	Apr-Dec	None	None	G5	S2	2B.3		2001-01-01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Showing 1 to 21 of 21 entries

Go to top

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Placer County, California



Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building

2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

NOT FOR CONSULTATION

2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Reptiles

NAME	STATUS
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
Western Spadefoot Spea hammondii Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS

NOT FOR CONSULTATION

Conservancy Fairy Shrimp Branchinecta conservatio — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/8246

Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened
Wherever found
There is **final** critical habitat for this species. Your location overlaps the critical habitat.
https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/2246

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

This location overlaps the critical habitat for the following species:

NAME	TYPE
Vernal Pool Fairy Shrimp Branchinecta lynchi https://ecos.fws.gov/ecp/species/498#crithab	Final

NOT FOR CONSULTATION

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

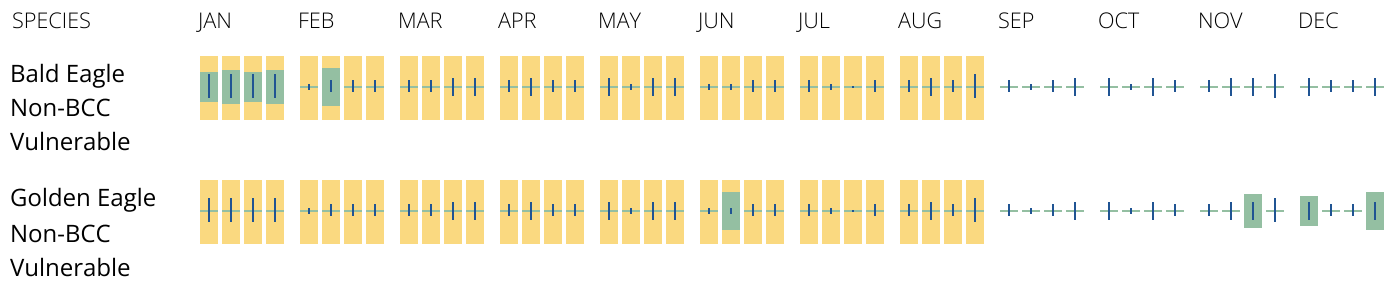
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

▪ probability of presence ▪ breeding season | survey effort – no data

NOT FOR CONSULTATION



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

NOT FOR CONSULTATION

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31

NOT FOR CONSULTATION

Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Tern Chlidonias niger surinamenisis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Bullock's Oriole Icterus bullockii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Marbled Godwit Limosa fedoa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere

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Northern Harrier Circus hudsonius — Breeds Apr 1 to Sep 15
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/8350

Nuttall's Woodpecker Dryobates nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Santa Barbara Song Sparrow Melospiza melodia graminea — Breeds Mar 1 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/5513

Short-billed Dowitcher Limnodromus griseus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9480

Tricolored Blackbird Agelaius tricolor — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3910

Western Grebe aechmophorus occidentalis — Breeds Jun 1 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Western Screech-owl Megascops kennicottii cardonensis — Breeds Mar 1 to Jun 30
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Willet Tringa semipalmata — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

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Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie Pica nuttalli — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9726

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

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Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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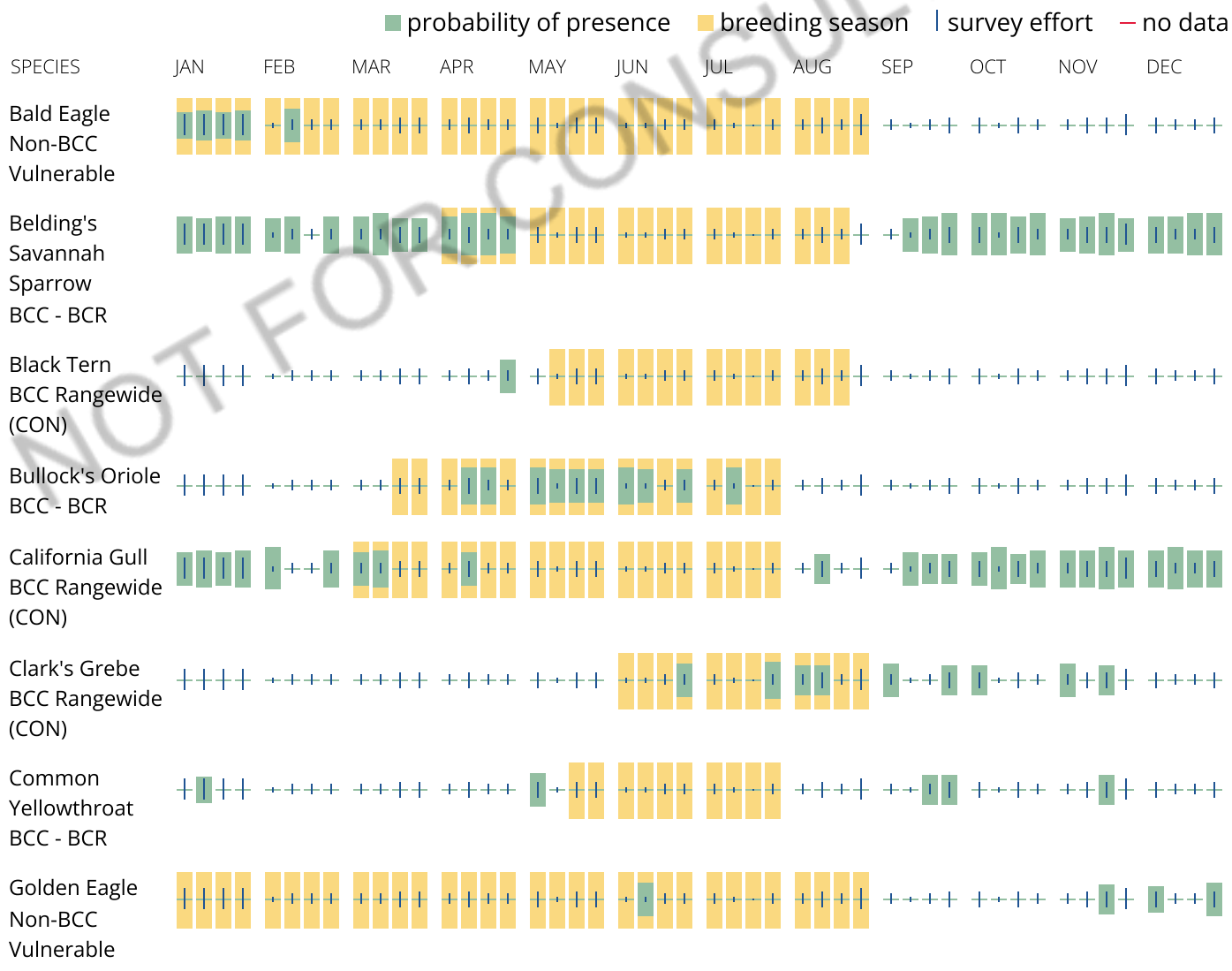

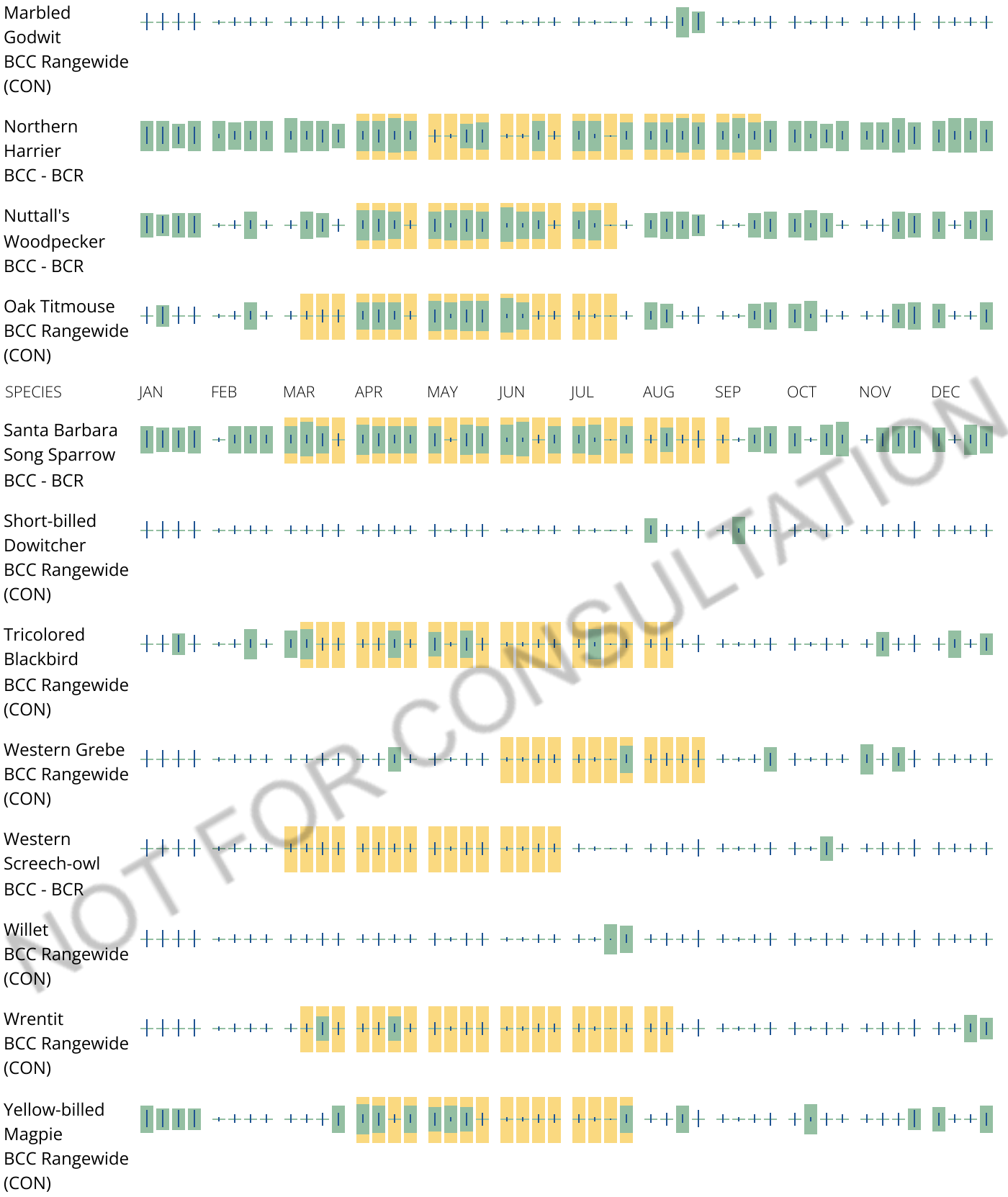

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the

locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

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3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

PEM1A

FRESHWATER FORESTED/SHRUB WETLAND

PFOA

RIVERINE

R2UBH

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A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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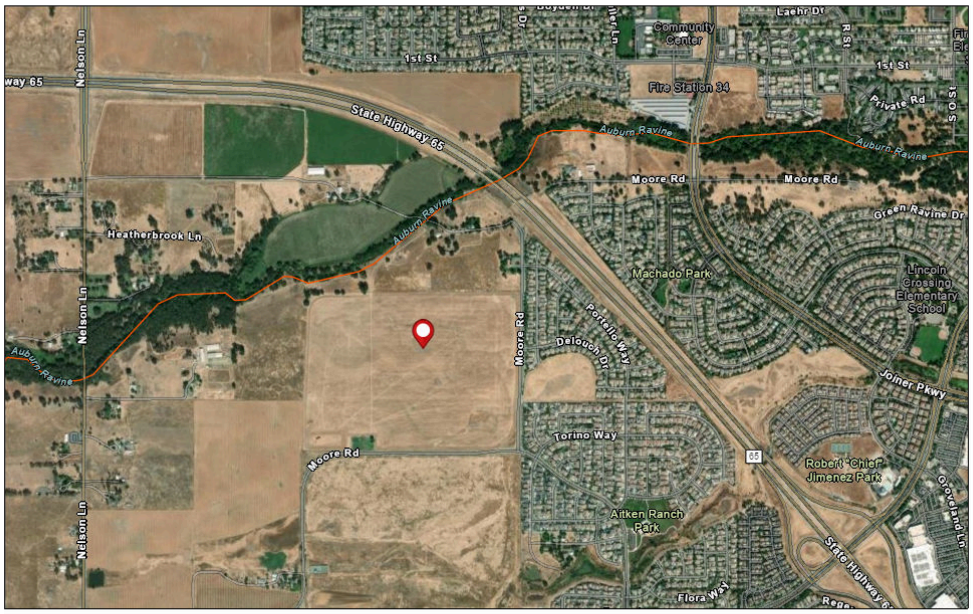
Critical Habitat Report

Area of Interest (AOI) Information

Area : 203.39 km²

Dec 17 2024 16:21:22 Pacific Standard Time



Summary

Name	Count	Area(km²)	Length(m)
All Critical Habitat Polyline	5	N/A	31,380.83
All Critical Habitat Polygon	0	0	N/A

All Critical Habitat Polyline

#	Listed Entity	Common Name	Scientific Name	Length(m)
1	Steelhead [California Central Valley DPS]	Steelhead	Oncorhynchus mykiss	31,380.83

EFH Mapper Report

EFH Data Notice

Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional fishery management councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

West Coast Regional Office

Query Results

Degrees, Minutes, Seconds: Latitude = 38º 52' 43" N, Longitude = 122º 40' 24" W
Decimal Degrees: Latitude = 38.879, Longitude = -121.327

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

EFH

No additional Essential Fish Habitats (EFH) were identified at the report location.

Pacific Salmon EFH

Link	HUC Name	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
	Upper Coon-Upper Auburn	Chinook Salmon	All	Pacific	Pacific Coast Salmon Plan

Atlantic Salmon

No Atlantic Salmon were identified at the report location.

HAPCs

No Habitat Areas of Particular Concern (HAPC) were identified at the report location.

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.
****For links to all EFH text descriptions see the complete data inventory: open data inventory -->**

Pacific Coastal Pelagic Species,
Jack Mackerel,
Pacific (Chub) Mackerel,
Pacific Sardine,
Northern Anchovy - Central Subpopulation,
Northern Anchovy - Northern Subpopulation,
Pacific Highly Migratory Species,
Bigeye Thresher Shark - North Pacific,

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data. **For links to all EFH text descriptions see the complete data inventory: open data inventory -->
Bluefin Tuna - Pacific, Dolphinfish (Dorado or Mahimahi) - Pacific, Pelagic Thresher Shark - North Pacific, Swordfish - North Pacific

APPENDIX B

Representative Photographs (December 19, 2024)



Photo 1. Representative Photo of a Seasonal Wetland within VPC High Land Cover (facing northeast).



Photo 2. Representative Photo of a Vernal Pool within VPC High Land Cover (facing east).



Photo 3. Representative Photo of the Annual Grassland within the VPC Intermediate Land Cover. (facing northwest).



Photo 4. Representative Photo of the Annual Grassland within the VPC Low Land Cover (facing east).



Photo 5. Representative Photo of Seasonal Wetland Swale within the VPC Low Land Cover (facing north).



Photo 6. Representative Photo of a Vernal Pool and Seasonal Wetland Swale within VPC Intermediate Land Cover (facing south).



Photo 7. Representative Photo of the Disturbed Annual Grassland within the VPC Intermediate Land Cover (facing north).



Photo 8. Representative Photo of the Disturbed Annual Grassland and Vernal Pool within the VPC Intermediate Land Cover (facing north).

APPENDIX C

Plant Species Observed (December 19, 2024)

SCIENTIFIC NAME	**COMMON NAME**
APIACEAE	**CARROT FAMILY**
*Daucus carota**	Queen Anne's lace
Eryngium castrense	Great Valley button-celery
ASTERACEAE	**SUNFLOWER FAMILY**
Artemisia douglasiana	Mugwort
*Centaurea solstitialis**	Yellow star-thistle
Centromadia fitchii	Fitch's spikeweed
*Cichorium intybus**	Chicory
BORAGINACEAE	**BORAGE FAMILY**
Plagiobothrys stipitatus	Slender popcorn-flower
CARYOPHYLLACEAE	**PINK FAMILY**
*Stellaria media**	Common chickweed
CYPERACEAE	**SEDGE FAMILY**
Eleocharis macrostachya	Creeping spikerush
EUPHORBIACEAE	**SPURGE FAMILY**
Croton setiger	Turkey mullein
FABACEAE	**LEGUME FAMILY**
*Trifolium hirtum**	Rose clover
Vicia sp.*	Vetch
FAGACEAE	**OAK FAMILY**
Quercus lobata	Valley oak
Quercus wislizeni	Interior live oak
GERANIACEAE	**GERANIUM FAMILY**
*Geranium molle**	Dovefoot geranium
PLANTAGINACEAE	**PLANTAIN FAMILY**
*Plantago lanceolata**	English plantain
POACEAE	**GRASS FAMILY**
*Bromus diandrus**	Ripgut brome
*Bromus hordeaceus**	Soft brome
*Cynodon dactylon**	Bermuda grass
*Elymus caput-medusae**	Medusahead grass

SCIENTIFIC NAME	**COMMON NAME**
*Festuca perennis**	Italian ryegrass
*Sorghum halepense**	Johnson grass
POLYGONACEAE	**BUCKWHEAT FAMILY**
*Rumex crispus**	Curly dock
*Rumex pulcher**	Fiddle dock
ROSACEAE	**ROSE FAMILY**
*Rubus armeniacus**	Himalayan blackberry
SALICACEAE	**WILLOW FAMILY**
Salix exigua	Sandbar willow

Notes: * = non-native species

APPENDIX D

Wildlife Species Observed (December 19, 2024)

Scientific Name	**Common Name**
Ardea herodias	Great Blue Heron
Buteo jamaicensis	Red-tailed Hawk
Bubo virginianus	Great Horned Owl
Melanerpes formicivorus	Acorn Woodpecker
Sayornis nigricans	Black Phoebe
Aphelocoma californica	California Scrub-Jay
Sturnus vulgaris	European Starling*
Zonotrichia leucophrys	White-crowned Sparrow
Sturnella neglecta	Western Meadowlark
E*uphagus cyanocephalus*	Brewer's Blackbird

APPENDIX E

Master Conditions on Covered Activities Checklist

Placer County Conservation Program
Master Conditions on Covered Activities Checklist

(Certain conditions apply to all projects and have already been marked with a 'Yes')

Measure	Applies to Project	How Condition is/will be Met
General Conditions (refer to User's Guide Chapter 7.2 and PCCP Chapter 6.3)		
General Condition 1, Watershed Hydrology and Water Quality (PCCP 6.3.1.1) General Condition 1 applies to project applicants if the project disturbs 1 or more acres of soil or whose project disturbs less than 1 acre, but the project is part of a larger common plan of development that in total disturbs 1 or more acres, then the applicant must obtain coverage under the State Water Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ).		
General Condition 2, Conservation Lands: Development Interface Design Requirements (PCCP 6.3.1.2) General Condition 2 applies when new infrastructure projects, and urban and rural development occur in or adjacent to Plan reserves, mitigation and conservation banks, and any other property protected by an in-perpetuity conservation mechanism for natural lands management. The applicant will incorporate design requirements to minimize the indirect effects of development on these types of conservation lands in the permit area.		
General Condition 3, Land Conversion (PCCP 6.3.1.3) General Condition 3 applies to project applicants whose projects result in permanent natural land cover conversion and therefore must pay land conversion fees or contribute to the Reserve System This condition also includes criteria for permanent effect avoidance in the PFG and for low density rural development.	Yes	
General Condition 4, Temporary Effects (PCCP 6.3.1.4) General Condition 4 applies when the project results in temporary effects on natural land cover and the applicant wishes to apply temporary effect fees (lower than the fees applied under General Condition 3). The applicant must describe how an area qualifies for the temporary effect fee.		
General Condition 5, Conduct Worker Training (PCCP 6.3.1.5) General Condition 5 applies to projects for which any avoidance and minimization measures must be conducted during construction.		
Conditions to Avoid and Minimize Effects on Specific Natural Communities (PCCP Section 6.3.2)		
Community Condition 1, Wetland Avoidance and Minimization (Vernal Pool and Aquatic/Wetland Complex) (PCCP Section 6.3.2.1)		
Community Condition 1.1 Avoidance of Vernal Pool Complex Constituent Habitat Community Condition 1.1 requires projects to first evaluate whether avoidance of effects on vernal pool complex constituent habitat (also termed vernal pool wetlands) is advisable and feasible, as described below, and then mitigate for unavoidable effects to vernal pool wetlands, generally through payment of fees. Vernal pool wetlands include vernal pools, seasonal wetland in vernal pool complex, and seasonal swales (referred to in the HCP/NCCP as vernal pool constituent habitats). Applicant must identify AMMs specific to the project.		

Measure	Applies to Project	How Condition is/will be Met
Community Condition 1.2 Avoidance of Aquatic/Wetland Complex Habitat Community Condition 1.2 requires projects to first evaluate whether avoidance of effects on aquatic/wetland complex constituent habitat (also termed non-vernal pool wetlands) is advisable and feasible, as described below, and then mitigate for unavoidable effects to non-vernal pool wetlands, generally through payment of fees. Non-vernal pool wetlands include fresh emergent marsh, lacustrine, and non-vernal pool seasonal wetlands. This category includes flowing springs and long-duration seeps (associated with groundwater seepage) not located inside the Stream System. Applicant must identify AMMs specific to the project.		
Community Condition 1.3 Aquatic/Wetland Complex Impact Minimization Measures Community Condition 1.3, requires projects with temporary effects on non-vernal pool wetlands or their buffers to implement Community Condition 1.3. If the project results in impacts on non-vernal pool wetlands or their buffers and the applicant cannot comply with Community Condition 1.3, then the impacts will be treated as permanent and addressed under Community Conditions 1.1 or 1.2. Applicant must identify Wetland Impact Minimization Criteria to qualify for temporary effects.		
Community Condition 1.4 Salvage of Vernal Pool Constituent Habitat Community Condition 1.4 applies to projects that impact vernal pool constituent habitat. The applicant will coordinate with the PCA to grant adequate and timely access for potential salvage of wetland soil and biota as deemed appropriate.		
Community Condition 2, Riverine and Riparian Avoidance and Minimization (PCCP Section 6.3.2.2)		
Community Condition 2.1 Riverine and Riparian Avoidance and Minimization Community Condition 2.1, focusing specifically on riverine and riparian constituent habitat components and the 50-foot buffer off the edge of riparian vegetation associated with the Riverine/Riparian Complex community, is supplemental to Stream System Condition 1, Stream System Avoidance and Minimization.		
Community Condition 2.2 Minimize Riverine and Riparian Effects Community Condition 2.2 requires projects that cannot avoid riverine/riparian effects to minimize these effects. Projects with unavoidable impacts to riverine/riparian habitat will be required to adhere to minimization measures described in PCCP Table 6-1. In-stream and Stream System BMPs. Applicant must identify BMPs/AMMs specific to the project.		
Community Condition 2.3 Riverine and Riparian Restoration Community Condition 2.3 requires projects to contribute to restoration as mitigation to compensate for loss of riverine or riparian constituent habitat either by onsite replacement and restoration and/or payment of additional fees to the PCA so that the restoration actions are undertaken by PCA offsite.		

Measure	Applies to Project	How Condition is/will be Met
Community Condition 3, Valley Oak Woodland Avoidance, Minimization, and Mitigation (PCCP Section 6.3.2.3)		
Community Condition 3.1 Valley Oak Woodland Avoidance and Minimization Projects avoiding impacts to > 1 acre of valley oak woodland may consider that valley oak stand avoided and therefore the area may not be subject to land conversion fees. Community Condition 3.1 establishes the circumstances under which valley oak woodlands can be considered avoided under the PCCP.		
Community Condition 3.2 Valley Oak Woodland and Individual Valley Oak Trees Restoration Projects must compensate for loss of Valley Oak Woodland natural community, and individual valley oak trees by paying the Plan land conversion fee.		
Conditions to Avoid, Minimize, and Mitigate Effects on the Stream System (PCCP Chapter Section 6.3.3)		
Stream System Condition 1, Stream System Avoidance and Minimization Stream System Condition 1 requires design and implementation of projects in such a way as to avoid and minimize adverse effects to the Stream System. Applicants can avoid or minimize Stream System impacts to reduce fees.		
Stream System Condition 2, Stream System Mitigation: **Restoration** Stream System Condition 2 applies to all projects with unavoidable effects on the Stream System. Where the project results in permanent or temporary impacts on the Stream System, effects shall be mitigated by appropriate restoration or enhancement.		
Conditions to Minimize Effects on Covered Species (PCCP Section 6.3.5)		
Species Condition 1, Swainson's Hawk (PCCP Section 6.3.5.6)		
SWHA 1 Surveys: Conduct planning-level surveys within modeled habitat in the Valley of the project site and within 1,325 feet of project site well in advance of project implementation. If the project cannot be designed to avoid active SWHA nest trees and the construction must occur during the nesting season (approximately February 1 to September 15), a preconstruction survey must be conducted no more than 15 days prior to ground disturbance.		
SWHA 2 Applicable Measure: During the nesting season, ground-disturbing activities within 1,320 feet of occupied nests or nests under construction will be prohibited. See PCCP Section 6.3.5.6.2 for further details on minimizing disturbance and buffer waivers.		
SWHA 3 Applicable Measure: Active (within the last 5 years) SWHA nest trees on a project site will not be removed during the nesting season.		
SWHA 4 Construction Monitoring: If an active nest is present within the project site or 1,320 feet of the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do no occur within the buffer zone and that effects on SWHA are minimized.		
Species Condition 2, California Black Rail (PCCP Section 6.3.5.7)		
CA Black Rail 1 Surveys: If a project/Covered Activity is within 500 feet of the perimeter of a fresh emergent wetland greater than 0.2 acre in size, a minimum of 4 surveys initiated between March 15 and May 31 and completed by June/early July must be		

Measure	Applies to Project	How Condition is/will be Met
conducted the year in which ground disturbance activities commence.		
CA Black Rail 2 Applicable Measure: If the wetlands are occupied by CA black rail and the PCA does not grant take coverage, a buffer around the avoided wetland will be demarcated 500 feet from the outside perimeter of the occupied wetland and an exclusion fence installed.		
CA Black Rail 3 Applicable Measure: If the PCA grants take coverage, clearing the habitat (or dewatering) will occur between September 15 and February 1 (outside the breeding season). If the project will not convert all of the wetland habitat, a buffer around the avoided wetland will be demarcated with exclusion fencing as a no-work area.		
CA Black Rail 4 Construction Monitoring: If a wetland is occupied by CA black rail, construction monitoring will be conducted by a qualified biologist to ensure that no Covered Activities occur within the buffer zone established around the occupied wetland, or if take allowance is granted outside of the breeding season, to ensure that adverse effects are minimized.		
Species Condition 3, Western Burrowing Owl (PCCP Section 6.3.5.8)		
BUOW 1 Surveys: Conduct preconstruction surveys within modeled habitat in the Valley, or as determined by a qualified biologist, of the project site and within a 250-foot accessible radius of project site. Two surveys must be conducted within 15 days prior to ground disturbance to establish the presence or absence of burrowing owls.		
BUOW 2 Applicable Measure: If BUOW or evidence of presence is found during the breeding season (approximately February 1 – August 31), the applicant will avoid all nests that could be disturbed and establish a 250-foot non-disturbance buffer zone around nests. The buffer zone will be flagged or otherwise clearly marked.		
BUOW 3 Applicable Measure: If BUOW or evidence of presence is found during the non-breeding season (approximately September 1 – January 31), the applicant will establish a 160-foot non-disturbance buffer zone around active burrows. The buffer zone will be flagged or otherwise clearly marked.		
BUOW 4 Applicable Measure: During the non-breeding season only, if a project cannot avoid occupied burrows after all alternative avoidance and minimization measures are exhausted, as confirmed by the Wildlife Agencies, a qualified biologist may passively exclude birds from those burrows. A burrowing owl exclusion plan must be developed by a qualified biologist consistent with the most recent guidelines from the Wildlife Agencies and submitted to and approved by the PCA and Wildlife Agencies.		
BUOW 5 Construction Monitoring: If a BUOW nest or active burrow is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do no occur within the buffer zone and that effects on BUOW are minimized.		
Species Condition 4, Tricolored Blackbird (PCCP Section 6.3.5.9)		
Tricolored Blackbird 1 Surveys: Preconstruction planning-level surveys for nest colony sites must be conducted by a qualified biologist if the PCA-provided map indicates an active colony site occurs on the project site or within 1,300 feet of a colony site as well as those project sites located below 300 feet in elevation within modeled habitat. Surveys should be conducted at least twice with at least month between surveys during the nesting		

Measure	Applies to Project	How Condition is/will be Met
season 1 year prior to initial ground disturbance if feasible, and the year of ground disturbing for the Covered Activity (required). If Covered Activities will occur in the project work area during the nesting season, three surveys shall be conducted within 15 days prior to the Covered Activity, with one of the surveys occurring within 5 days prior to the start of the Covered Activity.		
Tricolored Blackbird 2 Surveys: If an active colony site is within 3 miles of the project site, a qualified biologist will conduct two surveys of foraging habitat within the project site and within a 1,300-foot radius around the project site to determine whether foraging habitat is being actively used by foraging tricolored blackbirds. The surveys will be conducted approximately one week apart, with the second survey occurring no more than 5 calendar days prior to ground-disturbing activities.		
Tricolored Blackbird 3 Applicable Measures: If a tricolored blackbird nesting colony is found, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.		
Tricolored Blackbird 4 Applicable Measures: If construction activity or other Covered Activities disturb foraging tricolored blackbirds, as determined by a qualified biologist, avoidance and minimization measures shall be applied as outlined in PCCP Section 6.3.5.9.2. These AMMs include prohibiting work during the nesting season (March 15 – July 31, or until chicks have fledged or the colony abandoned on its own) and establishing buffers.		
Tricolored Blackbird 5 Construction Monitoring: If a tricolored blackbird nesting colony is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do no occur within the buffer zone and that effects on tricolored blackbird nesting are minimized.		
Tricolored Blackbird 6 Construction Monitoring: If actively used foraging habitat is present within the project site, construction monitoring will be conducted by a qualified biologist and will focus on ensuring that activities do no occur within the buffer zone and that effects on tricolored blackbird foraging are minimized.		
Species Condition 5, Giant Garter Snake (PCCP Section 6.3.5.10)		
If certain communities are present on or adjacent to a project site and within the geographic range of GGS habitat in the Plan Area (see PCCP Appendix D, Species Accounts), a qualified biologist will conduct a survey to assess whether the communities provide suitable habitat for GGS.		
GGS 1 Applicable Measures: To avoid effects on GGS aquatic habitat, the project applicant will conduct no in-water/in-channel activity and will maintain a permanent 200-foot non-disturbance buffer from the outer edge of suitable habitat. If the project cannot avoid effects of construction activities, the project applicant will implement AMMs outlined in PCCP Section 6.3.5.10.2.		
Species Condition 6, California Red-legged Frog, Foothill Yellow-legged Frog, and Western Pond Turtle (PCCP Section 6.3.5.11) No specific measures--refer to Section 6.3.5.11 for list of conditions on covered activities that apply to these species		
Species Condition 7, Central Valley Steelhead and Central Valley Fall-/Late Fall-Run Chinook Salmon (Salmonids) (PCCP Section 6.3.5.12)		

Measure	Applies to Project	How Condition is/will be Met
Identify which Guidelines for Salmonid Passage at Stream Crossings apply for the project. Salmonid 1: Fish Passage Design Salmonid 2: Fish Passage During Construction Salmonid 3: Pre-construction Relocation Salmonid 4: Spawning Gravel Cleaning Salmonid 5: Use of Riprap When Necessary		
Invertebrate Species Conditions		
Species Condition 8, Valley Elderberry Longhorn Beetle (PCCP Section 6.3.5.13) Planning surveys for VELB are required for Covered Activities within modeled habitat. The project applicant will apply avoidance and minimization measures as specified in the USFWS's Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999) or current Wildlife Agency approved avoidance and minimization procedure. When take is authorized, the project applicant must coordinate with the PCA to provide transplants and seedlings/cuttings for planting in suitable habitat on the Reserve System.		
Species Condition 9, Conservancy Fairy Shrimp (PCCP Section 6.3.5.14) Conservancy Fairy Shrimp 1: Surveys for Conservancy fairy shrimp are required if vernal pools and seasonal wetlands occur on the project site and if the project site falls within the survey boundary depicted in PCCP Figure 5-7. This area is limited, Conservancy Fairy Shrimp 2 – 5 apply if species occurrences are identified during the survey. Please see PCCP Sections 6.3.5.14.2 – 6.3.5.14.3		
Species Condition 10, Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp (PCCP Section 6.3.5.15) Surveys are required in vernal pools that will be lost to Covered Activities to determine the occupancy rate of vernal pool fairy shrimp and vernal pool tadpole shrimp in these wetlands. The Occupancy Rate Standards will be determined after at least 37 wetted acres of vernal pools have been surveyed, known as the Initial Survey Phase.		
Vernal Pool Fairy Shrimp and Tadpole Shrimp 1: Wet season surveys will be conducted for vernal pool fairy shrimp and vernal pool tadpole shrimp in vernal pools, as determined by wetland delineation during the Initial Survey Phase. The PCA can advise applicants if the Initial Survey Phase applies to their project.		

CARP Condition	Applies to Project	How Condition is/will be Met
CARP Condition 1a: All work within the Plan Area that impacts Aquatic Resources of Placer County shall be completed according to the plans and documents included in the PCCP/CARP application, Standard USACE 404 permit if applicable, Water Quality Certification, or, if applicable, WDR. All changes to those plans shall be reported to the Local Jurisdiction. Minor changes may require an amendment to the CARP Authorization, Water Quality Certification, or, if applicable, WDR. Substantial changes may render the CARP authorization, USACE permit, Water Quality Certification, if applicable, WDR, void, and a new application may be required.		

CARP Condition	Applies to Project	How Condition is/will be Met
CARP Condition 1b: All deviations from plans and documents provided with the Application and approved by the Local Jurisdiction must be reported to the Local Jurisdiction immediately.	Yes	
CARP Condition 2: Any construction within the Stream System shall be implemented in a way to avoid and minimize impacts to vegetation outside the construction area. All preserved wetlands, other Aquatic Resources of Placer County, and the Stream Zone shall be protected with bright construction fencing. Temporary fencing shall be removed immediately upon completion of the project.		
CARP Condition 3: Erosion control measures shall be specified as part of the CARP application, and the application is not complete without them. All erosion control specified in the permit application shall be in place and functional before the beginning of the rainy season and shall remain in place until the end of the season. Site supervisors shall be aware of weather forecasts year-round and shall be prepared to establish erosion control on short notice for unusual rain events. Erosion control features shall be inspected and maintained after each rainfall period. Maintenance includes, but is not limited to, removal of accumulated silt and the replacement of damaged barriers and other features.	Yes	
CARP Condition 4: All required setbacks shall be implemented according to the HCP/NCCP Condition 4 (HCP/NCCP Section 6.1.2).	Yes	
CARP Condition 5: All work in aquatic resources within the Stream System shall be restricted to periods of low flow and dry weather between April 15 and October 15, unless otherwise permitted by Local Jurisdictions and approved by the appropriate State and federal regulatory agency. Work within aquatic resources in the Stream System outside of the specified periods may be permitted under some circumstances. The Applicant must provide the Local Jurisdiction with the following information: a) the extent of work already completed; b) specific details about the work yet to be completed; and c) an estimate of the time needed to complete the work in the Stream System.		
CARP Condition 6: Weather forecasts should be monitored, and erosion control established before all storm events.	Yes	
CARP Condition 7: Following work in a stream channel, the low flow channel shall be returned to its natural state to the extent possible. The shape and gradient of the streambed shall be restored to the same gradient that existed before the work to the extent possible.		
CARP Condition 8: Except for site preparation for the installation and removal of dewatering structures, no excavation is allowed in flowing streams unless dredging WDRs are issued by the RWQCB. Detailed plans for dewatering must be part of the Application.		
CARP Condition 9: Temporary crossings as described in the Application shall be installed no earlier than April 15 and shall be removed no later than October 15, unless otherwise permitted by Local Agencies and approved by the appropriate State and federal regulatory agency. This work window could be modified at the discretion of the Local Jurisdiction and the CDFW.		
CARP Condition 10: No vehicles shall be allowed within the Stream System. If the project requires in channel work, necessary earth-moving and construction equipment shall	Yes	

CARP Condition	Applies to Project	How Condition is/will be Met
be allowed within the Stream System after the section of stream where work is performed is dewatered. The equipment and vehicles used in the Stream System shall be described in the Application.		
CARP Condition 11: Staging areas for equipment, materials, fuels, lubricants, and solvents shall be located outside the stream system, channel, and banks and away from all preserved aquatic resources. All stationary equipment operated within the Stream System must be positioned over drip-pans. Equipment entering the Stream System must be inspected daily for leaks that could introduce deleterious materials into aquatic resources. All discharges, unintentional or otherwise, shall be reported immediately to the Local Jurisdiction. The Local Jurisdiction shall then immediately notify the appropriate state and federal agencies.	Yes	
CARP Condition 12: Cement, concrete, washings, asphalt, paint, coating materials, oil, other petroleum products, and other materials that could be hazardous to aquatic life shall be prevented from reaching streams, lakes, or other water bodies. These materials shall be placed a minimum of 50 feet away from aquatic environments. All discharges, unintentional or otherwise, shall be reported immediately to the Local Jurisdiction. The Local Jurisdiction shall then immediately notify the appropriate state and federal agencies	Yes	
CARP Condition 13: During construction, no litter or construction debris shall be dumped into water bodies or other aquatic resources; nor shall it be placed in a location where it might be moved by wind or water into aquatic resources. All construction debris shall be removed from the site upon completion of the project.	Yes	
CARP Condition 14: Only herbicides registered with the California Department of Pesticide Regulation shall be used in streams, ponds, and lakes, and shall be applied in accordance with label instructions. A list of all pesticides that may be used in the project area shall be submitted to the Local Jurisdiction before use.	Yes	
CARP Condition 15: Before beginning construction, the project Applicant must have a valid CARP authorization or waiver notice. In order to obtain a permit, the Applicant must pay all mitigation fees or purchase appropriate credits from an agency-approved mitigation bank.		
CARP Condition 16: A copy of the CARP conditions and Water Quality Certification and WDRs shall be given to individuals responsible for activities on the site. Site personnel, (employees, contractors, and subcontractors) shall be adequately informed and trained to implement all permit, Water Quality Certification, and WDR conditions and shall have a copy of all permits available onsite at all times for review by site personnel and agencies.		
CARP Condition 17: Work shall not disturb active bird nests until young birds have fledged. To avoid impacts to nesting birds, any disturbance shall occur between September 1 and February 1 prior to the nesting season. Tree removal, earthmoving or other disturbance at other times is at the Local Jurisdiction's discretion and will require surveys by a qualified biologist to determine the absence of nesting birds prior to the activity.	Yes	
CARP Condition 18: All trees marked for removal within the Stream System must be shown on maps included with the Application. Native trees over five inches diameter at breast	Yes	

CARP Condition	Applies to Project	How Condition is/will be Met
height (DBH) shall not be removed without the consent of the Local Jurisdiction.		
CARP Condition 19: The Local Jurisdiction shall be notified immediately if threatened or endangered species that are not Covered Species are discovered during construction activities. The Local Jurisdiction shall suspend work and notify the USFWS, NMFS, and the CDFW for guidance.	Yes	
CARP Condition 20: Wildlife entering the construction site shall be allowed to leave the area unharmed or shall be flushed or herded humanely in a safe direction away from the site.	Yes	
CARP Condition 21: All pipe sections shall be capped or inspected for wildlife before being placed in a trench. Pipes within a trench shall be capped at the end of each day to prevent entry by wildlife, except for those pipes that are being used to divert stream flow.	Yes	
CARP Condition 22: At the end of each workday, all open trenches will be provided with a ramp of dirt or wood to allow trapped animals to escape.	Yes	
CARP Condition 23: If human remains or cultural artifacts are discovered during construction, the Applicant shall stop work and notify the Local Jurisdiction immediately. Work will not continue in the area until a qualified coroner and archaeologist have evaluated the remains, conducted a survey, prepared an assessment, and required consultations are completed.	Yes	
Lake and Streambed Alternation Agreement Conditions: Additional conditions may be required by CDFW if the Covered Activity is subject to a LSAA.		
Best Management Practices (BMPs) for the Western Placer County Aquatic Resource Program (CARP)		

Updated November 17, 2022

APPENDIX F

Western Placer County Aquatic Resources Program Best Management Practices

Appendix C-1

Best Management Practices (BMPs) for the Western Placer County Aquatic Resource Program (CARP)

I.Introduction

The purpose of this document is to define the Best Management Practices (BMPs) that will be required for all projects permitted through the County Aquatic Resource Program (CARP).

II.Definitions

Applicant. A private landowner, department or division of a Local Agency, or other party who submits an Application to the County for a CARP Authorization. The CARP document refers to the applicant or "project proponent" in the same sense.

Aquatic resources. Aquatic resources are "Aquatic Resources of Placer County".

Aquatic Resources of Placer County. Aquatic Resources of Placer County include Waters of the U.S.; Waters of the State; Stream Systems, and constituent habitats for Aquatic/Wetland Complex, Vernal Pool Complex and Riverine/Riparian Complex within the Stream System and includes all definitions described in Section 3.3 of the CARP.

Bed-and-bank morphology. The shape of a stream channel that exhibits a clear channel and bank created by evidence of flowing water. Water may flow through upland swales during high rainfall events, but not with enough duration or force to create bed and bank morphology.

Best Management Practices (BMPs). BMPs are avoidance and minimization measures designed to reduce or avoid an adverse effect on a particular resource. BMPs described in this chapter were based on Permittees' current practices.

California Department of Fish and Wildlife (CDFW). The agency that enforces Section 1600 et seq. of the Fish and Game Code, which authorizes and includes avoidance, minimization and mitigation measures for project activities that would substantially divert or obstruct water, change or use material from or deposit debris waste or other material where it could pass into the bed, bank, or channel of a river, stream, or lake.

CARP. The Western Placer County Aquatic Resource Program. A component of the Placer County Conservation Program (PCCP) The CARP provides a structure for protecting aquatic resources in western Placer County while streamlining the environmental permitting process for impacts to aquatic resources.

CARP Application. The application that an Applicant must provide to the Local Jurisdiction to obtain an Aquatic Resource Permit, as explained in the CARP, Chapter 5, Section 5.2..

CARP Authorization. An authorization to impact Aquatic Resources of Placer County issued by the Local Jurisdictions to an Applicant for an HCP/NCCP Covered Activity that will affect aquatic resources, as described in the CARP, Chapter 7. CARP authorization.

CARP Manual. The manual that sets forth the procedures for implementing the CARP. The CARP Manual contains examples of the forms and supporting documents for the CARP.

Construction zone. The limit of project construction plus equipment staging areas and access roads.

Covered Activity. A Covered Activity as described in Chapter 2 of the HCP/NCCP and Section 1.3 of the CARP. Covered activities may be Development Projects, programs or operations and maintenance activities. To be covered under state and federal permits issued for the PCCP, Covered Activities must meet avoidance, minimization, and compensatory mitigation requirements set forth in the HCP/NCCP and CARP for certain species of fish and wildlife and their habitat, including measures to protect Aquatic Resources of Placer County.

Dewater. To remove water temporarily from a work area so that a structure can be built.

Dewatering structures. Pumps, pipes, dams, coffer dams, and other structures designed to remove water from the work area.

Discharge of fill material. The discharge of material to Aquatic Resources of the County that has the effect of eliminating aquatic resources from a project site.

Enhancement. The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area. Community and species-specific enhancement concepts can be found in the HCP/NCCP.

Erodible materials. Material that is easily eroded by hydrologic forces such as soil or small gravels.

Erosion control measures. Methods implemented during and after construction to ensure water quality in the aquatic resources. These are sometimes referred to as Best Management Practices (BMPs).

Exception. An allowance for reductions in mandated setback distances necessary to allow reasonable use and development of a property based on the variety of constraints and factors that may affect the property.

Functions. Functions mean the physical, chemical, and biological processes that occur in ecosystems.

Groundwater. Water beneath the surface of the earth within the zone below the water table in which the soil is completely saturated with water but does not include water that flows in known and definite channels.

Habitat Conservation Plan (HCP). A habitat conservation plan (HCP) is a document that meets federal ESA requirements and enables local agencies to allow projects and activities to occur in endangered species' habitats. In exchange, those projects and activities must incorporate HCP-prescribed measures to avoid, minimize, or compensate for adverse effects on natural communities and endangered species**.**

Intermittent stream. Intermittent streams have bed-and-bank morphology but are distinct from perennial streams in that they are seasonal and cease to flow for some portion of the year. They have a broad range of flow duration: some cease flowing shortly after the end of the rainy season, whereas others flow until fall but cease flowing briefly before the onset of the next rainy season. Groundwater is a significant source of water for intermittent streams, and intermittent streams may also be influenced by leaky canals, irrigation, and urban runoff. Intermittent streams may support a Riparian Zone similar to that found in association with perennial streams. Riparian vegetation can be patchy or continuous.

Land Conversion Authorization. Means any permit or approval that authorizes a ground disturbing activity, including, but not limited to, specific plan, tentative map, parcel map, conditional use permit, minor use permit, administrative review permit, design/site agreement, variance, grading permit, grading plan, improvement plan, and building permit. Also includes approvals for County-sponsored capital improvement projects and operations and maintenance activities.

Lake. Natural water bodies and reservoirs. Western Placer County does not have natural lakes. Large ponds with more than 20 percent open water that are not periodically dredged are treated as lakes.

Local Jurisdictions. The Permittees that are also local governments with land use authority. There are two Local Jurisdictions described in the PCCP, the City of Lincoln (City), and the County of Placer (County). The Local Jurisdictions are the only Permittees with the authority to grant Land Conversion Authorizations on Development Projects that are considered Covered Activities under the HCP/NCCP and CARP.

Low flow channel. The narrowest channel within a broader stream channel that carries water during periods of low flow, particularly in intermittent and perennial streams during the summer months.

Natural Community Conservation Plan (NCCP). A natural community conservation plan (NCCP) is the State of California counterpart to the federal HCP. It provides a means of complying with California's Natural Community Conservation Planning Act (NCCP Act) and securing take authorization at the State level. The primary objective of the NCCP program is to conserve natural communities at the ecosystem scale while accommodating compatible land uses.

Ordinary High Water Mark (OHWM). The ordinary high-water mark generally corresponds to the upper limit on the streambank of a two-year storm event for riverine systems and corresponds to the spillway elevation of lacustrine features. The ordinary high-water mark in a riverine or lacustrine system is the limit of Aquatic Resources of Placer County in those systems.

Other waters. A term used by the U.S. Army Corps of Engineers (USACE) to designate waters of the United States that are not wetlands or special aquatic sites as defined by USACE and USEPA regulations. Rivers, streams, lakes, and large ponds are not wetlands and are generally called other waters on aquatic resource delineation maps.

Palustrine system. Palustrine systems are non-tidal wetlands characterized by the presence of hydrophytic trees, shrubs, and emergent vegetation (vegetation that is rooted below water but grows above the surface). Palustrine wetlands range from permanently saturated (e.g., perennial marsh) to land that is wet only seasonally (e.g., seasonal wetlands and vernal pools).

Permit conditions. Permit conditions are appended to an Aquatic Resource Permit at the time the Permit is issued. Permittees must comply with all permit conditions. Section 7.5 of the CARP Manual provides a set of standard conditions that are applied to all permits. In some circumstances, the Local Agencies may impose additional conditions.

Permittee. An Applicant who has received a CARP Authorization from the County or the City. PCWA acts as both applicant and permittee for its own activities.

Placer Conservation Authority (PCA). Means the joint exercise of powers agency formed by and among the County and the City of Lincoln pursuant to the Joint Powers Act, Gov. Code § 6500 et seq.. Oversees implementation of PCCP on behalf of the Local Jurisdictions.

Placer County Conservation Program (PCCP). The Placer County Conservation Program (PCCP) applies to western Placer County and specific areas where conservation activities will take place in neighboring Sutter County. The goal of the PCCP is to provide an effective framework to protect, enhance, and restore the natural resources in specific areas of western Placer County while streamlining environmental permitting for Covered Activities. Within this framework, the PCCP will achieve conservation goals, comply with state and federal environmental regulations, accommodate anticipated urban and rural growth, and permit the construction and maintenance of infrastructure needed to serve the county's population. The PCCP includes three separate, but complementary, components that support two sets of state and federal permits:

1. Western Placer County Habitat Conservation Plan and Natural Community Conservation Plan

2. Western Placer County Aquatic Resources Program

3. Western Placer County In-Lieu Fee Program.

Project. For the purposes of the CARP, a project is a specific activity or activities that are to be covered by permits for impacts to Aquatic Resources of Placer County. Project also refers to the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

Project area. The area in which the proposed project would occur. Usually corresponds with parcel boundary lines.

Project footprint. The area that would be directly impacted or affected by the proposed project. Usually corresponds to the limits of the construction in the plans and specifications for the project.

Qualified Biologist. A qualified biologist must have obtained a B.S. or B.A. or equivalent degree in biology, environmental studies, fisheries, geomorphology, or related field, and have at least two years of related work experience.

Resource Agencies. The U.S. Army Corps of Engineers (Corps), U.S. Fish and Wildlife Service (USFS), the National Marine Fisheries Service (NMFS), the State Historic Preservation Officer (SHPO), the California Department of Fish and Wildlife (CDFW), and, in Placer County, the Central Valley Regional Water Quality Control Board (CVRWQCB).

Rehabilitation. The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

Restoration. The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: reestablishment and rehabilitation. Species specific restoration concepts can be found in the HCP/NCCP.

Riparian Zone. The constituent habitat comprising the band of hydrophytic trees and shrubs that are adjacent to perennial and intermittent streams. Riparian habitat relies on streams with sufficient flow duration or near surface groundwater to support woody hydrophytes. In western Placer County, valley oak (*Quercus lobata*), Fremont cottonwood (*Populus fremontii*), and white alder (*Alnus rhombifolia*), and are typical riparian tree species. Willows (*Salix* spp.) and buttonbush (*Cephalanthus occidentalis*) are typical shrub species. The Riparian Zone is measured from the outermost canopy edge of the riparian species or from the top-of-bank, whichever is greater. Riparian habitat within the Stream System is considered an Aquatic

Resource of Placer County. Riparian vegetation outside the Stream System is subject to the requirements of the HCP/NCCP but is not considered an Aquatic Resource of Placer County.

Riverine system. Riverine systems are water conveyance systems that include rivers, streams, and their tributaries. These features are linear, non-wetland aquatic resources that carry high velocity flows and have a sparsely vegetated stream bed. High flows create bed-and-bank morphology, and the USACE jurisdictional line is the OHWM. Names used to describe riverine features include, but are not limited to, rivers, streams, creeks, drainages, ditches, and canals, all of which occur in Placer County. These riverine features may be perennial, intermittent, or ephemeral. Riverine systems' bed-and-bank morphology may be limited to narrow scour lines in ephemeral streams. A measurable OHWM distinguishes riverine systems from otherwise similar palustrine systems, such as wetland swales. Riverine systems in western Placer County often have a palustrine fringe component (wetlands along the banks) and may support woody riparian vegetation. Like lacustrine systems, riverine systems are considered "other waters".

Seep/Spring. Seeps and springs are points of groundwater discharge that usually occur on slopes. Seeps generally lack the flowing water of springs. Nearly all the groundwater discharge areas in Western Placer County are low-volume and considered seeps. Seeps and springs typically support herbaceous hydrophytic vegetation including black sand spikerush (*Eleocharis pachycarpa*), pennyroyal (*Mentha pulegium*), and dense-flowered spike primrose (*Epilobium densiflorum*).

Sensitive landcover types. Fragile habitats or ecosystems that are susceptible to impacts from encroachment.

Special aquatic sites. Special aquatic sites are defined by the U.S. Environmental Protection Agency at 40 CFR Part 230 Subpart E. These include sanctuaries and refuges, wetlands, mud flats, vegetated shallows, coral reefs, and riffle and pool complexes. Only wetlands and riffle and pool complexes occur in western Placer County.

Spring. Similar to seeps, except usually exhibiting flowing water for part of the year.

Stream channel. The area of a stream where normal to high flows occur. It is usually marked by bed-and-bank morphology.

Stream System. The stream channel (wet or dry) and the surrounding area including any area subject to flooding in a 100-year event as determined by the FEMA or project specific information; whichever is more accurate or the outermost limit of a variable-width boundary measured outward from the edge of the Ordinary High Water Mark (OHWM). Further details are provided in CARP Section 3.6, and Stream System boundaries are schematically illustrated in Figure 3-2. The Stream System boundary is truncated at the point where the watershed falls below 40 acres in extent..

Stream Zone. Defined by the Department of Fish and Wildlife as the stream channel through which water and sediment flow, have flowed, or are capable of flowing. It is delineated by the top of the bank or the outer edge of the riparian canopy, whichever is more landward. Where

riparian habitat is lacking, the Stream Zone is the top of the bank. The Stream Zone is embedded within the Stream System.

Storm Water Pollution Prevention Plan (SWPPP). A plan that describes the Best Management Practices (BMPs) that will be used to comply with Section 402 of the federal Clean Water Act. It applies primarily to construction activities.

U.S. Army Corps of Engineers (USACE). The USACE regulates the discharge of dredged and/or fill material into waters of the United States, including wetlands, pursuant to Section 404 of the federal CWA.

Value. The value to society that accrues from the function of wetlands and other aquatic resources. For example, wetlands that store water during storm events have value in flood control**.**

Vernal pool. Vernal pools are seasonally inundated wetlands that form in relatively shallow soil depressions underlain by a water-restricting layer such as clay, cemented alluvium, or volcanic basalt at or near the surface. These depressions fill with rainwater, near surface groundwater and/or runoff from adjacent areas during the winter and may remain inundated until spring or early summer, sometimes filling and emptying multiple times during the wet season. Vernal pools are typically characterized by endemic plants species.

In Placer County, vernal pools are typically between 3-16 inches in depth measured vertically from the lowest point in the pool to the spillway. Vernal pools are differentiated from other seasonal wetlands by the distinct flora that are present. Examples of vernal pool flora include *Plagiobothrys stipitatus, Lasthenia fremontii, Eryngium vaseyi, Navarretia leucocephala,* and *Psilocarphus brevissimus*.

Waters of the State (WOS). Waters of the state include “any surface water or groundwater, including saline waters, within the boundaries of the state” (Water Code section 13050(e)). In Placer County, examples include, but are not limited to, rivers, streams, lakes, marshes, mudflats, unvegetated seasonally ponded areas, drainage swales, sloughs, wet meadows, natural ponds, vernal pools, seasonal wetlands, and riparian woodlands. Waters of the State also include isolated features that are not regulated by the USACE. Examples of isolated waters include man-made, off-stream ponds. WOS are included in Aquatic Resources of Placer County.

Waters of the United States (WOUS). Waters of the United States means all waters and wetlands over which the USACE and the USEPA are granted jurisdiction in the Clean Water Act, 33 U.S.C. Section§ 1251, et seq. as defined in 33 CFR Part 328.

Watershed. A land area that drains to a common waterway, such as a stream, river, lake, estuary, wetland, or ultimately the ocean.

Wetland delineation. A map of a property showing the location and extent of ponds, lakes, rivers, creeks, streams, marshes, seeps, springs, vernal pools, or other wetlands that occur there. Wetland delineations must be conducted according to certain standards established by the Corps and must be reviewed by the Local Jurisdiction for completeness.

Wetlands. Wetlands are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Most wetlands are considered waters of the United States, but isolated wetlands are not regulated by the USACE. The County and City regulate wetlands and isolated waters when a Development Project is a Covered Activity. Wetlands in western Placer County include seasonal wetlands, vernal pools, seeps and springs, marshes, fringe wetlands, and wetland swales.

III.General Measures (good housekeeping practices)

A. Scheduling

All construction within the Stream System, in or near Aquatic Resources of Placer County (within 50 feet) should be scheduled around the weather to better manage erosion and sediment control. The following measures shall be taken to reduce the amount of soil exposed to erosion by weather:

- Land disturbance activities should be avoided or minimized between October 15 and May 1.
- Weather shall be checked prior to the start of work.
- Work in streams containing listed salmonid species shall be limited to the May 15 through October 15 work-window.
- Maintain sufficient erosion and sediment control materials onsite at all times, including during the dry season, to be able to effectively protect the site in advance of any storms.

B. Pre-Project Measures

It is important to clearly define the boundaries of the project with fencing and flagging. Implementation of the following measures will minimize disturbance of sensitive areas and habitats. These measures should be in place prior to the start of ground breaking activities.

- Prior to construction, the project proponent shall be required to prepare an erosion and sediment control plan or Storm Water Pollution Prevention Plan (SWPPP) for projects that disturb one (1) acre or more of soil. New construction within the project footprint can alter watershed hydrology and introduce new pollution sources that may affect water quality in local streams. The erosion and sediment control plan or SWPPP shall describe site design planning approaches that will protect water quality by preventing and reducing the adverse impacts of stormwater pollutants and increases in peak runoff rate and volume. Such approaches include hydrologic source control measures that focus on the protection of natural resources and the reduction of impervious surfaces.
- All areas of vegetation to be preserved shall be clearly marked with flagging or fencing. Sensitive habitats to be avoided such as wetlands, elderberry shrubs, or heritage oak

trees shall be fenced off to prevent construction equipment from damaging those habitats.

- Silt fencing or other sediment trapping methods shall be installed between areas where soil will be exposed and Aquatic Resources of Placer County to minimize the transport of sediment off the site.

- Temporary barriers shall be constructed to keep wildlife out of construction sites.

- All staging areas shall be clearly marked with flagging or fencing and located a minimum of 100 feet away from Aquatic Resources of Placer County when possible.

- During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.

- The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.

- In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).

- The contractor shall suspend all grading operations when fugitive dust exceeds Placer County Air Pollution Control District (APCD) Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is California Air Resources Board (CARB)-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.

C. Project Implementation

Once a project is underway, it is important to maintain the following conditions.

- All sites are required to utilize a combination of Best Management Practices (BMPs) such as fiber rolls, straw waddles, mulch, tarps, sand bags, etc. that effectively protect the site and prevent anything but clean rainwater from running off site.

- Equipment storage, fueling, and staging areas shall be sited on previously disturbed areas or on non-sensitive non-native grassland land cover types, when these sites are available, to minimize risk of direct discharge into riparian areas or other sensitive land cover types. When such sites are not available, staging shall occur on the road used to access the site. Standard BMPs, such as those developed in the West Placer Storm Water Quality Design Manual pertaining to staging must be utilized.

- As required for all projects, all species survey protocols shall be followed within the construction zone. The survey area shall be expanded beyond the project footprint whenever possible to help identify covered species and their habitats so that impacts on covered species that occur adjacent to the construction zone can be minimized.

- No erodible materials such as loose soil shall be deposited into watercourses. Brush, loose soils, or other debris material shall not be stockpiled within stream channels or within 100 feet of stream banks or any Aquatic Resources of Placer County that is being avoided.

- All sediment trapping methods, such as silt fence or straw wattles, shall be inspected and maintained on a daily basis.

- On-site monitoring shall be conducted by a qualified biologist throughout the construction period to ensure that disturbance limits, BMPs, and Plan restrictions are being implemented properly.

- Prior to approval of Grading or Improvement Plans, on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD.

- Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

- All exposed soil shall be covered with bio degradable erosion control measures such as straw wattles and erosion control blankets. Such measures must be installed if rain is forecasted.

- Portions of the project that occur in streams (e.g., bridge or culvert construction) shall comply with the BMPs listed under the In-Stream Projects section bellow.

D. Post-project Practices

Following completion of project construction:

- All construction material, trash, and debris including fencing and flagging shall be removed from the project site and properly disposed of off-site.

- The applicant shall revegetate all disturbed areas.

- All temporarily disturbed areas, such as staging areas, shall be returned to pre-project conditions or improved with native plants within two years of project completion.

- Geotextiles, blankets, and mats shall be installed on any exposed slopes of 3:1 or greater as these slopes are highly susceptible to erosion. These slopes shall also be hydroseeded with a native seed mix to minimize soil erosion.

- Cut and fill slopes shall be revegetated with native plants if possible, or with non-invasive plants suitable for the altered soil conditions.

- Invasive plants within the project area and any construction staging areas shall be removed to prevent the spread of these species into nearby or adjacent reserves.

- Vegetation and debris shall be managed in and near culverts and under and near bridges to ensure that entryways remain open and visible to wildlife and that the passage through the culvert or under the bridge remains clear.

- All structures constructed for wildlife movement (tunnels, culverts, underpasses, fences) shall be monitored by the PCA, and repairs made promptly to ensure that the structure is in proper condition. For facilities owned by entities not participating in the PCCP, the PCA will coordinate with these entities to ensure regular monitoring through access and data collection agreements reached with these entities.

IV.In-Stream Projects

In-stream projects—such as flood protection projects, construction of new bridges, repair or rehabilitation of existing bridges, water supply capital projects, and other development may affect wildlife, aquatic species, and habitats by discharging sediment, disturbing earth and riparian vegetation, and altering hydrologic and hydraulic characteristics of water bodies.

Impacts to streams should be avoided wherever possible. See section 4.7.1 of the CARP for Stream System Avoidance guidelines. For projects where Stream System impacts are unavoidable, projects must be designed to minimize adverse impacts on stream morphology, aquatic and riparian habitat, and flow, and must adhere to the BMPs listed under IV.C. Stream System Impact Minimization.

A. Stream Protection

Projects occurring in the proximity of a flowing body of water such as a stream or creek require additional protection from erosion and sedimentation to protect the water quality of these features. Permits may be required from the Corps, CVRWQCB, California Department of Fish and Wildlife, and the National Marine Fisheries Service depending on the extent of impacts and the resources that are present in and adjacent to the waterway. The CVRWQCB may require water sampling before, during, and after project activities to ensure that the project is not negatively impacting water quality.

Temporary Stream Crossings

Temporary stream crossings such as culverts, fords, and bridges can help prevent and/or reduce stream bed erosion and sediment from entering the waterway. Spanning the waterway is the preferred temporary crossing as this allows construction equipment to cross without coming in contact with the bed or bank of the waterway. Culverts may be used for perennial or intermittent streams if spanning the waterway is cost prohibitive. Fords may be used only on intermittent or ephemeral drainages during the dry season when water has ceased to flow. The following measures must be employed for temporary stream crossings:

- For bridges or culverts, the structure design must be prepared under the direction and approval of a registered civil or structural engineer
- To prevent water backing up or washouts during rain events, any temporary structure shall not constrict the waterway flow.
- Crossings shall be constructed in the dry season (May 1 to October 15) or in the case of salmonid streams, May 15 to October 15.
- Adjacent construction roadways and work areas shall be stabilized.
- Removal of adjacent vegetation shall be minimized to the extent possible.
- Vehicles shall not be operated, stored, fueled or maintained in the wet or dry portions of the waterway without authorization of the County.
- Drip pans must be placed under vehicles/equipment on temporary stream crossing structures that remain idle from more than an hour. Being in such proximity to a water course, this measure and others implemented with it shall be installed correctly and maintained to prevent any polluting discharge.
- Any incident of discharge requires notifying the CVRWQCB of the noncompliance.
- Inspect temporary stream crossings weekly and after significant rain events for water flow blockage, sediment buildup, trapped debris, structural damage, riprap displacement or stream bed erosion. Verify sediment buildup is removed regularly.
- Temporary crossings must be removed once they are no longer needed and the waterway must be restored to its original condition.

Bank Stabilization

It is essential to stabilize the banks of streams and channels when working around these features to minimize turbidity and sediment input into the waterway. The potential for discharging sediment and other pollutants into waterways can be greatly reduced by stabilizing work areas in and around these features. The following measures must be adhered to when implementing bank stabilization projects:

- Existing vegetation shall be left intact to the extent possible. Vegetation helps stabilize banks and prevent erosion.
- If vegetation must be removed, disturbed areas shall be temporarily stabilized with hydraulic mulch, hydroseed, soil binders, straw mulch, or a combination thereof.
- If possible, construct a water diversion away from the work area and implement a barrier around the work area.
- BMP's and equipment shall be inspected daily. Repairs shall be completed in a timely manner. Leaky equipment shall be removed from the stream area immediately until it is repaired.

B. Stormwater Flow Diversion

Covered activities that require work within or adjacent to streams such as bridges, levee maintenance and repair, flood protection projects, stream maintenance, outfalls, flood-protection capital projects, and any emergency actions that occur near streams. Examples include:

- Recreational trails (see Section 6.3.6.1.2 of the HCP/NCCP, New Trail Design and Use Standards for Future Reserves).

- New installation or replacement of utilities that result in no new significant permanent disturbance to the riparian corridor during construction and operation and generate only incidental human activity with temporary loss of habitat.
- Construction and maintenance of access roads providing access to streams or levees for managing facilities and infrastructure.
- Stream crossings essential for access to a parcel or facility (i.e., crossing the stream is the only available means to access the parcel).

C. Stream System Impact Minimization

Where Stream System avoidance is not feasible, all projects that are PCCP/CARP covered activities shall minimize impacts on the Stream System by implementing the following BMPs. All in-stream projects must be designed to minimize adverse impacts on stream morphology, aquatic and riparian habitat, and flow conditions.

D. Types of Projects Subject to In-stream BMPs

Covered activities that occur in-stream are subject to design requirements or construction practices guidelines because they are expected to result in impacts on creeks or streams. Examples include:

- Installation or rehabilitation of flood protection projects and levee reconstruction.
- Operations and maintenance of flood protection facilities (e.g., dams, armored creeks, detention ponds, streams). Activities may include construction of new facilities, vegetation management, minor sediment removal, or bank stabilization.
- Non-routine stream maintenance activities including extensive removal of vegetation in flood control channels.
- Bridge construction and replacement including vehicular, train, and pedestrian bridges throughout the PCCP coverage area.
- Development of trails in or through the in-stream area (streambed, banks, and adjacent riparian land-cover).
- Culvert installation or replacement.
- Restoration projects throughout the PCCP coverage area, including removal or modification of fish barriers and creek realignment.
- Facility maintenance such as trail, bridge, road, and culvert repair and/or replacement in in-stream areas (including riparian areas).
- Natural resource protection such as small bank stabilization projects, restoration to reduce erosion, fish passage enhancements, removal of barriers to fish passage, and removal of debris deposited during flooding.
- Operations and maintenance of water supply facilities (e.g., flashboard dams, inflatable dams, stream gages, and diversions).

- Removal of debris blockages except in emergency situations.
- Mitigation and/or monitoring in creeks or adjacent riparian corridors.
- Vegetation management for exotic species removal and native vegetation plantings.

E. Design Requirements

Some impacts on stream and riparian land-cover types are expected under the CARP. All covered activities shall implement the following measures to avoid or minimize impacts of covered activities on streams and valley foothill riparian land-cover.

- Site characteristics shall be evaluated in advance of project design to determine if non-traditional designs, such as bioengineered bank treatments that incorporate live vegetation, can be successfully utilized while meeting the requirements of the project.
- Maintenance of natural stream characteristics, such as riffle-pool sequences, riparian canopy, sinuosity, floodplain connectivity, and a natural channel bed, shall be incorporated into the project design to the extent possible and practicable.
- If a culvert is used, up- and downstream ends of the culvert must be appropriately designed so that the stream cannot flow beneath the culvert or create a plunge pool at the downstream end.
- If structural changes to the channel bed are necessary as part of project design, provisions for fish passage shall be incorporated into the project design.
- All proposed creek crossings must be sited to avoid or minimize riparian removal.
- Trails shall be sited and designed with the smallest footprint necessary to cross through the in-stream area. Trail crossings shall be aligned perpendicular to the channel and be designed to avoid any potential for future erosion. Trails that follow stream courses shall be sited outside the riparian corridor to the maximum extent feasible.
- All projects shall be conducted in conformance with the County drainage policies.
- If the project requires removal of riparian vegetation, the amount of riparian vegetation removed shall be minimized while still meeting the project goals. The amount of riparian vegetation to be removed shall be included in the application package submitted to the County. The County shall determine if the requested riparian vegetation removal is necessary in order to implement the proposed project.
- Riparian restoration to offset project impacts shall be implemented on-site, if possible, to replace the functions of the riparian woodland degraded or lost to the covered activity. Riparian restoration implemented on-site shall be credited to CARP/PCCP mitigation requirements if the restoration helps to meet the biological goals and objectives of the CARP/PCCP.
- Projects that discharge dredged or fill material into waters of the United States must adhere to the requirements of the CARP.

- Projects must adhere to the National Marine Fisheries Service (NMFS) Guidelines for Salmonid Passage at Stream Crossings as described in the following section (National Marine Fisheries Service 2001).

- When implementing levee reconstruction covered activities, no baseline shaded riverine aquatic cover shall be removed if the shaded riverine aquatic cover was developed for or contributes to past mitigation projects or efforts.

- If levee reconstruction requires the removal of vegetation that provides habitat value to the adjacent stream (e.g., shading, bank stabilization, food sources, etc.), then the project shall include replacement of the vegetation/habitat that was removed during reconstruction unless it is determined to be inappropriate to do so by the relevant resource agencies (e.g., USACE, NMFS).

- All trees marked for removal from stream zones (riparian) must be shown on maps included with the application package. Non-riparian native trees greater than five inches in diameter at breast height shall not be removed without the consent of the County.

- Applicants for transportation improvements that include stream crossings must comply with Section V. Design and Construction Requirements for Covered Transportation Projects.

F. Guidelines for Salmonid Passage at Stream Crossings

All covered activities within the Stream System shall adhere to the NMFS Guidelines for Salmonid Passage at Stream Crossings unless otherwise noted. Key guidelines described in Guidelines for Salmonid Passage at Stream Crossings (NMFS 2001) are described below.

- For stream crossings, the following structure types (listed in descending order of preference) shall be considered.

    1. Free-span bridges that fully span the stream and allow for long-term dynamic channel stability.

    2. Streambed simulation approaches including bottomless arch, embedded culvert design, or ford that maintains the natural streambed. The structure should be sufficiently large and embedded deep enough into the channel to allow the natural movement of bedload and formation of a stable bed inside the culvert or structure.

    3. Non-embedded culvert (often referred to as a hydraulic design), for use in low-gradient areas, that allows fish passage.

    4. Baffled culvert (creases in the culvert create a series of short high-velocity runs and low-velocity backwater areas that allow the fish to swim in short bursts and then rest), for use in high-gradient areas, that allows fish passage.

- If the project's site is in an active salmonid spawning area, only free-span bridges or streambed simulations (i.e., culverts with a bed that simulates the natural streambed) are acceptable.

- All stream crossings, regardless of the design (i.e., bridge or culvert) or material used, shall be designed to accommodate the 100-year peak flood flow with appropriate clearance to prevent structural damage to the crossing. In practice, it is preferable that the crossing itself and its structural supports completely span the 100-year floodway. At

a minimum, culverts must accommodate the 100-year flood without causing any adjacent flooding around the crossing that could result in mass erosion of the bank or the structural support of the crossing. This requirement will reduce the risk of channel degradation, stream diversion, and failure that may lead to adverse effects on salmonids over the lifespan of the crossing.

- For in-stream culvert installation or replacement projects that may affect stream hydraulics, the project must be designed so that the elevations of surface waters in the stream-reach exhibit gradual flow transitions, both upstream and downstream. Abrupt changes in water surface and velocities must be avoided, with no hydraulic jumps, turbulence, or drawdown at the entrance. A continuous low-flow channel must be maintained throughout the entire stream reach. Hydraulic controls may be necessary to provide resting pools, concentrate low flows, prevent erosion of stream bed or banks, and allow passage of bedload material.

- If a free-span bridge is not feasible due to engineering or cost constraints, bridge piers and footings shall be designed to have minimum impact on the stream. This applies in all stream zones, not just active salmonid spawning areas. A hydraulic analysis must be prepared that shows piers or footings will not cause significant scour or channel erosion. Whenever possible, the span of bridges shall also allow for upland habitat beneath the bridge to provide undercrossing areas for wildlife species that will not enter the creek. Native plantings, natural debris, or large rocks (not riprap) shall be installed under bridges to provide wildlife cover and encourage the use of crossings.

- All in-stream structures shall be aligned with the stream, with no abrupt changes in flow direction upstream or downstream of the crossing. This requirement can often be accommodated by changes in road alignment or slight elongation of the culvert. Where elongation would be excessive, such a solution must be weighed against a better crossing alignment and/or modified transition sections upstream and downstream of the crossing. Project components that may result in disruption of stream hydraulics and alterations to the natural stream bed shall be anticipated and mitigated in the project design.

- Natural supplemental lighting shall be provided in new and replacement culverts that are more than 150 feet long. Where supplemental lighting is required, the spacing between light sources shall not exceed 75 feet.

- If structural changes to the channel bed are necessary as part of project design, provisions for fish passage shall be incorporated into the project design. If the project proponent has the opportunity to incorporate new fish passage into the project design in an area where fish passage is currently lacking, the project proponent shall work with the PCA to determine if new fish passage would support covered species recovery.

G. Construction BMPs

As described above, all in-stream projects shall adopt specific BMPs to minimize impacts on covered species, natural communities, and wildlife movement, as appropriate.

- All work in the Stream System, including wetlands and streams, shall be done according to the plans and documents included in the CARP application. All changes to those plans shall be reported to the County and the PCA prior to construction. Minor changes

may require an amendment to the CARP-related conditions on the land conversion authorization. Substantial changes may render the land conversion authorization void and the permittee may need to submit a new application.

- All CARP-related land conversion authorization conditions shall be depicted on the construction plans. A copy of the conditions shall be given to individuals responsible for activities on the site. Site supervisors shall be familiar with all conditions and shall have a copy on-site at all times.

- The construction corridor in the Stream System shall be created in a way to avoid and minimize impacts to vegetation outside the corridor. All preserved wetlands, other waters, and stream zones shall be protected with bright construction fencing. Temporary fencing shall be removed upon completion of the project.

- Erosion control measures shall be specified as part of the Environmental Questionnaire/CARP application, and the application is not complete without them. All erosion control specified in the permit application shall be in place and functional 48 hours prior to any rain event. Projects shall maintain sufficient erosion and sediment control materials onsite at all times, including during the dry season, to be able to effectively protect the site in advance of any storms. Erosion control features shall be inspected after each rain event. Site supervisors shall be constantly aware of weather forecasts, even during the summer dry season, and shall be prepared to establish erosion control on short notice for unusual rain events. Maintenance includes, but is not limited to, removal of accumulated silt and the replacement of damaged barriers and other features.

- All work between the top-of-bank or the outer edge of riparian vegetation, whichever is greater for perennial and intermittent streams, shall be restricted to periods of low flow and dry weather between May 1 and October 15 unless otherwise permitted by the Resource Agencies. Work may also be conducted two weeks immediately prior to or after work period defined above depending on current weather patterns and timing of salmonid runs, provided that the project proponent receives written permission from the Resource Agencies.

- All work in ephemeral or short-term intermittent streams that generally do not support fish shall be restricted to periods when the stream is not flowing, or by terms specified in the land conversion authorization, providing that erosion control measures are in place before wet weather. Weather forecasts should be monitored, and erosion control established before all storm events.

- Work between the top-of-bank or the outer edge of riparian vegetation, whichever is greater outside of the specified periods may be permitted under some circumstances. The project proponent must provide the County with the following information: a) the extent of work already completed; b) specific details about the work yet to be completed; and c) an estimate of the time needed to complete the work. The CDFW may be asked to confirm the modified dates.

- Work between the top-of-bank or the outer edge of riparian vegetation, whichever is greater shall not disturb active bird nests until young birds have fledged. To avoid impacts to nesting birds in stream zones, trees and shrubs shall be removed between August 15 and February 15. Tree removal at other times is at the County's discretion

and shall require surveys by a qualified biologist to determine the absence of nesting birds.

- Except for site preparation for the construction of dewatering structures, no excavation is allowed in live streams. Detailed plans for dewatering must be part of the permit application.

- Temporary crossings as described in the land conversion authorization permit shall be installed no earlier than May 1 or May 15 if the stream is a salmonid stream and shall be removed no later than October 15. This work window could be modified at the discretion of the County and the CDFW.

- No vehicles other than necessary earth-moving and construction equipment shall be allowed within the between the top-of-bank or the outer edge of riparian vegetation, whichever is greater. The equipment and vehicles used in this area shall be described in the CARP application.

- Staging areas for equipment, materials, fuels, lubricants, and solvents shall be located outside the stream channel and banks and away from all preserved aquatic resources. All stationary equipment that must be within the area that lies between the top-of-bank or the outer edge of riparian vegetation, whichever is greater, must be positioned over drip-pans. Equipment entering this area must be inspected daily for leaks that could introduce deleterious materials into the stream waters. All discharges, unintentional or otherwise, shall be reported immediately to the County. The County shall review the incident and determine whether the matter warrants notifying the appropriate state and federal agencies.

- Cement, concrete, washings, asphalt, paint, coating materials, oil, other petroleum products, and other materials that could be hazardous to aquatic life shall be prevented from reaching streams, lakes, or other water bodies. These materials shall be placed away from aquatic environments and removed immediately if they are accidentally placed near an aquatic feature. All discharges into waters, unintentional or otherwise, shall be reported immediately to the County. The County, in consultation with the PCA shall then determine if the matter warrants notification of the appropriate state and federal agencies.

- During construction, no litter or construction debris shall be dumped into water bodies or other aquatic resources. Nor shall it be placed in a location where it might be moved by wind or water into aquatic resources. All construction debris shall be removed from the site on a regular basis and upon completion of the project.

- Only herbicides registered with the California Department of Pesticide Regulation shall be used in streams, ponds, and lakes, and shall be applied in accordance with label instructions. A list of all pesticides that may be used in the project area shall be submitted to the County before use.

- The County and PCA shall be notified immediately if threatened or endangered species not expected on the site are discovered during construction activities. If the grading activity is deemed to put at risk the safety of the species, the County shall suspend work and notify USFWS, NMFS and the CDFW for guidance.

- Wildlife entering the construction site shall be allowed to leave the area unharmed, or shall be flushed or herded humanely in a safe direction away from the site.
- All pipe sections shall be capped or inspected for wildlife before being placed in a trench. Pipes within a trench shall be capped at the end of each day to prevent entry by wildlife.
- At the end of each workday all open trenches shall be provided with a ramp of dirt or wood to allow trapped animals to escape.

H. Post-construction In-stream Practices

Following construction, the project area shall be returned to pre-project conditions except in areas where permanent impacts (e.g., installation of a bridge) are part of the project design. Plants in re-vegetated areas shall be successfully established within two years of project completion. The following measures shall be applied to in-stream projects and will decrease the potential for subsequent erosion and/or spread of nonnative species at the project site.

- Following work in a stream channel, the low flow channel shall be returned to its natural state as nearly as possible. The shape and gradient of the streambed shall be as close as possible to the shape and gradient that existed before the work began.
- Any graded slopes or disturbed soils shall be revegetated with plants native to local watersheds.
- Permanent water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division. Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants
- If an area with suitable spawning habitat, including spawning gravels, is disturbed during project construction, habitat shall be restored to pre-project conditions to the extent possible given any changes to the stream bed that result from project implementation.
- All temporarily disturbed areas, such as staging areas, shall be returned to pre-project conditions. Plants in re-vegetated areas shall be successfully established within two years of project completion.
- Vegetation and debris must be managed in and near culverts and under and near bridges to ensure that entryways remain open and visible to wildlife and that passage through the culvert or bridge remains clear.

I. In-stream Operation and Maintenance Activities

Placer County Flood Control and Water Conservation District is responsible for in-stream operations and maintenance of flood control facilities in the PCCP coverage area. Private property owners may also conduct stream operation and maintenance activities for specific purposes related to flood control and stormwater facilities.

The BMPs identified below are required for in-stream operations and maintenance activities. These BMPs are designed to minimize impacts to riparian and riverine land-cover and covered species during implementation of covered stream operations and maintenance activities.

- Operations and maintenance activities shall comply with HCP/NCCP preconstruction survey requirements.

- Prior to undertaking stream maintenance activities, conditions shall be assessed to identify tasks that are necessary to maintain the channel for the purpose for which it was designed and/or intended (e.g., flood control, groundwater recharge). Only in-stream work that is necessary to maintain the channel shall be conducted.

- When stream reaches require extensive vegetation thinning or removal (e.g., when the channel has been fully blocked by willows or other vegetation), removal shall be phased to the extent possible so that a portion of the riparian land-cover remains. In addition, vegetation removal shall be targeted and focused on removing the least amount of riparian vegetation as possible while still meeting the desired flood control needs. For example, vegetation removal shall be focused on shrubby undergrowth at the toe-of-slope that is most likely to increase roughness and create a flooding hazard. Vegetation on the upper banks, particularly mature tree canopy, should be maintained to the extent possible to provide habitat for birds and small mammals and shading for the active channel.

- When reaches require sediment removal, approaches shall be considered that may reduce the impacts of the activity.

- In natural streams not managed for flood control purposes, woody material (including live leaning trees, dead trees, tree trunks, large limbs, and stumps) shall be retained unless it is a safety issue, or threatening a structure, impedes reasonable access, or is causing bank failure and sediment loading to the stream.

- If debris blockages threaten bank stability and/or may increase downstream sedimentation, debris shall be removed. When clearing natural debris blockages (e.g., branches, fallen trees, soil from landslides) from the channel, removal shall concentrate on the minimum amount of debris removal necessary to maintain flow conveyance (i.e., prevent significant backwatering or pooling). Non-natural debris (e.g., trash, shopping carts, etc.) shall be fully removed from the channel.

- If bank failure occurs due to debris blockages, bank repairs shall only use compacted soil, and shall be re-seeded with native grasses and stabilized with natural erosion control fabric. If compacted soil is not sufficient to stabilize the slope, bioengineering techniques must be used. No hardscape (e.g., concrete or any sort of bare riprap) or rock gabions may be utilized in natural streams. Rock riprap may only be used to stabilize channels experiencing extreme erosion, and boulders must be backfilled with soil and planted with willows or other native riparian species suitable for the project site. If available, local native species shall be utilized as appropriate.

- Invasive plant species removed during maintenance activities shall be handled and disposed of in such a manner as to prevent further spread of the invasive species. Equipment used in construction should be cleaned to remove invasive species' propagules prior to use.

- Any disturbed soils shall be re-vegetated with native plants; non-native, non-invasive species; or non-reproductive (i.e., sterile hybrids) plants suitable for the altered soil conditions.

- When possible, activities in the active channel shall be avoided.

V. Design and Construction Requirements for Covered Transportation Projects

This condition identifies design and construction requirements to minimize the impacts of public transportation projects on wildlife movement, covered species, and their habitat. This condition applies to all covered transportation projects within the PCCP coverage area. All covered transportation projects that affect the Stream System (i.e. cross streams or creeks, including bridges) are subject to the BMPs listed in Section IV above.

A. Exempt Transportation Projects

The following projects are not subject to the design requirements or construction practices specified in this condition because they are not expected to result in new ground disturbance and are not expected to create new barriers to wildlife movement or augment existing barriers. Although they are not required to implement this condition, they shall still be subject to measures that are identified in the environmental impact analysis process.

- Installing traffic signals, signs, pavement markings, flashing beacons, or other safety warnings.

- Painting new lane striping.

- Installing “rumble” strips, channelizers, or other safety markers.

- Installing guardrails or similar structures that are permeable to wildlife.

- Installing ramp metering.

- Regrading existing shoulders (refer to Operations and Maintenance Activities Section below).

- Implementing other road safety improvements on less than 1,000 feet of roadway. Note that road safety improvements that cross creeks are subject to the BMPs in the In-stream Projects section above.

B. Types of Projects Subject to Condition

The following projects are subject to the design requirements or construction practices because they are expected to result in new ground disturbance, or they may create new barriers to wildlife movement, or augment existing barriers. Each project category is subject to a specific combination of requirements listed in Table C-1. The requirements are described below.

APPENDIX G

Western Placer County Aquatic Resources Program
Procedures, Timelines, and Conditions of Approval

Chapter 7.
CARP PROCEDURES, TIMELINES, AND CONDITIONS OF APPROVAL

7.1. Introduction

CARP procedures are designed to occur concurrently with the HCP/NCCP permitting process (HCP/NCCP Chapter 6, Section 6.2 *Program Participation: Receiving Take Authorization under the Plan*) and, as needed, the CEQA process. This Chapter explains the permitting processes, procedures, and timelines that can be anticipated when submitting a CARP Authorization Form. A detailed description of the documents required for submittal of a CARP application is provided in Chapter 5 of this document. A detailed description of the avoidance, minimization, and mitigation requirements of the CARP authorization is provided in Chapter 6. Applicants are encouraged to review the requirements described in CARP Chapters 5 and 6, as well as the procedures outlined in this Chapter prior to submitting an application for a CARP Authorization.

7.2. Initial Screening and Consultation

For discretionary projects subject to CEQA, the Applicant initiates the first step in determining whether compliance with the CARP is required by submitting an application with an environmental supplement to the Local Jurisdiction (Appendices D-1 through D-3). For ministerial projects not subject to CEQA, the project proponent will file the appropriate land development application (e.g., building permit). These applications will be reviewed by a Local Jurisdiction's staff to: 1) determine the completeness of the application, 2) determine the project's complexity, and 3) assess the likelihood that Aquatic Resources of Placer County are present on the proposed project site. The Local Jurisdiction will review the best available information and resources (e.g., LiDAR, high-resolution aerial photography, or other available imagery of the site) and may need to conduct a site visit to determine if Aquatic Resources of Placer County are present. If aquatic resources are present or are likely to be present, a CARP Authorization will be required, and a full site assessment and aquatic resource delineation will be required, and the application will be required to file a CARP Application (Appendix E). Many Applicants will already know that they have Aquatic Resources present and will submit the CARP Application with their development project applications.

For larger, more complex projects (i.e., projects that will be permitted through a LOP or standard permit), prior to submitting a CARP application, Applicants must participate in an Initial Consultation (pre-application meeting) with Local Jurisdiction staff to review the proposed project and determine whether a CARP Authorization is needed. The Initial Consultation will also help to determine the level of CEQA review necessary and will identify any studies that may be needed in addition to the required aquatic resource delineation and Biological Resources Assessment (CARP Chapter 5). The process of the Initial Screening and Consultation is illustrated in Figure 7-1.

During Initial Consultation, Applicants will be expected to adequately describe the site and provide aerial photographs, drawings, site plans, or tentative maps with enough information to determine if aquatic resources are present on the project site, and if the proposed project will impact those

resources that are identified as Aquatic Resources of Placer County. A list of application requirements is provided in CARP Chapter 5. Some sites may not have Aquatic Resources of Placer County present, and/or some activities may not affect Aquatic Resources of Placer County, and thus, compliance with the CARP may not be required. If the Applicant or Local Jurisdiction representative identifies aquatic resources onsite, the resources must be shown on a project map, site plan, or tentative map. In all cases, Aquatic Resources of Placer County are to be depicted even if an Applicant is proposing avoidance of all direct and indirect effects.

If compliance with the CARP is not required due to the absence of Aquatic Resources of Placer County or the absence of any effect on Aquatic Resources of Placer County, the Applicant may proceed through the HCP/NCCP application process.

If Aquatic Resources of Placer County are present and impacts to these resources are anticipated, compliance with the CARP will be required, and the Applicant will be provided with both the HCP/NCCP and CARP Application packages (Appendix E). The Applicant will be required to complete and submit both applications along with the Local Jurisdiction's standard planning project application forms (Appendix D).

7.3. CARP Authorization Process

The CARP Authorization process closely follows the Local Jurisdiction's environmental review (i.e., CEQA) and discretionary entitlement review process. As part of the entitlement review process, Local Jurisdictions require that all Applicants fill out a project application and a supplemental environmental form. After review of these two forms, the Local Jurisdiction will determine if a CARP Authorization and CARP Application are required for the Covered Activity. For non-discretionary projects that are Covered Activities, the Local Jurisdiction and PB will evaluate the project's ministerial application (e.g., building permit) to determine if there is any potential impact to Aquatic Resources (See Section 5.2)

If the project's impacts to aquatic resources exceed the threshold(s) authorized by the USACE PGP and the Applicant is required to obtain a LOP or Standard Permit to comply with section 404 of the CWA , the Applicant must notify the Local Jurisdiction that one or more applications is being processed by the USACE by completing the relevant portion of the CARP Authorization Form (Appendix E) and, once issued, must provide a copy of the approved LOP or Standard Permit to the Local Jurisdiction. For these projects, a CARP Authorization will not be required, provided the project complies with the terms and conditions of the LOP or Standard Permit and the requirements of the HCP/NCCP, including but not limited to the payment of applicable PCCP Development Fees. The process described below applies to Covered Activities authorized by the Local Jurisdiction that meet the threshold for the PGP.

As illustrated in Figure 7-2, once the Applicant submits the CARP application, the Local Jurisdiction will have 15 calendar days to review it for completeness and request additional information. Once the application is deemed complete, the PB will have 15 calendar days to conduct a site assessment to evaluate the extent of aquatic resources that are present and to determine if habitat for Covered Species or cultural resources will be affected by the proposed project (CARP Chapter 5). The PB will either map the aquatic resources within the proposed project site for small projects (projects with less than 0.01 acres of aquatic resources) if one is not provided by the Applicant, or review the delineation provided by the Applicant. The purpose of the review is to ensure that the delineation

meets the USACE's minimum standards for delineations in order to expedite the verification process at the USACE. The PB's review is not intended to provide a two-step verification process. The review of the delineation will occur during the 15-calendar day review period. The Applicant may be asked to provide additional information and conduct further studies after the PB has conducted the site assessment.

Once the aquatic resource delineation is reviewed by the PB, the Local Jurisdiction will submit it to the USACE for verification, as necessary under the USACE Section 404 permitting strategy for Covered Activities. This step is not necessary if the Applicant has already received a valid aquatic resources verification or preliminary or approved jurisdictional determination from the USACE. This step is also not necessary if the Applicant notifies the Local Jurisdiction that it is filing a separate LOP or Standard Permit application with the USACE. In addition to a delineation, the Applicant will also submit any other documents required to complete the application, and once these have been received and the delineation has been verified, the CARP Application will be deemed complete, and the process will continue. The proposed project will be evaluated by Local Jurisdiction staff and the PB to ensure that Aquatic Resources of Placer County within or adjacent to the Stream System, or an existing preserve, are being avoided to the greatest extent practicable. The Applicant may be required to modify their project to avoid aquatic resources.

If a Water Quality Certification is required for the project, a fee as required by Section 2200(a)(3) of the California Code of Regulations must accompany the CARP Application, and the application will be placed on public notice through the Central Valley RWQCB website for 21-days or as otherwise required by the State. If the Applicant indicates that project activities will not impact waters of the U.S. (WOUS) and will only impact WOS, the Local Jurisdiction will forward the CARP Application to the RWQCB for review and issuance of Waste Discharge Requirements (WDRs). The CARP Application fulfills the requirement under California Water Code Section 13260 to submit a Report of Waste Discharge for WDRs.

If the activities will require Notification under FGC Section1602, the Applicant will submit a complete Notification package and applicable fee to CDFW for review and determination of whether a LSAA will be issued. The HCP/NCCP and the CARP can, under most circumstances, serve as the framework for determining the avoidance and minimization measures and compensatory mitigation requirements to offset impacts from activities subject to FGC 1600 et seq.

The CEQA process will run concurrently with the permitting process described above and integrate the CARP's BMPs and mitigation measures into the final environmental document. This timeline may vary depending on the outcome of the analysis of impacts (such as traffic, air quality, noise, biology, etc.) and the level of environmental review required for the project (Negative Declaration [Neg. Dec.], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

After all approvals have been obtained and the Applicant has paid all the applicable fees, the CARP Authorization will be granted through a CARP Authorization Form.

7.4. Process for CARP Authorizations of Local Jurisdiction Projects

To gain CARP Authorization for Local Jurisdiction projects, a site assessment will be conducted, and all aquatic resources will be mapped. A Site Assessment Form will be completed to determine the extent and type of biological, aquatic, and cultural resources present. The Site Assessment Form will establish applicable CARP requirements for the project. If the proposed project meets all the requirements of the CARP as noted on the Site Assessment Form, then the project will have authorization under the CARP.

CARP Authorizations are not required for a Local Jurisdiction project if a LOP or Standard Permit is issued for the project by the USACE.

All Site Assessment Forms will be submitted to the PCA, which will maintain a record of all CARP information provided by the Local Agencies for all projects covered by the CARP.

7.5. CARP Authorization Conditions of Approval

The following conditions apply to all Covered Activities that have the potential to impact Aquatic Resources of Placer County:

Administrative

- All work within the Plan Area that impacts Aquatic Resources of Placer County shall be completed according to the plans and documents included in the CARP application, Water Quality Certification, and, if applicable, WDRs. All changes to those plans shall be reported to the Local Jurisdiction. Minor changes may require an amendment to the CARP Authorization, Water Quality Certification, and, if applicable, WDRs. Substantial changes may render the authorization, Water Quality Certification, and, if applicable, WDRs, void, and a new application may be required.
- A copy of the CARP conditions and Water Quality Certification and WDRs shall be given to individuals responsible for activities on the site. Site personnel, (employees, contractors, and subcontractors) shall be adequately informed and trained to implement all permit, Water Quality Certification, and WDR conditions and shall have a copy of all permits available onsite at all times for review by site personnel and agencies.
- Any construction within the Stream System shall be implemented in a way to avoid and minimize impacts to vegetation outside the construction area. All preserved wetlands, other Aquatic Resources of Placer County, and the Stream Zone shall be protected with bright construction fencing. Temporary fencing shall be removed immediately upon completion of the project.
- Before beginning construction, the project Applicant must have a valid CARP authorization or waiver notice. In order to obtain a permit, the Applicant must pay all mitigation fees or purchase appropriate credits from an agency-approved mitigation bank.
- All deviations from plans and documents provided with the Application and approved by the Local Jurisdiction must be reported to the Local Jurisdiction immediately.

Erosion Control

- Erosion control measures shall be specified as part of the CARP application, and the application is not complete without them. All erosion control specified in the permit application shall be in place and functional before the beginning of the rainy season and shall remain in place until the end of the season. Site supervisors shall be aware of weather forecasts year-round and shall be prepared to establish erosion control on short notice for unusual rain events. Erosion control features shall be inspected and maintained after each rainfall period. Maintenance includes, but is not limited to, removal of accumulated silt and the replacement of damaged barriers and other features.
- All required setbacks shall be implemented according to the HCP/NCCP Condition 4 (HCP/NCCP Section 6.1.2).

Work Period

- All work in aquatic resources within the Stream System shall be restricted to periods of low flow and dry weather between April 15 and October 15, unless otherwise permitted by Local Jurisdictions and approved by the appropriate State and federal regulatory agency. Work within aquatic resources in the Stream System outside of the specified periods may be permitted under some circumstances. The Applicant must provide the Local Jurisdiction with the following information: a) the extent of work already completed; b) specific details about the work yet to be completed; and c) an estimate of the time needed to complete the work in the Stream System.

Restoration

- Following work in a stream channel, the low flow channel shall be returned to its natural state to the extent possible. The shape and gradient of the streambed shall be restored to the same gradient that existed before the work to the extent possible.
- Work shall not disturb active bird nests until young birds have fledged. To avoid impacts to nesting birds, any disturbance shall occur between September 1 and February 1 prior to the nesting season. Tree removal, earthmoving or other disturbance at other times is at the Local Jurisdiction's discretion and will require surveys by a qualified biologist to determine the absence of nesting birds prior to the activity.
- All trees marked for removal within the Stream System must be shown on maps included with the Application. Native trees over five inches diameter at breast height (DBH) shall not be removed without the consent of the Local Jurisdiction.

Dewatering/Diversion

- Except for site preparation for the installation and removal of dewatering structures, no excavation is allowed in flowing streams unless dredging WDRs are issued by the RWQCB. Detailed plans for dewatering must be part of the Application.
- Temporary crossings as described in the Application shall be installed no earlier than April 15 and shall be removed no later than October 15, unless otherwise permitted by Local Agencies and approved by the appropriate State and federal regulatory agency. This work window could be modified at the discretion of the Local Jurisdiction and the CDFW.

Equipment/Staging Areas

- No vehicles other than necessary earth-moving and construction equipment shall be allowed within the Stream System after the section of stream where work is performed is dewatered. The equipment and vehicles used in the Stream System shall be described in the Application.
- Staging areas for equipment, materials, fuels, lubricants, and solvents shall be located outside the stream channel and banks and away from all preserved aquatic resources. All stationary equipment operated within the Stream System must be positioned over drip-pans. Equipment entering the Stream System must be inspected daily for leaks that could introduce deleterious materials into aquatic resources. All discharges, unintentional or otherwise, shall be reported immediately to the Local Jurisdiction. The Local Jurisdiction shall then immediately notify the appropriate state and federal agencies.
- Cement, concrete, washings, asphalt, paint, coating materials, oil, other petroleum products, and other materials that could be hazardous to aquatic life shall be prevented from reaching streams, lakes, or other water bodies. These materials shall be placed a minimum of 50 feet away from aquatic environments. All discharges, unintentional or otherwise, shall be reported immediately to the Local Jurisdiction. The Local Jurisdiction shall then immediately notify the appropriate state and federal agencies.
- During construction, no litter or construction debris shall be dumped into water bodies or other aquatic resources; nor shall it be placed in a location where it might be moved by wind or water into aquatic resources. All construction debris shall be removed from the site upon completion of the project.
- Only herbicides registered with the California Department of Pesticide Regulation shall be used in streams, ponds, and lakes, and shall be applied in accordance with label instructions. A list of all pesticides that may be used in the project area shall be submitted to the Local Jurisdiction before use.

Wildlife

- The Local Jurisdiction shall be notified immediately if threatened or endangered species that are not Covered Species are discovered during construction activities. The Local Jurisdiction shall suspend work and notify the USFWS, NMFS, and the CDFW for guidance.
- Wildlife entering the construction site shall be allowed to leave the area unharmed or shall be flushed or herded humanely in a safe direction away from the site.
- All pipe sections shall be capped or inspected for wildlife before being placed in a trench. Pipes within a trench shall be capped at the end of each day to prevent entry by wildlife, except for those pipes that are being used to divert stream flow.
- At the end of each workday, all open trenches will be provided with a ramp of dirt or wood to allow trapped animals to escape.

Cultural Resources

- If human remains or cultural artifacts are discovered during construction, the Applicant shall stop work in the area and notify the Local Jurisdiction immediately. Work will not continue in the area until a qualified coroner and archaeologist have evaluated the remains, conducted a survey, prepared an assessment, and required consultations are completed.

Additional Conditions

- Additional conditions may be required by CDFW if the Covered Activity is subject to a LSAA.

APPENDIX C
CONSISTENCY REVIEW MEMORANDUM

Technical Memorandum

Date: February 13, 2026

To: Nick Pappani, Raney Planning and Management

From: John Gard and Ashley Weiss, Fehr & Peers

Subject: Lincoln Village 7 Specific Plan Amendment – Consistency Review

Overview

An amendment to the Village 7 Specific Plan (henceforth referred to as "Village 7B Amendment") has been proposed by the project applicant. This memorandum presents a detailed qualitative analysis to understand whether the proposed land use changes associated with the amendment would cause new or more severe transportation impacts (relative to those identified in the *Village 7 Specific Plan Project EIR, PBS&J, 2009*). In light of the fact that conditions have changed dramatically since that EIR was prepared, this consistency review also focuses on whether proposed land use changes would cause new or more severe impacts under current (2025) conditions.

The Village 7 Specific Plan was originally approved in 2010 by the City of Lincoln and last updated in 2024. The Village 7 Specific Plan is located in the southwest area of the City of Lincoln, along both sides of Ferrari Ranch Road. The Village 7B Amendment includes modified land uses for the most northern portion of the Village 7 Specific Plan area north of Moore Road. This area is known as the Scheiber and Aitken Ranch II properties and also referred to as the "Village 7B area". The Village 7B area is currently vacant and will connect to the remaining portions of the Village 7 Specific Plan area via Liberty Parkway and Moore Road.

The Village 7B Amendment is subject to requirements enacted by the California Environmental Quality Act (CEQA). This memorandum consists of the following sections that enable evaluation of the project's transportation impacts under CEQA:

- Project Description
- Trip Generation Comparison
- Changed Conditions
- Standards of Significance
- Impacts Assessment

Project Description

The original Village 7 Specific Plan included the following land uses[1]:

[1] Source: *Village 7 Specific Plan Project DEIR*, June 2009.

- 7 units of Country Estates
- 1,113 units of Low Density Residential
- 1,393 units of Medium Density Residential
- 772 units of High Density Residential
- Elementary School (assumed in Village 7 DEIR to have 900-student capacity)
- 4.9 acre Mixed Use Commercial (Assumed in DEIR as 15,000 sq. ft. Community Center)
- 58 acres of Parks and Recreation

The original Village 7 Specific Plan was last updated in 2024 to reflect minor adjustments to the proposed land uses (hereinto referred to as the "current Village 7 Specific Plan"). The current Village 7 Specific Plan includes the following land uses:[2]

- 1,181 units of Low Density Residential
- 1,529 units of Medium Density Residential
- 575 units of High Density Residential
- Elementary School (assumed in Village 7 DEIR to have 900-student capacity)
- 4.9 acre Mixed Use Commercial (Assumed in DEIR as 15,000 sq. ft. Community Center)
- 58 acres of Parks and Recreation

The Village 7B Amendment would reduce the amount of Parks and Recreation space by 2.7 acres, while also modifying the density of several parcels zoned for residential uses. It would result in the following net changes in land uses compared to the current Village 7 Specific Plan:

- Reduce amount of Low Density Residential by 181 units.
- Increase amount of Medium-High Density Residential by 740 units.
- Increase amount of Medium Density Residential by 69 units.
- Increase amount of Country Estates Residential by 7 units.
- Add a 20,000 square feet Community Center.

The net effect of the above is an increase of 635 units compared to the original Village 7 Specific Plan. All of these proposed changes occur on the Scheiber and Aitken Ranch II properties north of Moore Road.

In addition, the proposed project includes minor land use modifications to a 49.5-acre portion of the Village 7 Specific Plan area south of Moore Road. These proposed minor modifications would modify VMDR from 9.6 acres to 9.4 acres, VLDR from 11.1 acres to 11.6 acres, VHDR from 3.0 acres to 2.8 acres, and VPR from 8.6 acres to 6.6 acres. These proposed land use modifications would result in a reduction in the total number of units within this area; and, therefore, would not affect this environmental analysis. As a result, the proposed land use modification south of Moore Road are not discussed further in this analysis.

Trip Generation Comparison

Table 1 displays the gross trip generation of the approved Village 7 Specific Plan from Table 4.3-5 of the *Village 7 Specific Plan Project DEIR* (2009). The 2009 DEIR used trip generation rates from the

[2] Source: *Village 7 General Development Plan* (Amendment 1), May 14, 2024.

Institute of Transportation Engineers 2003 Trip Generation Manual (7th Edition), which were the most up-to-date at the time.

Table 1. Original Village 7 Specific Plan Trip Generation (7th Edition Trip Generation)

		Trip Rates			Trips		
Land Use	**Quantity[1]**	**Daily**	**AM Peak Hour**	**PM Peak Hour**	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Single-Family Residential	2,513 du	9.57	0.75	1.01	24,049	1,885	2,538
Multi-family Residential	772 du	6.72	0.51	0.62	5,188	394	479
Elementary School	900 students	1.29	0.42	0.15	1,161	378	135
Community Center	15 ksf	22.88	1.62	1.64	343	24	25
Gross Trips					30,741	2,681	3,177
Internal Trips[2]					-3,240	-478	-341
External Trips					**27,501**	**2,203**	**2,836**

Notes:
1. du = dwelling units; ksf = thousand square feet.
2. 50 percent of recreation center trips, 60 percent of school trips assumed to remain internal to the site for daily, AM, and PM peak hours. Additionally, in the daily and PM peak hours, an additional 5 percent total residential-to-residential trips were assumed to remain internal to the site.

Source: Table 4.3-5 of the *Village 7 Specific Plan Project DEIR* (2009).

The Village 7 Specific Plan was updated in 2016 and again in 2024 to include some modifications to the approved land use. No transportation study was conducted for the 2024 update (referred to here as "current Village 7 Specific Plan") as the changes to the transportation network and land uses were considered to be minor. **Table 2** below includes the trip generation for the current Village 7 Specific Plan using the rates from the original Village 7 DEIR. The current Village 7 Specific Plan is expected to produce an additional 562 daily trips, 47 AM peak hour trips, and 77 PM peak hour trips compared to the original Village 7 Specific Plan.

Table 2. Current Village 7 Specific Plan Trip Generation (7th Edition Trip Generation)

		Trip Rates			Trips		
Land Use	**Quantity[1]**	**Daily**	**AM Peak Hour**	**PM Peak Hour**	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Single-Family Residential	2,710 du	9.57	0.75	1.01	25,935	2,033	2,737
Multi-family Residential	575 du	6.72	0.51	0.62	3,864	293	357
Elementary School	900 students	1.29	0.42	0.15	1,161	378	135
Community Center	15 ksf	22.88	1.62	1.64	343	24	25
Gross Trips					31,303	2,728	3,254
Internal Trips[2]					-3,240	-478	-341

Land Use	Quantity[1]	Trip Rates			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
External Trips					**28,063**	**2,250**	**2,913**

Notes:
1. du = dwelling units; ksf = thousand square feet.
2. 50 percent of recreation center trips, 60 percent of school trips assumed to remain internal to the site for daily, AM, and PM peak hours. Additionally, in the daily and PM peak hours, an additional 5 percent total residential–to–residential trips were assumed to remain internal to the site.

Source: *Amended Village 7 Specific Plan Project (2024)*; Fehr & Peers, 2026.

Table 3 displays the trip generation estimate for the Village 7B Amendment based on its proposed land uses and the same version of ITE's *Trip Generation Manual*. Use of trip rates from the 2003 version of the *Trip Generation Manual* enables direct comparisons of trips generated between the various specific plan land use concepts. The following key conclusions are drawn from Table 3:

- **The Village 7B Amendment would generate an additional 3,783 daily trips, 299 AM peak hour trips, and 334 PM peak hour trips more than the current Village 7 Specific Plan.**
- **When compared to the more critical PM peak hour, the Village 7B Amendment generates 411 more external vehicle trips than the original Village 7 Specific Plan.**

Table 3. Proposed Village 7 Specific Plan Trip Generation (7th Edition Trip Generation)

Land Use	Quantity[1]	Trip Rates			Trips		
		Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
Single–Family Residential[2]	2,605 du	9.57	0.75	1.01	24,930	1,954	2,631
Multi–family Residential[3]	1,315 du	6.72	0.51	0.62	8,837	671	815
Elementary School	900 students	1.29	0.42	0.15	1,161	378	135
Community Center	35 ksf	22.88	1.62	1.64	801	57	57
Gross Trips					35,729	3,060	3,638
Internal Trips[4]					–3,883	–511	–391
External Trips					**31,846**	**2,549**	**3,247**

Notes:
1. du = dwelling units; ksf = thousand square feet.
2. The following project land use categories were included in the Single Family Residential dwelling unit count: Rural Residential, Country Estates, Low Density Residential, and Medium Density Residential.
3. The following project land use categories were included in the Multi–Family Residential dwelling unit count: Medium–High Density Residential and High Density Residential.
4. 50 percent of recreation center trips, 60 percent of school trips assumed to remain internal to the site for daily, AM, and PM peak hours. Additionally, in the daily and PM peak hours, an additional 5 percent total residential–to–residential trips were assumed to remain internal to the site.

Source: Table 4.3–5 of the *Village 7 Specific Plan Project DEIR* (2009), Fehr & Peers, 2026.

Changed Conditions

Since the Village 7 DEIR was certified in 2010, there have been numerous changes to the transportation network in the project area along with various regulatory changes. Additionally, analytical methods used in transportation analyses have also evolved. These changed conditions are documented below.

Changes to the Environmental Setting

As noted in Chapter 4.3 of the DEIR, the environmental setting for transportation represents approximate 2005–2006 conditions, despite the DEIR's 2009 release date. The issuance of the Notice of Preparation (NOP) for the DEIR establishes the date of the environmental setting.

The environmental setting covered a large geographic area including most of the City of Lincoln, parts of unincorporated Placer County, Roseville, and Caltrans facilities. The following describes major changes to the roadway network within the Lincoln area between 2005–2006 (see DEIR Figure 4.3-2) and current (2025) conditions:

- The SR 65 Bypass was constructed from existing SR 65 (at Lincoln Boulevard) to north of Sheridan where it reconnects with the original highway. The facility is a four-lane freeway from Lincoln Boulevard to north of Ferrari Ranch Road, transitioning to a two- to four-lane expressway with at-grade intersections as it continues north.
- A new interchange was constructed on the SR 65 Bypass at Ferrari Ranch Road.
- Moore Road was changed to a cul-de-sac on either side of the SR 65 Bypass.
- Construction of Sorrento Parkway between Moore Road and Ferrari Ranch Road has occurred.

Notwithstanding the above, the arterial street system in Lincoln has generally not changed much in the past two decades (though new development north of SR 193 is adding streets). Many intersections studied in the DEIR still have the same lane configurations and traffic controls.

The roadway network has changed more dramatically to the south of Lincoln, as evidenced by the following:

- New interchanges are constructed on SR 65 at Whitney Ranch Parkway and Sunset Boulevard. The Sunset Boulevard interchange replaced its at-grade intersection.
- The first phase of the four-phase I-80/SR 65 interchange improvements are completed. This eliminated the northbound SR 65 bottleneck immediately north of I-80.

Bicycle and pedestrian facilities have been added in Lincoln as new development has occurred. In 2024, the City updated its Neighborhood Electric Vehicle (NEV) plan. NEV's are allowed on any roadway within Lincoln that has a speed limit of 35 MPH or less and on approved NEV lanes.

At the time the DEIR was prepared, the City of Lincoln operated Lincoln Transit, which provided fixed-route transit service to the city. This service was discontinued about a decade ago, with service now provided by Placer County Transit.

Although not directly related to the transportation system per se, substantial land development has occurred throughout south Placer County over the past two decades. To illustrate, Table 4.3-13 of the

DEIR indicates that SR 65 north of Sunset Boulevard carried 47,500 Average Daily Trips (ADT) in 2005. That segment carried 77,000 ADT in 2022, corresponding to an annual 3% growth rate.

Changes to the Regulatory Setting

There have also been numerous changes to the regulatory setting in the past two decades. By far, the most notable and far-reaching change is the following:

- Senate Bill (SB) 743 mandates that CEQA documents no longer use delay-based metrics such as intersection level of service (LOS) for purposes of identifying a proposed project's significant impacts to the transportation network. Instead, a new metric known as vehicle miles traveled (VMT) is typically used.

Caltrans has modified how they approach management of state highway facilities. The following two documents illustrate this:

- *2020 VMT-Focused Transportation Impact Study Guide (TISG)* – provides guidance on how Caltrans will review land use projects, with focus on VMT analysis and supporting state land use goals, state planning priorities, and GHG emission reduction goals, as well as identifying land use projects' possible transportation impacts to the State Highway System and potential non-capacity increasing mitigation measures. The TISG indicates that Caltrans intends to "transition away from requesting LOS or other vehicle operations analyses of land use projects," instead placing the focus on VMT and safety.
- *2024 Local Development Review (LDR) Safety Review Practitioners Guidance* – advises practitioners how to evaluate project-related safety impacts on the state highway system. The analytical approach described in the guidance focuses on vulnerable road users (i.e., bicyclists and pedestrians) and underserved communities. It prescribes specific methods and thresholds for analyzing and mitigating for the safety effects associated with vehicle queues spilling from freeway off-ramps back to the freeway. It also reiterates Caltrans' support for shifting away from using delay-based metrics for analysis in CEQA.

The above guidance documents are in direct contrast to the LOS-focused guidance contained in the *Guide for Preparation of Traffic Impact Studies* (Caltrans, 2002). That document is cited in the References section of the DEIR transportation chapter.

Changes in Analytical Methods

There have also been numerous changes in how the roadway network is analyzed since the DEIR was published. The following lists several of the more important changes:

- Intersection analysis in the DEIR was performed using the 2000 Edition of the *Highway Capacity Manual (HCM)*. This was the 4th edition, which has since been updated three times with the most recent document being the 7th edition released in 2022.
- Intersection analysis within Lincoln and Roseville relied on the "Circular 212" methodology. This methodology is no longer utilized by either jurisdiction.

The City of Roseville, City of Lincoln, and Placer County have all prepared and released updated traffic impact study guidelines since the DEIR was released.

Additionally, it is noted that new methods for estimating the internalization of project trips from mixed-use land development were still in development at the time the DEIR was prepared. In the year 2010's, researchers from EPA, several academic institutions, and Fehr & Peers released the Mixed-Use Trip Generation Model (MXD), which is now utilized in countless traffic studies and EIRs to estimate internal trips and external trips made by walking, biking, and taking transit. This tool was not available when the DEIR was being prepared.

Standards of Significance

As the purpose of this memo is to determine if the proposed Village 7B Amendment would cause new or more severe transportation impacts (relative to those identified in the *Village 7 DEIR 2009)*, this memorandum utilizes the same significance thresholds as were utilized in the DEIR. Those thresholds are listed on the following page.

Roadway System

1. Change the level of service from acceptable (LOS C or better) to unacceptable (LOS D or worse) at study intersections within and controlled by the City of Lincoln.
2. Increase the average delay by five or more seconds at an intersection in Lincoln that currently (or is projected to) operate unacceptably.
3. Change the level of service on study roadways or intersections within the City of Roseville or Placer County from acceptable to unacceptable (as defined by those jurisdictions).
4. Increase the v/c ratio by 0.01 or more at an intersection or roadway in Placer County that currently (or is projected to) operate unacceptably.
5. Worsen operations from LOS E or better to LOS F on a freeway, or from LOS D or better to LOS E or F on a state highway.
6. Increase by five percent or greater the freeway density or highway percent time spent following at a facility that currently (or is projected to) operate unacceptably.
7. Interfere with or preclude planned transportation improvements such as roadway widenings/extensions or trail facilities.
8. Add traffic to a facility not constructed to current design standards, thereby resulting in substantially worsened conditions relating to traffic flow, safety, or driver convenience.
9. Create vehicular travel demand above that which is planned, thereby resulting in cumulative level of service impacts.
10. Create a temporary, but prolonged impact due to lane closures, need for temporary signals, emergency vehicle access, traffic hazards to bikes/pedestrians, damage to roadbed, or truck traffic on roadways not designated as truck routes.

Transit System

1. Create a demand for public transit services above the capacity which is provided, or planned.
2. Interfere with existing or planned transit services or facilities.

Bicycle and Pedestrian System

1. Disrupt or interfere with existing or planned bicycle and pedestrian facilities.
2. Create inconsistencies with adopted pedestrian or bicycle system plans, guidelines, policies, or standards.

Project Access and Internal Circulation

1. Provide inadequate access and internal circulation for vehicles, pedestrians, or bicyclists.

Impacts Assessment

The California Fourth Appellate District Court of Appeals published findings of a case known as *Olen Properties Corp. v. City of Newport Beach (2023).* The findings of this case provide important insights into how to approach this impacts assessment. At issue in that case was whether a new EIR was required for a change to a 2006 program EIR. The court affirmed the use of an addendum to the 2006 Program EIR to analyze the effects of the project change. Key passages from the court ruling pertaining to this study are:

1. "In 2018, California adopted CEQA Guidelines section 15064.3,2 which changed the measure of traffic impact from level of service (LOS) to vehicle miles traveled (VMT). The 2006 EIR used the LOS measure, as it predated the change to VMT by more than a decade. The traffic study for the Project was conducted in 2020, but also used the LOS measure because the purpose of the study was to compare the effects of the Project to the 2006 EIR."
2. "And it is settled law in California that subsequent changes to the (CEQA) guidelines are not "new information" triggering section 21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial EIR. (*Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.) Indeed, the rule could hardly be any different—if each change to guidelines constituted "new information," section 21166 would require a new EIR nearly every time any change is made to a project, no matter how inconsequential.
3. "Accordingly, we conclude the City of Newport Beach was not required to undertake a VMT study of the traffic impact of the Project."

Hence, the remainder of this section focuses on how the Village 7B Amendment would change the significance and severity of the 2009 DEIR transportation impacts. **Table 4** summarizes these results for each of the 15 impact statements. Note that the evaluation is necessarily primarily qualitative given the nature of this work, lack of availability of prior tools used in the analysis, and other considerations. Where additional impacts were qualitatively identified, roadway segment daily volumes or freeway segment peak hour densities were scaled using the proportional increase in daily or peak hour traffic volumes, respectively. This methodology was applied to evaluate whether the incremental trips associated with the proposed Village 7B Amendment would generate a new significant impact or materially alter any previously identified impact.

Impact 4.3-1, which pertains to intersection operations in the City of Lincoln, has been expanded to include an impact analysis under both the original EIR setting (i.e., 2006) and current (fall 2025) conditions. By including both time periods, reviewers can understand the degree to which changes to the environmental setting cause differences in project impacts at city intersections.

Table 4. Existing Impacts Summary Table

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-1 The Proposed Project would not worsen (to a significant level) unacceptable operations at City of Lincoln intersections (excluding those in downtown on SR 65 which are described separately) under existing plus project conditions.	No	None	Less than Significant	**Less than Significant (2009 DEIR existing setting as baseline condition)**. The existing plus project intersection operations results from the Village 7 Specific Plan showed all study intersections in Lincoln would operate at LOS A or B. It is unlikely that the additional PM peak hour trips associated with the proposed land use added to the City's then 2006 roadway network would result in an LOS D or worse.
				Less than Significant (Fall 2025 as existing setting). An updated level of service evaluation based on fall 2025 conditions was completed at ten critical City of Lincoln intersections. The analysis, found in **Attachment A**, shows that the net increase in vehicle trips between the proposed Village 7B project and the approved Village 7B Amendment would not worsen an intersection in Lincoln to an unacceptable level and would not exacerbate already unacceptable conditions to a significant degree.
4.3-2 The Proposed Project could temporarily worsen unacceptable operations on State Route 65 in downtown Lincoln under existing plus project conditions if occupancy of the Proposed Project occurs prior to the completion of the SR 65 Bypass.	Yes	None	Short-term Significant and Unavoidable	**Less than Significant** Construction of the SR 65 Bypass is complete.
4.3-3 The Proposed Project would not cause operations at any intersections in Roseville to worsen to an unacceptable level under existing plus project conditions.	No	None	Less than Significant	**Less than Significant** Added project trips would be dispersed throughout the South Placer County roadway network. Added project traffic to an individual City of Roseville intersection would be modest. Additionally, facilities most likely to be adversely affected (along Fiddyment Road) have now been upgraded with roadway widenings and new signals.
4.3-4 The Proposed Project would not result in unacceptable levels of service at any intersections in Placer County under existing plus project conditions.	No	None	Less than Significant	**Less than Significant** The project would add a net increase of about 60 PM peak hour trips to Fiddyment Road south of Moore Road (in Placer County). This added volume is not sufficient to degrade to an unacceptable level the Fiddyment Road/Athens Avenue study intersection.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-5 The Proposed Project would worsen to an unacceptable level or further worsen already unacceptable operations at three locations on SR 65 south of Lincoln under existing plus project conditions.	Yes	Pay applicable SPRTA Fee	Significant and Unavoidable	**Significant and Unavoidable** The Village 7B Amendment would add trips to SR 65 south of the Twelve Bridges Drive interchange. The following summarizes the Amendment's effects on SR 65 south of Lincoln: 1. The 2009 DEIR determined that project trips would result in impacts to three SR 65 facilities. The SR 65/Sunset Boulevard intersection and SR 65 NB On-Ramp from I-80 Westbound segment were both identified as impacts because they degraded from an acceptable to unacceptable LOS. This finding would remain with the proposed Village 7B Amendment. The 2009 DEIR determined that already unacceptable operations at the SR 65 NB Diagonal Off-Ramp to Galleria Boulevard would be exacerbated to a significant degree under the Village 7 Specific Plan. The proposed Amendment would not result in a substantial increase in that impact because the change in density (used to analyze freeway segments) would be less than 5% threshold (i.e., the significance threshold used in the 2009 DEIR for freeway segments). 2. There are three study freeway segments that would operate acceptably at LOS E with the project in the 2009 DEIR (see Table 4.3-7). These segments are SR 65 NB On-Ramp from Galleria Boulevard, SR 65 NB Off-Ramp to Pleasant Grove Blvd, and SR 65 SB Off-Ramp to Galleria Blvd. The Amendment is anticipated to worsen conditions to an unacceptable LOS F at SB 65 NB Off-Ramp to Pleasant Grove Boulevard segment because the volumes on the freeway would result in a V/C ratio >1 and LOS F. The Amendment would not degrade the two other segments to LOS F. Thus, the DEIR overall conclusions with respect to this impact would remain significant and unavoidable with one additional impacted segment. The mitigation would remain the same.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-6 The Proposed Project would add significant levels of traffic to Moore Road between the project site and Fiddyment Road, and to Fiddyment Road from Moore Road to the south City limits, which are not constructed to current design standards.	Yes	Pay fair cost to upgrade Moore Road between Fiddyment Road and the western Proposed Project boundary, and Fiddyment Road from Moore Road to the south City limits	Significant and Unavoidable	**Significant and Unavoidable** No change from 2009 DEIR conclusion. For this particular impact, the significance of the impact is determined by whether the project adds trips to a roadway not constructed to current design standards. The amount of traffic being added plays no role in the determination of the severity of the impact. Therefore, the proposed Village 7B Amendment, which is anticipated to add 380 additional daily trips to Moore Road east of Fiddyment Road and 320 additional daily trips on Fiddyment Road south of Moore Road, would have the same conclusion regarding the significance of the impact, the same mitigation measure (pay fair share), and the same residual significance after mitigation.
4.3-7 The Proposed Project would add significant levels of traffic to portions of Nelson Lane, which is not constructed to current design standards.	Yes	None	Significant and Unavoidable	**Significant and Unavoidable** No change from 2009 DEIR conclusion. For this particular impact, the significance of the impact is determined by whether the project adds trips to a roadway not constructed to current design standards. The amount of traffic being added plays no role in the determination of the severity of the impact. Therefore, the proposed Village 7B Amendment, which is anticipated to add 450 additional daily trips to Nelson Lane north of Moore Road, would have the same conclusion regarding the significance of the impact, the same mitigation measure (pay fair share) , and the same residual significance after mitigation.
4.3-8 The Proposed Project would provide adequate facilities to accommodate its planned transit demand.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion (based on how transit impacts were judged at the time).
4.3-9 The Proposed Project would provide adequate on-site facilities to support walking and bicycling.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion.
4.3-10 The Proposed Project would not conflict with planned transportation improvements.	No	None	Less than Significant	**Less than Significant** No change from 2009 DEIR conclusion.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-11 The Proposed Project would cause temporary impacts along Moore Road during construction-related activities.	Yes	None feasible	Short-term Significant and Unavoidable	**Less than Significant** Ferrari Ranch Road has been extended to Moore Road creating a secondary access point for construction. This was explicitly mentioned as a conditional impact consideration in the impact statement.
4.3-12 The Proposed Project would not cause any cumulative impacts on the City of Lincoln roadway system.	No	None	Less than Significant	**Less than Significant** The DEIR concluded that all Lincoln study intersections would operate acceptably under cumulative conditions because the General Plan considered the Village 7 project. The City's 2050 General Plan indicates that the study intersections on old SR 65 (now known as Lincoln Boulevard) are not subject to the LOS C operating standard. Table 4.3-9 indicates that no City of Lincoln study intersections are on the cusp of degrading from acceptable to unacceptable. Therefore, the added trips from the Amendment is not anticipated to cause another study intersection to operate unacceptably.
4.3-13 The Proposed Project would worsen to an unacceptable level or further worsen cumulatively unacceptable operations (to a significant degree) on roadway segments within Placer County.	Yes	Pay fair share cost to improve the five Placer County roadway segments significantly impacted by the Proposed Project	Significant and Unavoidable	**Significant and Unavoidable** Table 4.3-10 shows that the DEIR project caused significant impacts at five of the seven study segments in Placer County. The two non-impacted segments were: 1. Athens Avenue west of Industrial Avenue. The proposed Amendment would cause this segment to carry an additional (rounded) 60 vehicles per day, but the LOS would remain at an acceptable LOS C. 2. Industrial Avenue south of Twelve Bridges Drive. The project would cause this segment to carry an additional (rounded) 140 vehicles per day, but the LOS would remain at an acceptable LOS D (given this segment is within ½ mile of a freeway). The severity of impacts at the five impacted Placer County roadway segments would not increase as the net effect of proposed Village 7B Amendment trips would be less than a 0.01 V/C ratio increase (i.e., the significance threshold used in the 2009 DEIR for Placer County roadways). Thus, the added trips would not exacerbate to a substantial degree cumulatively unacceptable conditions.

	2009 DEIR Finding			2026 Assessment
Impact	**Impact Significant?**	**Recommended Mitigation**	**Level of Significance After Mitigation**	**Expected Level of Significance**
4.3-14 The Proposed Project would worsen cumulatively unacceptable operations (to a significant degree) on State Route 193 and State Route 65 through Placer County, Rocklin, and Roseville.	Yes	Pay SPRTA Fees to help widen SR 65 to six lanes, and pay fair share cost to make improvements to the SR 193/Sierra College Boulevard intersection	Significant and Unavoidable	**Significant and Unavoidable** The 2009 DEIR concluded that then proposed project would impact 1 intersection and 18 different freeway/highway segments under cumulative conditions (per Table 4.13-12 of 2009 DEIR). The Amendment would not substantially increase the impact at the 18 impacted segments. However, the Amendment would cause an impact on two additional segments: SR 65 Diagonal On-Ramp from Sunset Boulevard and SR 65 SB Loop On-Ramp from Pleasant Grove Boulevard. The addition of Village 7B Amendment trips would result in a 5% increase in density for these two segments already operating at LOS F (i.e., the significance threshold used in the 2009 DEIR for freeways). However, the type of mitigation and residual significance after mitigation would not change.
4.3-15 The Proposed Project would cause a significant cumulative impact at one intersection located in the City of Roseville.	Yes	None feasible.	Significant and Unavoidable	**Significant and Unavoidable** This impact was deemed significant and unavoidable because the affected intersection (SR 65 NB Ramps/Pleasant Grove Boulevard) is outside the City of Lincoln and therefore the city does not have the ability to ensure improvements to it are made. Of the 179 signalized intersections in the City of Roseville studied under Cumulative No Project and Cumulative Plus Project Conditions in the 2009 DEIR, the Blue Oaks Blvd/West Side Dr (now Westbrook Blvd) intersection experienced a 0.12 v/c ratio increase (from 0.18 to 0.30), four intersections experienced a 0.02 or 0.03 v/c ratio increase, and 30 intersections experienced a 0.01 v/c ratio increase. All other intersections had either no change or a beneficial v/c ratio change. Following evaluates the 35 total intersections that had v/c ratio increases: - Blue Oaks Blvd/West Side Drive – Village 7B Amendment would not worsen operations to an unacceptable level given its LOS A operations. - Of the 34 intersections experiencing a 0.03, 0.02, or 0.01 v/c ratio increase in the 2009 DEIR, none were on the verge of worsening from acceptable (LOS C or better) to unacceptable (LOS D or worse).

Source: 2009 Village 7 Specific Plan Draft EIR (2009); Fehr & Peers, 2026.

Potential for New Significant Impact Statements

As part of this analysis, the potential for significant new transportation impacts not previously identified in the 2009 DEIR were reviewed. Through this comprehensive screening, two topics were identified that warranted additional evaluation. The 2009 DEIR analyzed each of the topics below and concluded project impacts to them would be less than significant.

Impact #1: The significance criterion pertaining to two-lane state highways utilizes an acceptable operating standard of LOS D. Hence, a project-related degradation from LOS D or better to LOS E or worse would be considered a significant impact. The following evaluates the susceptibility of study roadway segments along SR 65 and SR 193 being impacted by the proposed Village 7B Amendment:

- *Table 4.3-6 (Existing Plus Project Intersection Operations):* The 2009 DEIR project only caused an impact at one such intersection (SR 65/Sunset Boulevard) and it was discussed in Impact 4.3.5. Based on the amount of added traffic the proposed Amendment would generate, the directionality of those trips and the results in Table 4.3-6, **the Village 7B Amendment would not cause any new impacts at other state highway intersections.**
- *Table 4.3-7 (Existing Plus Project Highway Operations*): All four highway segments operated at an unacceptable LOS E without and with the 2009 DEIR project. The significance threshold for exacerbating an unacceptable condition on a state highway is a 5% or greater increase in the percent time spent following (PTSF). Table 4.3-7 indicates that the 2009 DEIR project increased the PTSF for each segment by 1 to 3%. Hence, impacts were not deemed significant. Given that the proposed Amendment represents about a 15% increase in external peak hour trips, the PTSF would not increase to 5%. Hence, **impacts would also be less than significant for the proposed Village 7B Amendment.**

Note that the 2009 DEIR did not analyze SR 65 and SR 193 two-lane highway segments under cumulative conditions.

Impact #2: The Fiddyment Road/Athens Avenue intersection (located in unincorporated Placer County) was shown in Table 4.3-9 (Cumulative Intersection Operations) as worsening from LOS C to D during the PM peak hour due to the 2009 DEIR project. However, it was not identified as a cumulative impact. A footnote in the table indicates that "This intersection is shown as LOS D in Table 5-28 in the 2050 Lincoln General Plan DEIR under cumulative mitigated conditions." While the purpose of this comment is not entirely clear, it may suggest the General Plan EIR had acknowledged that projects included in the City's General Plan (including Village 7) were expected to cause this intersection to worsen to an unacceptable LOS D condition. The Village 7B Amendment would add 14 southbound through trips during the PM peak hour to this intersection. Review of the detailed LOS calculation indicates that movement was "critical" from the Circular 212 methodology employed at the time. Mathematically, adding 14 trips to this critical movement increases the overall v/c ratio by 0.003. Hence, added trips from the Village 7B Amendment would increase the v/c ratio at this intersection from 0.850 to 0.853. The significance criteria for exacerbating an unacceptable condition at Placer County was a 0.01 increase in the v/c ratio. The Village 7B Amendment v/c ratio increase was far less than that. Therefore, **the Village 7B Amendment would not further degrade unacceptable operations at this intersection to a significant degree**.

Attachments
Attachment A: Year 2025 Existing Conditions and Existing Plus Project Level of Service Results

Attachment A: Year 2025 Existing Conditions and Existing Plus Project Level of Service Results

An updated level of service evaluation was completed using traffic count data from 2025 to determine if the proposed Village 7B amendment would result in any new significant impacts specific to Impact Statement 4.3-1 in the *Village 7 Specific Plan Draft Environmental Impact Report*. This particular impact statement, which pertains to intersection operations at City of Lincoln intersections, is especially critical to fully analyze given how different current study area conditions are versus what was present when the EIR analysis was conducted in 2006.

This analysis was completed for the following three scenarios:

- Existing Conditions (using 2025 traffic count data)
- Existing Plus Current Village 7B Conditions
- Existing Plus Proposed Village 7B Conditions

This analysis evaluates the effects of the land use changes in the subarea of the Village 7 Specific Plan north of Moore Road, also known as Village 7B, on the roadway network. This evaluates whether the proposed Village 7B amendment would result in any significant impacts to nearby intersections in the City of Lincoln. Ten intersections were selected for analysis based on their expected usage by project trips and susceptibility of being impacted. The list was agreed upon by City of Lincoln staff.

This evaluation was completed using Synchro 12.0 software and relied on the methodology outlined in the *Highway Capacity Manual, 7th Edition*. Trip generation for the two Plus Project scenarios was based on ITE's *Trip Generation Manual, 12th Edition* as presented in the "Lincoln Village 7B Specific Plan Amendment – Project Travel Characteristics Memorandum" dated November 25, 2025. Trip distribution generally followed the Cumulative Year Project Trip Distribution figure from the Project Travel Characteristics Memorandum, but modifications were made to reflect the existing roadway network and lack of development in areas to the south (i.e., Placer Ranch/Sunset Industrial) and west (i.e., Village 5) which could attract project trips.

Overall, all intersections operate at LOS C or better during the PM peak hour (noting that the City's LOS policy only pertains to this time period) and no significant impacts were identified per the City of Lincoln's significance criteria.

Accordingly, the Draft EIR conclusions with regard to Impact 4.3-1 are the same regardless of whether project effects are judged relative to then 2006 conditions or current 2025 conditions.

Table 1: Village 7B Existing and Existing Plus Project Intersection Level of Service Results

Intersection		Intersection Control	Peak Hour	Existing Conditions		Existing Plus Current Village 7B Conditions[1]		Existing Plus Proposed Village 7B Conditions[2]	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Fiddyment Rd / Moore Rd	AWSC	AM PM	7.7 8.5	A A	8.0 8.9	A A	8.2 9.2	A A
2	Nelson Ln / Moore Road	TWSC	AM PM	5.3 (9.1) 5.5 (9.6)	A (A) A (A)	4.5 (9.9) 5.5 (11.0)	A (A) A (B)	4.3 (10.5) 5.7 (12.2)	A (B) A (B)
3	Caledon Cir (W) / Ferrari Ranch Rd	Signal	AM PM	28.0 19.4	C B	30.9 20.7	C C	33.1 21.7	C C
4	SR 65 SB Ramps / Ferrari Ranch Rd	Signal	AM PM	5.9 5.6	A A	6.0 5.6	A A	7.1 5.7	A A
5	SR 65 NB Ramps / Ferrari Ranch Rd	Signal	AM PM	10.5 11.7	B B	10.9 13.3	B B	11.3 14.6	B B
6	Ferrari Ranch Rd / Groveland Ln	Signal	AM PM	23.0 26.4	C C	23.3 27.6	C C	23.4 28.4	C C
7	Joiner Pkwy / Ferrari Ranch Rd	Signal	AM PM	24.6 24.6	C C	24.9 24.9	C C	25.0 25.0	C C
8	Joiner Pkwy / Moore Rd	AWSC	AM PM	**33.6** 15.5	**D** C	**34.8** 15.8	**D** C	**35.5** 16.0	**E** C
9	Lincoln Blvd / Ferrari Ranch Rd	Signal	AM PM	25.0 24.9	C C	25.0 25.0	C C	25.0 25.0	C C
10	Joiner Pkwy / Nicolaus Rd	Signal	AM PM	22.0 21.1	C C	22.5 21.6	C C	22.9 22.0	C C

Bold indicates unacceptable operations.

1. "Current Village 7B" includes the land use from the current Village 7 Specific Plan dated May 14, 2024 for the area north of Moore Road.
2. "Proposed Village 7B" includes the proposed land use for the area north of Moore Road.

Source: Fehr & Peers, 2026.

APPENDIX D
WASTEWATER CAPACITY MEMORANDUM

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS

MEMORANDUM

DATE: April 14, 2026

TO: Lewis Group of Companies

FROM: Tye Sheehan, P.E.

SUBJECT: Village 7 Wastewater Capacity Based on LU Updates

Introduction

This Memorandum summarizes wastewater collection and treatment capacity considerations associated with the proposed modification to the Village 7 Specific Plan, which would modify the total residential units from 3,285 to 3,788 units. The purpose of this memorandum is to demonstrate that the proposed increase does not result in new or more severe wastewater impacts beyond those previously analyzed under the previous sewer master plans.

Wastewater Collection System Capacity

Wastewater planning for Village 7 is addressed in the City of Lincoln Wastewater Collection System Master Plan, adopted in 2018. Review of the Master Plan indicates that capital improvement projects (CIPs) recommended to address collection system capacity deficiencies are located upstream of the Village 7 connection point.

Village 7 discharges to large diameter regional trunk sewer infrastructure, including the Moore Road 66 inch trunk sewer, which was evaluated under future buildout conditions as part of the City's adopted hydraulic modeling. Appendix D of the Wastewater Collection System Master Plan presents Level of Service (LOS) modeling results for full General Plan buildout conditions (Scenario 6). Under Scenario 6, the Moore Road 66 inch trunk sewer is shown to retain greater than 15 million gallons per day (MGD) of residual conveyance capacity and to operate within the City's adopted LOS criteria.

Because Village 7 is situated downstream of the identified CIP improvement locations, the downstream conveyance system was planned to accommodate Village 7 flows. The Scenario 6 modeling demonstrates that the regional trunk sewer facilities serving Village 7, including the Moore Road 66 inch interceptor, were not identified as capacity constrained under ultimate buildout peak wet weather flow conditions and maintain ample excess conveyance capacity to accommodate incremental increases in flow.

Wastewater Treatment Facilitis (LiSWA)

Wastewater generated within the City of Lincoln is treated at the City's Wastewater Treatment and Reclamation Facility (WWTRF), which is owned and operated by the Lincoln Sewer Maintenance District No. 1 Wastewater Authority (LiSWA), a joint powers authority between the City of Lincoln and Placer County.

Public regulatory notices identify the WWTRF as providing tertiary level wastewater treatment for up to approximately 5.9 million gallons per day (MGD) under current permitting conditions. In addition to existing treatment capacity, LiSWA is responsible for planning, financing, and implementing facility improvements and long-term expansion to serve regional growth.

Treatment Capacity and Expansion Planning

The City of Lincoln Wastewater Collection System Master Plan evaluates wastewater system performance under conservative peak wet weather flow (PWWF) conditions for purposes of collection system hydraulic planning and

identifies an ultimate systemwide PWWF of approximately 100.1 MGD at full buildout. This PWWF value represents a collection system planning condition and is distinct from regulated wastewater treatment throughput at the WWTRF.

The City has indicated that the Wastewater Collection System Master Plan is currently being updated by Stantec to reflect updated system conditions, development projections, and long range infrastructure planning. Until the updated master plan is adopted, the 2018 Master Plan remains the applicable planning document for project evaluation.

LiSWA's treatment capacity planning does not assume immediate construction of ultimate facility capacity. Rather, LiSWA has evaluated future wastewater demands using multiple modeled expansion scenarios (six scenarios) that reflect varying growth rates, timing assumptions, and development patterns. This scenario based approach allows treatment capacity expansions to be phased over time as demand materializes.

Consistent with this framework, LiSWA is currently advancing Phase 1 treatment facility improvements and has documented a phased expansion strategy that enables additional treatment capacity to be implemented incrementally and funded through future connection fees, treatment charges, and financing mechanisms, rather than speculative upfront construction.

Incremental Wastwater Flow Generation Analysis

The proposed modification to the Village 7 Specific Plan would increase the total residential unit count from 3,285 units to 3,788 units, resulting in an incremental increase of 503 dwelling units. To evaluate whether this change would result in new or more severe wastewater impacts, the incremental wastewater flow generated by the additional residential units was quantified using the same planning assumptions applied in the City of Lincoln Wastewater Collection System Master Plan.

Table 3-7 of the Wastewater Collection System Master Plan identifies a residential wastewater generation rate of 250 gallons per day per Equivalent Dwelling Unit (gpd/EDU) for average dry weather flow planning purposes. For residential development with Land Use Designations of RR to HDR, one dwelling unit is assumed to be equivalent to one EDU. This unit flow factor represents a conservative planning assumption used to assess wastewater collection and treatment system loading and was applied in the prior evaluation of Village 7 buildout conditions.

Using this planning factor, the incremental average daily wastewater flow (ADWF) associated with the proposed increase in residential units is calculated as follows:

- Additional dwelling units: 503 units (503 EDUs)
- Average daily wastewater generation factor: 250 gpd per EDU
- Incremental average daily flow:
  503 EDUs × 250 gpd/EDU = 125,750 gallons per day, or approximately 0.13 million gallons per day (MGD)

For consistency with the prior adopted analysis, wastewater collection system impacts were evaluated under peak wet weather flow (PWWF) conditions using the same peaking factor of 2.3 that was applied to Villages 1 and 7 in the Wastewater Collection System Master Plan. This peaking factor accounts for diurnal flow variability and system response during peak conditions and was used in the Master Plan to evaluate trunk sewer conveyance capacity.

Based on application of this peaking factor, the incremental peak wastewater flow associated with the proposed unit increase is calculated as follows:

- Incremental average daily flow: 0.13 MGD
- Peaking factor: 2.3

- Incremental Peak flow:
  0.13 MGD × 2.3 = approximately 0.30 MGD

Because the regional trunk sewer facilities downstream of Village 7, including the Moore Road 66 inch trunk sewer, were modeled under full buildout peak wet weather flow conditions and are shown to retain greater than 15 MGD of residual capacity under Scenario 6, the incremental peak flow associated with the proposed unit count increase would not affect trunk sewer conveyance capacity or system level of service.

Accordingly, even when evaluated using conservative average and peak flow planning assumptions consistent with the prior approved Master Plan, the proposed increase in residential units would result in a minor and incremental increase in wastewater flows and would not result in new or more severe impacts to the wastewater collection system beyond those previously analyzed.

Conclusion

Based on review of the City of Lincoln Wastewater Collection System Master Plan, applicable wastewater treatment capacity information, and application of the same flow generation and peaking assumptions used in the prior adopted analysis, the proposed modification to the Village 7 Specific Plan would not result in more severe wastewater impacts to the existing infrastructure.

Incremental wastewater flows associated with the proposed increase of 503 residential units were evaluated using the residential planning factor identified in Table 3-7 of the Wastewater Collection System Master Plan and the same peaking factor applied in the prior evaluation of Village 7. The resulting incremental average and peak wastewater flows represent a small increase relative to the collection and treatment system capacity that was previously evaluated under full buildout conditions.

As documented in Appendix D of the Wastewater Collection System Master Plan, downstream regional trunk sewer facilities serving Village 7, including the Moore Road 66 inch regional interceptor, were evaluated under full General Plan buildout peak wet weather flow conditions (Scenario 6). The residual capacity analysis presented in the adopted exhibit indicates that the Moore Road 66 inch trunk sewer retains greater than 15 million gallons per day (MGD) of available conveyance capacity under ultimate buildout conditions and is not identified as capacity constrained based on the City's adopted Level of Service (LOS) criteria. Accordingly, the incremental flow increase associated with the proposed modification does not change the modeled LOS determination for the regional trunk sewer system.

In addition, wastewater treatment capacity at the City's Wastewater Treatment and Reclamation Facility is managed under a phased expansion framework implemented by the Lincoln Sewer Maintenance District No. 1 Wastewater Authority (LiSWA), which is intended to accommodate regional growth over time through incremental facility improvements.

Therefore, the proposed increase in residential units would remain within the wastewater collection and treatment capacity assumptions previously analyzed and would not require new or additional offsite wastewater infrastructure improvements beyond those already identified in adopted planning documents. As a result, the proposed modification would not result in more severe wastewater impacts beyond those previously analyzed.

APPENDIX E
UPDATED VILLAGE 7 SPECIFIC PLAN MITIGATION MONITORING PLAN

VILLAGE 7 SPECIFIC PLAN
Updated Mitigation Monitoring Plan

Introduction

This document provides the updated Mitigation Monitoring Program (MMP) for the Village 7 Specific Plan Project EIR, pursuant to Section 21080.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A MMP is required for the Proposed Project because the EIR has identified significant adverse impacts, and mitigation measures have been identified to mitigate those impacts.

The purpose of a MMP is to:

- ensure that mitigation measures are implemented;
- provide feedback to agency staff and decision makers about the effectiveness of the mitigation measures;
- provide learning opportunities for improving mitigation measures on future projects; and
- identify the need for enforcement action before irreversible environmental damage occurs.

The Proposed Project would be subject to all applicable mitigation measures identified in the EIR, including mitigation measures identified in the Initial Study (Appendix A in the Draft EIR), as well as mitigation measures identified in addendums to the EIR.

Table 1 presents the mitigation measures for the Lewis Property portion of the Proposed Project. Mitigation measures for the Village 7 Programmatic Portion are listed in **Table 2**.

The numbering of the individual mitigation measures follows the numbering sequence as found in the EIR and addendums to the EIR. Adoption of the MMP shall occur prior to, or concurrently with, adoption of the Proposed Project for which the program has been developed.

Contents of the MMP

The Components of the updated MMP are addressed briefly below. The MMP as updated in the Lincoln Village 7B Project Addendum includes changes to the previous MMP as published in the Final EIR and as amended in 2024. New text as a result of the Village 7B Addendum is indicated in <u>double underline</u> and text to be deleted is reflected by a ~~strike through~~.

Impact and Mitigation Measures: The impacts are summarized from the Draft EIR, Initial Study (IS) checklist (Appendix A in the Draft EIR), Final EIR, the 2024 Lincoln Village 7 Addendum, and the Village 7B Project Addendum The mitigation measures are taken verbatim from the EIR, IS, previous addendums to the EIR, and the Village 7B Addendum.

Monitoring and Enforcement Action: For every mitigation measure, one or more actions are described. These are the heart of the MMP, as they delineate the means for implementing EIR measures and, in many cases, the criteria for determining whether a measure has been implemented.

Implementation: This column identifies the entity that will undertake the required action. The contractor is named for actions occurring during grading or construction. On-site inspections will be done by City staff.

TABLE 1
VILLAGE 7 SPECIFIC PLAN PROJECT – LEWIS PROPERTY MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Lewis Property	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
4.1 Land Use and Agricultural Resources				
4.1-1 The Proposed Project could result in internal land use incompatibilities.	**4.1-1(A)**			
	a) The applicant shall construct fencing and post signs that incorporate Section 12.20.80 of the Lincoln Municipal Code and Section 602.8 of the California Penal Code to inform the public of sensitive wetland/wildlife areas near the open space areas and in the Orchard Creek Wetlands Preserve that borders the Lewis Property on the south and at other wetland/wildlife areas within the open space areas at the Lewis Property.	Applicant	O	DSD
	b) The applicant shall design its specific project to comply with all setback and buffer requirements required by any Clean Water Act Section 404 permits, incidental take permits and Streambed Alteration Agreements.	Applicant	G	DSD Corps. CDFG
	c) Notify homebuyers of the presence of sensitive wetland/wildlife areas within the open space areas.	Applicant	O	DSD
4.1-2 The Proposed Project could result in land use incompatibilities with adjacent land uses.	**4.1-2(A)**			
	b) The applicant shall provide to home buyers within the Proposed Project information about agricultural operations and potential nuisance activities occurring on lands adjacent to the project site, including a copy of Placer County's Right-to-Farm Ordinance. Residential development located next to active agricultural areas shall have a notice included in the deed notifying buyers of the agricultural use.	Applicant	O	DSD
	c) Record disclosures concerning all residential properties within the C1 Zone and D Zone regarding noise and safety issues as required by the Placer County Airport Land Use Compatibility Plan and California Business and Professions Code section 11010 and California Civil Code sections 1102.6, 1103.4, and 1353.	Applicant	I	DSD

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PSD = City of Lincoln Public Services Department
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4.3 Transportation and Circulation				
4.3-5 The Proposed Project would worsen to an unacceptable level or further worsen already unacceptable operations at three locations on SR 65 south of Lincoln under existing plus project conditions.	**4.3-5** *Prior to the issuance of Building Permits for the Proposed Project, the project applicants or their successors shall pay the applicable South Placer Regional Transportation Authority Fee, which will help fund the widening of SR 65 to six lanes.*	Applicant	B	DSD
4.3-6 The Proposed Project would add significant levels of traffic to Moore Road between the project site and Fiddyment Road, and to Fiddyment Road from Moore Road to the south City limits, which are not constructed to current design standards.	**4.3-6** *The project applicants or their successors shall pay a fair share of the cost to upgrade Moore Road between Fiddyment Road and the western project boundary, and Fiddyment Road from Moore Road to the south City limits, to current City of Lincoln design standards for a two-lane arterial. The City may add this road improvement to the Public Facilities Element (PFE), with PFE credits being given to the constructing party. Alternatively, the City may require the project applicants or their successors to construct the improvements and provide them with a right of reimbursement from third parties who also benefit from the improvements. The timing of the fair share payment or construction shall be as specified in the development agreement(s) between City and project applicants, but the required timing will be concurrent with the development of the threshold triggering use.*	Applicant	B	DSD
4.3-13 The Proposed Project would worsen to an unacceptable level or further worsen cumulatively unacceptable operations (to a significant degree) on roadway segments within Placer County.	**4.3-13** *Prior to the issuance of Building Permits at the Proposed Project, the project applicants or their successors shall pay a fair-share of the cost to improve the five Placer County roadway segments significantly impacted by the Proposed Project, provided that either the Placer County Traffic Mitigation fee program is modified and/or a regional funding mechanism is in place to include improvements to these roadways.*	Applicant	B	DSD

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4.3-14 The Proposed Project would worsen cumulatively unacceptable operations (to a significant degree) on State Route 193 and State Route 65 through Placer County, Rocklin, and Roseville.	**4.3-14** *The project applicants or their successors shall pay SPRTA Fees to help widen SR 65 to six lanes, and pay a fair-share of the cost to make improvements to segments of SR 193 significantly impacted by the Proposed Project if a regional funding mechanism and roadway improvement plan for SR 193 are adopted prior to issuance of Building Permits at the Proposed Project.*	Applicant	B	DSD
4.4 Air Quality				
4.4-1 Grading and other earth-disturbing activities associated with the Proposed Project would generate emissions of PM_{10} and $PM_{2.5}$.	**4.4-1(A)** The following mitigation measures shall be implemented by the applicant during all grading activities: • *The applicant shall submit to the City of Lincoln, as the lead agency, and receive approval of a Construction Emission/Dust Control Plan prior to issuance of a grading permit. This plan must address the minimum Administrative Requirements found in section 300 and 400 of District Rule 228, Fugitive Dust. The applicant shall have a pre-construction meeting for grading activities for 20 or more acres to discuss the construction emission/dust control plan with employees and/or contractors and the District is to be invited. The applicant shall suspend all grading operations when fugitive dusts exceed District Rule 228 Fugitive Dust limitations. An applicant representative, certified by CARB to perform Visible Emissions Evaluations (VEE), shall routinely evaluate compliance to Rule 228, Fugitive Dust. This requirement for a VEE is for projects grading 20 or more acres regardless of how many acres are to be disturbed daily. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas they shall be controlled as to not exceed District Rule 228 Fugitive Dust limitations.* • *Apply water to control dust as needed to prevent dust impacts offsite. Operational water truck(s) shall be onsite, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.*	Applicant Applicant	G C	PSD PCAPCD PSD PCAPCD

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	• *Apply approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices to manufacturers specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).*	Applicant	C	PSD PCAPCD
	• *Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares.*	Applicant	C	PSD PCAPCD
	• *Install wheel washers or wash all trucks and equipment leaving the site.*	Applicant	C	PSD PCAPCD
	• *Vegetation materials removed from the site during construction shall not be burned in the open. Vegetative material should be delivered to a green waste recycling facility.*	Applicant	C	PSD PCAPCD
	• *Active grading sites shall be watered at least twice daily.*	Applicant	C	PSD PCAPCD
	• *A traffic speed limit of 15 miles per hours shall be posted and enforced on all unpaved construction roads.*	Applicant	C	PSD PCAPCD
	• *All excavating and grading activities shall be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour and dust is transported onto adjacent developed properties.*	Applicant	C	PSD PCAPCD
4.4-2 Construction activities associated with the Proposed Project would generate emissions of criteria air pollutants ROG and NOx that would exceed PCAPCD thresholds.	**4.4-2(A)** During all phases of construction, the project applicant shall ensure that the following mitigation measures are implemented: • *During second stage smog alerts (0.350 ppm of ozone), the construction day shall be shortened and the number of vehicles and equipment operating at the same time shall be reduced.*	Applicant	C	PSD PCAPCD
	• *Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. Vehicle idling shall be kept below five consecutive minutes in accordance with Lincoln Municipal Code Section 10.14 requirements.*	Applicant	C	PSD PCAPCD
	• *Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified and the equipment must*	Applicant	C	PSD PCAPCD

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	be repaired within 72 hours. An applicant representative, certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement for projects grading more than 20 acres in size regardless in how many acres are to be disturbed daily. Contractors can access the PCAPCD or Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure. • *The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The project shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average up to 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. The District should be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, aftertreatment products, and/or other options as they become available.* • *The following measure shall be incorporated into construction bid documents: All applicable pieces (at a minimum three pieces) of diesel equipment used on the site during the demolition, earthmoving and clearing stages of construction shall be fitted with a level 3 California Air Resources Board verified diesel emission control system. All off-road and onroad construction equipment shall use a B20 biodiesel blend. Prior to the issuance of a demolition or grading permit, the construction contractor and/or applicant shall submit to the PCAPCD and the City a certified list of the non-road diesel powered construction equipment that will be retrofitted with emission control devices or that will use Clean Fuels. The Clean Fuels shall consist of low*	Applicant Applicant	G G	PSD PCAPCD DSD PCAPCD

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	NOx and PM10 emission diesel fuel that (1) can be used without engine modification, (2) is certified to provide a minimum emissions reduction of 30 percent PM10 and 10 percent NOx when compared to No. 2 Diesel Fuel, and (3) is included on the CARB Verification List. The list shall include (1) the equipment number, type, make, and contractor/sub-contractor name; (2) the emission control device make, model and EPA or CARB verification number; and/or (3) the type and source of fuel to be used. If any diesel powered non-road construction equipment is found to be in non-compliance with this specification, the contractor will be issued a Notice of Non-Compliance and given a 24 hour period in which to bring the equipment into compliance or remove it from the project. For each piece of diesel powered non-road construction equipment that will not be retrofitted or use Clean Fuels, the project applicant shall provide an explanation detailing why such measures are not employed.			
4.4-3 Operation of the Proposed Project would generate emissions of criteria pollutants.	**4.4-3(A)** The project applicant shall implement the following mitigation measures: • *The conditions of approval and the covenants, conditions, and restrictions (CC&Rs) for the project shall explicitly prohibit the installation of wood-burning stoves and wood-burning fireplaces within the Lewis Property portion of the Specific Plan area. Only natural gas or propane fireplace stoves and fireplaces are permitted in single-family residential units. No natural gas or propane fireplaces stoves or fireplaces shall be installed in multi-family residential units. Prior to the issuance of occupancy permits, the applicant must provide written proof of compliance with this measure to the City and PCAPCD.* • *Only Energy Star-labeled (or equivalent) refrigerators, clothes washers, and dishwashers shall be installed in multi-family dwelling units, and Energy Star labeled (or equivalent) dishwashers shall be installed in single-family dwelling units.* • *The project applicant shall participate in the PCAPCD off-site mitigation program for post mitigated emissions that exceed PCAPCD thresholds. Off-site mitigation strategies include retrofitting*	Applicant Applicant Applicant	I B B	DSD DSD PCAPCD

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Impact	Mitigation Measures – Lewis Property	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
	existing on-road heavy-duty vehicles/equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps, transit vehicles, and CNG fueling infrastructure. To participate in the off-site mitigation program, the applicant shall pay into the PCAPCD off-site mitigation program, included in Appendix D in this Draft EIR, in consultation with PCAPCD.			
4.4-5 Project occupants could be exposed to intermittent odors from the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF), Western Regional Sanitary Landfill (WRSL) Material Recovery Facility (MRF), or nearby agricultural operations.	**4.4-5(A)** *Record perpetual notices for all lots within the Village 7 Specific Plan indicating that odors from the Lincoln WWTRF, WRSL, and agricultural operations could occur, and provide copies of this notice to all buyers of these properties.*	Applicant	I	DSD
4.4-7 Construction of the Proposed Project would add to cumulative emissions of PM_{10} and $PM_{2.5}$.	**4.4-7(A)** *Implement Mitigation Measure 4.4-1.*	See Mitigation Measure 4.4-1.	See Mitigation Measure 4.4-1.	See Mitigation Measure 4.4-1.
4.4-8 Construction of the Proposed Project would generate emissions of ozone precursors that could combine with other precursor emissions and temporarily increase ozone levels in the region.	**4.4-8(A)** *Implement Mitigation Measure 4.4-2.*	See Mitigation Measure 4.4-2.	See Mitigation Measure 4.4-2.	See Mitigation Measure 4.4-2.

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Impact	Mitigation Measures – Lewis Property	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
4.4-9 The Proposed Project's operational emissions of criteria air pollutants would add to cumulative emissions, which would result in a net increase of ozone precursor emissions that could obstruct implementation of the local air quality plan.	**4.4-9(A)** *Implement Mitigation Measure 4.4-3.*	See Mitigation Measure 4.4-3.	See Mitigation Measure 4.4-3.	See Mitigation Measure 4.4-3.
4.4-11 The Proposed Project, in addition to other area odor sources, would not expose sensitive receptors to odors that could be cumulatively considerable.	**4.4-11(A)** *Implement Mitigation Measure 4.4-5.*	See Mitigation Measure 4.4-5.	See Mitigation Measure 4.4-5.	See Mitigation Measure 4.4-3.
4.5 Noise				
4.5-1 Construction of the Proposed Project would temporarily increase ambient noise levels.	**4.5-1(A)** The City shall ensure construction contractors comply with the following: • *Construction hours shall be limited to 7am to 5pm Monday through Friday and on Saturdays from 8am to 4pm, with no construction on Sundays and holidays (unless extended by a special permit).* • *All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.* • *Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.* • *Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. Vehicle idling shall be kept below five consecutive minutes in accordance with Lincoln Municipal Code Section 10.14 requirements.*	Applicant	C	PSD

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Impact	Mitigation Measures – Lewis Property	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
4.5-5 Construction of the Proposed Project would temporarily add to cumulative noise levels in the vicinity of the Proposed Project site.	**4.5-5(A)** *Implement Mitigation Measure 4.5-1.*	See Mitigation Measure 4.5-1.	See Mitigation Measure 4.5-1.	See Mitigation Measure 4.5-1.
4.6 Hazardous Materials and Public Safety				
4.6-1 Construction of the Proposed Project could result in the generation or exposure of hazardous materials that could create a health or safety hazard to workers, the public, or the environment.	**4.6-1(A)** *a) Prior to demolition of existing on-site structures and/or development of the Lewis Property, the project applicant shall implement all recommendations from the Phase I EA completed by GeoTrans, Inc. Specifically, the project applicant shall:* • *Contact and coordinate with the PCEHS and/or the local air management district to determine if asbestos sampling and abatement is required prior to demolition of the onsite structures. If such a survey is required, all soils surrounding the existing and former structures shall be sampled for residual fragments of lead-based paint, as well.* • *Prior to the development of the property, the project applicant shall abandon all domestic and irrigation wells in accordance with state and local requirements.* • *The project applicant shall remove and properly dispose of, or recycle, all petroleum chemicals and hazardous materials from the property.* • *The project applicant shall remove the concrete, tires, and wood debris from the on-site dumping areas. The soils beneath the debris shall be observed for stains or discoloration.* *b) If evidence of contamination is found, construction activities shall cease and an environmental professional shall assess the situation. If necessary, the environmental professional shall prepare a sampling plan to collect soil and/or groundwater samples to determine whether or not the site has been adversely affected by past activities. The samples shall be analyzed for the contaminants determined to be a potential health concern by the environmental professional. Depending on the nature of the contamination (if any), the PCEHS shall be contacted for further direction, which could include further investigation or remediation.*	Applicant Applicant	G C	DSD PSD PCEHS PSD PCEHS

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4.6-2 Construction of the Proposed Project could create a health hazard to workers, the public, and the environment due to previously unidentified contaminated soil and groundwater.	**4.6-2(A)** *If, during construction activities, evidence of hazardous materials contamination is observed or suspected (i.e., stained or odorous soil, or oily or discolored water), construction activities shall cease and an environmental professional shall assess the situation. If necessary, the environmental professional shall prepare a sampling plan to collect soil and/or groundwater samples to determine whether or not the site has been adversely affected by past activities. The samples shall be analyzed for the contaminants determined to be a potential health concern by the environmental professional. Depending on the nature of the contamination (if any), the PCEHS shall be contacted for further direction, which could include further investigation or remediation.*	Applicant	C	PSD PCEHS
4.7 Hydrology and Water Quality				
4.7-2 Development of the Proposed Project would increase the amount (volume) of stormwater runoff discharged to Ingram Slough and Orchard Creek.	**4.7-2(A)** *Prior to final map approval, the Applicant shall identify 78.0 acre-feet of storage capacity in the watershed to accommodate increased stormwater runoff volumes associated with the Lewis Property. Storage capacity shall be obtained at the existing Stormwater Retention Facility (SWRF) and/or the approved Lakeview Farms Volumetric Mitigation Facility.* *AND* *The Applicant shall be required to cover its fair share of costs associated with construction, operation, and maintenance, and management of the regional retention facilities to offset increased stormwater volume generated by the Lewis Property. Assuming the regional facility has been constructed, Applicant shall pay the appropriate fees prior to final map approval.* *If at the time the final map is approved, the regional facilities are not available or operational, or if additional capacity is required, the Applicant shall create on-site storage capacity, or through a combination of on-site and off-site*	Applicant	I	DSD

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	capacity to fully mitigate the 78.0 acre-feet. If off-site facilities are used, The Applicant shall be required to cover its fair share of costs associated with construction, operation, and maintenance, and management of the regional retention facilities to offset increased stormwater volume generated by the Lewis Property. Assuming the regional facility has been constructed, Applicant shall pay the appropriate fees prior to final map approval.			
4.7-4 Implementation of the Proposed Project would increase the types and amounts of pollutants in stormwater runoff that could be discharged to Ingram Slough, which could affect water quality.	**4.7-4(A)**			
	a) Project Conditions of Approval shall specify that appropriate Best Management Practices (BMPs) be incorporated into project design to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge NPDES regulations and Basin Plan water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance No. 826B, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.	City	City	City
	b) The proposed water quality facilities shall be identified and designed in a Stormwater Management Plan prepared in accordance with Section 8.60.40 of the City's Municipal Code for City review and approval. All water quality facilities identified in the Stormwater Management Plan shall be constructed with the installation of the infrastructure.	Applicant	G	PSD DSD
	c) The Stormwater Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities. The City shall formally adopt and implement a funding mechanism specifically to fund the long-term maintenance of the proposed water quality facilities as proposed by the Stormwater Management Plan.	Applicant/City	G	PSD DSD
	d) The project applicant shall submit a site-specific BMP plan showing the on-site locations and effectiveness of the BMP facilities proposed for long-term water quality impact reduction prior to project approval. The plan shall include a method or methods for financing the long-term maintenance of the proposed site-specific facilities.	Applicant	G, C	PSD DSD

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	e) All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the California Stormwater Quality Association Stormwater Best Management Practice Handbook for Construction and New Development/Redevelopment (or other similar source approved by the CVRWQCB, County, and City) for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the PCFCWCD and City standards and shall be included for long-term maintenance of BMPs. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the Proposed Project and the City shall ensure future implementation, operation, and maintenance of the BMPs.	Applicant	G	PSD DSD
	f) Stormwater runoff from the Proposed Project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. The applicant shall verify that proposed BMPs are appropriate to treat the pollutants of concern from the Proposed Project and shall provide for the establishment of vegetation, where specified, by means of proper irrigation, for effective performance of BMPs.	Applicant	G	PSD DSD
	Prior to Final Map approval, easements shall be created and offered for dedication to the City for maintenance and access to these facilities in anticipation of possible City maintenance. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.	Applicant	I	PSD DSD
4.7-6 The Proposed Project, in combination with other development within the watershed, could contribute to an increase in stormwater peak flows and volumes.	**4.7-6(A)** *Implement Mitigation Measure 4.7-2.*	See Mitigation Measure 4.7-2.	See Mitigation Measure 4.7-2.	See Mitigation Measure 4.7-2.

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4.7-8 The Proposed Project, in combination with other development within the watershed, would contribute urban pollutants to receiving waters, which could adversely affect water quality.	**4.7-8(A)** *Implement Mitigation Measures 4.7-4(a) through (f).*	See Mitigation Measure 4.7-4.	See Mitigation Measure 4.7-4.	See Mitigation Measure 4.7-4.
4.8 Biological Resources				
4.8-3 The Proposed Project could result in the loss and/or degradation of rare plant populations.	**4.8-3(A)** *a) The project applicant shall retain a qualified biologist to conduct focused surveys within the project site for special-status plant species including but not limited to big-scale balsamroot, Boggs Lake hedge-hyssop, dwarf downingia, legenere, Sacramento orcutt grass, and Sanford's arrowhead during the appropriate time of year (March through June). If no special-status plants are located during the surveys, no further mitigation would be required.*	Applicant	G	DSD CDFW

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	b) If Boggs Lake hedge-hyssop or Sacramento orcutt grass is located during the surveys in areas that cannot be avoided, the project applicant shall consult with CDFG to obtain a management permit, under Section 2081 of the California Fish and Game Code. Mitigation can be accomplished either in the onsite mitigation preserve area, or at an approved offsite mitigation bank. The ratio of mitigation credits will be determined during this consultation, and can be conducted concurrently with Mitigation Measure 4.8-2(B) subsections (c), (d), and (e). *c) If any other special-status vernal pool plant species, including, but not limited to dwarf downingia and legenere are located during the surveys in areas that cannot be avoided, the project applicant shall implement Mitigation Measure 4.8-2(B) subsections (c), (d), and (e), with the addition of soil/seed bank salvage, for use in created wetlands in mitigation areas.* *d) If any special-status upland plant species including, but not limited to big-scale balsamroot, or wetland species such as Sanford's arrowhead are located during the surveys, the project applicant shall comply with adopted CDFG Guidelines.*			
4.8-4 The Proposed Project could result in the loss and/or degradation of western pond turtles and its habitat.	**4.8-4(A)** *a) Prior to project construction, the project applicant and/or developer shall retain a qualified biologist to conduct preconstruction surveys of suitable habitat within the project site within 30 days prior to project construction to ensure no western pond turtles have established territories. If ground-*	Applicant	G C	DSD CDFW PSD

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	disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. *b) If individual western pond turtles are discovered during the survey on the project site, or immediately adjacent area, the project applicant or their agent shall initiate consultation with the CDFG to formulate and implement minimization measures, which could include capture and relocation of individuals found on-site.* *c) If surveys identify the presence of western pond turtles on site, the project applicant shall implement mitigation measures required by the California Department of Fish and Game at the time of the consultation.* **Mitigation Measure Biological Resources – 1 (2024)** *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant	G C	DSD PSD
4.8-5 The Proposed Project could result in the direct loss or disturbance of nesting migratory birds, including raptors (birds-of-prey).	**4.8-5(A)** *a) If construction is to occur between March 15 through August 30, the project applicant, in consultation with the City of Lincoln and CDFG, shall conduct a preconstruction breeding season survey of the project site within 30 days of when construction is planned to begin. The survey shall be conducted by a qualified biologist (who is also knowledgeable about the California black rail) to determine if any protected raptors or migratory birds (including, but not limited to the California black rail) are nesting on or directly adjacent to the project site.*	Applicant	G C	DSD CDFW PSD

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	b) A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted shall be provided to the City. *c) A map showing the location(s) of any protected raptor or migratory bird nests observed on the project site shall be provided to the City.* *d) The project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all protected raptor and migratory bird nest sites located in the project site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. The buffer zone shall be delineated by highly visible temporary construction fencing.* **Mitigation Measure Biological Resources – 1 (2024)** *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant	G C	DSD PSD
4.8-6 The Proposed Project could result in the loss of foraging habitat for Swainson's hawk, white tailed kite, burrowing owl and other raptors.	**4.8-6(A)** *The project applicant shall ensure that at least an appropriate number of acres (as approved by the City and CDFG) of annual grasslands or other suitable raptor foraging habitat are preserved based upon project impacts of 363 acres (0.75:1 ratio). Preservation may occur through either:*	Applicant	G	DSD CDFW

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	a) Payment of a mitigation fee to the City of Lincoln through a negotiated agreement between the City, the project applicant, and CDFG. The monies will be held in a trust fund, and used to preserve mitigation land through the purchase, monitoring, maintenance, and remediation of lands that support suitable raptor foraging habitat (consistent with CDFG guidelines); or *b) Purchase of conservation easements or fee title to suitable raptor foraging habitat to protect the habitat from urban development; or* *c) Participate in Placer County Natural Community Conservation Plan/Habitat Conservation Plan, once adopted.* **Mitigation Measure Biological Resources – 1 (2024)** *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant	G C	DSD PSD
4.8-7 The Proposed Project could result in loss of nesting habitat for tri-colored blackbird.	**4.8-7(A)** *a) The project applicant shall retain a qualified biologist to conduct pre-construction nesting surveys for tri-colored blackbird colonies within the project site and off-site areas proposed for infrastructure development. The survey should be conducted no more than 30 days from the onset of construction. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed.* *b) The project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all active nest sites located in the project site during the breeding season while the nest site is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season*	Applicant	G C	DSD CDFW PSD

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	or establishing a buffer around the nest site. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a nondisturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG, and will be, at a minimum, 250 feet. The buffer zone shall be delineated by highly visible temporary construction fencing.			
4.8-8 The Proposed Project would result in the modification to stream corridors, disrupting the associated habitat.	**4.8-8(A)** *In addition to pre-construction surveys for special status species, as described in Mitigation Measures 4.8-3, 4.8-4, and 4.8-7, the project applicant shall obtain all necessary permits to alter Ingram Slough, including a CDFG Streambed Alteration Agreement, a Corps Section 404 permit, a Regional Water Quality Control Board Section 401 Permit and a SWPPP and any FESA/CESA take permits, should special-status species be identified.* **Mitigation Measure Biological Resources – 1 (2024)** *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant Applicant	G G C	DSD CDFW Corps RWQCB DSD PSD
4.8-10 Construction of the Proposed Project, in combination with other development in the County, could contribute to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential habitat, and wetland resources in the region.	**4.8-10(A)** *Implement Mitigation Measures 4.8-1 through 4.8-9.*	See Mitigation Measures 4.8-1 through 4.8-9.	See Mitigation Measures 4.8-1 through 4.8-9.	See Mitigation Measures 4.8-1 through 4.8-9.

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4.9 Public Utilities				
4.9-17 The Proposed Project would increase the demand on water supplies. Existing and planned water supplies would be sufficient to meet the demands of the Proposed Project in addition to the City of Lincoln's existing and planned future uses, but the existing entitlements are not sufficient.	**4.9-17(A)** *Prior to recordation of a Final Map, the City of Lincoln shall obtain necessary entitlements demonstrating there will be adequate water supply to serve the portion of the Proposed Project defined on the Final Map, in accordance with Government Code Section 66473.7(a)(1) – SB 221 Written Verification of Water Supply.*	City of Lincoln	I	DSD
4.9-19 The Proposed Project, in combination with buildout of project's in the City of Lincoln, would increase the demand on PCWA water supplies.	**4.9-19(A)** *Implement Mitigation Measure 4.9-17 (obtain entitlements prior to Final Map recordation).*	See Mitigation Measure 4.9-17.	See Mitigation Measure 4.9-17.	See Mitigation Measure 4.9-17.

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4.10 Visual Resources				
4.10-2 Development of the Proposed Project would increase glare and lighting in the project vicinity.	**4.10-2(A)** *All light standards shall be shielded and directed such that adjacent properties are not illuminated.*	Applicant	G, C	DSD
4.11 Climate Change				
4.11-1 Development of the Proposed Project could potentially result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.	**4.11-1(A)** *a) An Energy Conservation Plan for all commercial and residential development shall be required prior to recordation of the first small lot Final Map. The plan shall describe the techniques and programs to be employed in the development of the project to achieve (1) a minimum 15 percent energy efficiency above that required by the 2008 Title 24 energy efficiency regulations, or compliance with the then-current Title 24 energy efficiency regulations. These programs shall include either:* *(i) Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family and multi-family homes that are at least 15 percent more energy efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes.* *OR* *(ii) Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that*	Applicant	I	DSD

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	are at least 15 percent more efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. *OR* *(ii) Participation in the Build It Green Program, which was created by Build It Green, a nonprofit organization whose mission is to promote health, durable, energy and resource efficient buildings throughout California. Using the Green Point Checklist, a home can be considered green if it fulfills the prerequisites and earns at least 50 points and meets the minimum points per category: Energy (30 points); Indoor Air Quality (5 points); Resources (6 points); and Water (9 points). Build It Green uses certified Green Point Raters to measure success with the program and verification of the measures employed to meet the requirements of the checklist.*			
	b) The project applicant shall be responsible for having prepared, by an experienced and qualified firm, an Energy Resource Conservation Guide that will provide educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information will be delivered to each original homeowner as part of the move-in package. The information packet shall be reviewed by, and be subject to approval of, City of Lincoln staff.	Applicant	O	DSD
	c) Installation of Light Emitting Diode (LED) traffic signals and LED street lights shall be required at the Lewis Property and be constructed in accordance with City improvement standards or as otherwise approved by the Development Services Director.	Applicant	C	DSD
	d) The project applicant shall ensure that a tree planting program at the Lewis Property, approved by the City of Lincoln staff, provides the following: ***Streets:*** *Residential collector streets: 1 tree per 35 linear ft*	Applicant	C	DSD

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	Primary residential street: *1 tree per 35 linear ft* *Major and minor paseos:* *1 tree per 25 ft.* *Ferrari Ranch Road:* *551 trees within the Lewis Property boundaries* *Moore Road:* *928 trees within the Lewis Property boundaries* *Central Blvd:* *1,471 trees within the Lewis Property boundaries* ***Residential Units:*** *LDR units:* *1 front yard tree* *Village Country Estate (VCE) units:* *2 front yard trees* *MDR units:* *1 front yard tree. Some MDR units may not have front yards; however, where the front of an MDR lot is on a paseo, trees will be spaced 25 ft on center along the paseo. The exact number of trees to be planted in MDR developments will be determined during the City's design review process by the City and project applicant with the goal of having one front yard or back yard tree for each residential unit.* *HDR units:* *Average of 40 trees per acre* ***Open Space Areas:*** *Mini parks 27 trees per acre Community parks 27 trees per acre Neighborhood parks 27 trees per acre* ***School & VMU:*** *VMU:* *10 trees per acre* *School:* *15 trees per acre* *Commercial:* *Sufficient trees to provide 50% tree shading within 15 years in commercial and retail parking lots, consistent with General Plan policy OSC-3.10.*			

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	NOTE: The number of trees specified above is an approximate number and will be subject to adjustment for physical constraints resulting from the actual location of physical improvements (both above ground and underground) and public safety considerations, such as the need to preserve vehicle operator sight distances at all roadway intersections.			
	e) Pursuant to the City's new 2050 General Plan, and specifically under the Energy Resources section, Goal OSC-3, "Encourage energy conservation in new and existing developments throughout the City," to address Policy OSC 3.9, "Shade Tree Planting," the project applicant shall be responsible for having prepared, by an experienced and qualified firm, or by an organization such as the Sacramento Tree Foundation, a tree information planting and care guide. The planting and care guide will be delivered to each original homeowner as a part of the move in package. The planting and care guide shall be reviewed by, and be subject to the approval of, City of Lincoln staff.	Applicant	O	DSD
	f) The City shall require that energy efficient lighting fixtures, including fluorescent lights, be installed as part of the original construction of residential and commercial structures within the plan area.	Applicant	B	DSD
	g) The City shall require light-colored roofing materials with a solar reflective value and thermal emittance value of 0.25 or better on all residential and commercial buildings.	Applicant	B	DSD
	h) Pursuant to the City's new 2050 General Plan, and specifically under the Energy Resources section, Goal OSC-3, "Encourage energy conservation in new and existing developments throughout the City," the City shall be responsible pursuant to Policy OSC 3.14, "Early Planning for Energy Efficiency," for developing a program whereby energy planners and energy efficiency specialists will be included in pre-application discussions with a developer or builder to help identify the potential for inclusion of solar orientation and other energy efficient systems into the land plan and building practices.	Applicant	Pre-application	DSD

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	i) Implement all mitigation measures identified in Section 4.4, Air Quality.	See Section 4.4	See Section 4.4	See Section 4.4
	j) Implement Mitigation Measure 4.7-4 (Urban Stormwater Pollutants) in Section 4.7, Hydrology and Water Quality.	See Mitigation Measure 4.7-4	See Mitigation Measure 4.7-4	See Mitigation Measure 4.7-4
	k) New commercial buildings (except schools) shall be 15 percent more energy efficient than the 2008 Title 24 building standards based on annual energy usage.	Applicant	B	DSD
	l) The roadway system shall be designed to accommodate the usage of neighborhood electric vehicles (NEVs).	Applicant	G	DSD
	m) Provide bus turnouts and transit shelters on roadways that are to be served by bus transit in the future in accordance with City improvement standards and as otherwise directed by City's Development Services Director.	Applicant	G	DSD
	n) Water used during construction shall be reclaimed water.	Applicant	C	PSD
Initial Study Mitigation Measures				
Building height in air safety zone	**Hazards and Hazardous Materials Mitigation Measure 1** *The project developer shall request an airspace review for any building over 150 feet tall.*	Applicant	B	DSD
Historical/archaeological resources	**Cultural Resources Mitigation Measure 2** *The project proponent shall provide proof to the City that no structures on-site are over 50 years old. If structures on-site are discovered to be 50 years old or older, or the age cannot be determined, a qualified professional shall be hired by the project proponent to evaluate the structures for historical significance and provide mitigation measures, if needed. Compliance with mitigation measures shall be demonstrated to the City prior to construction activities. All reports shall be filed with the appropriate CHRIS Information Center.*	Applicant	G	DSD

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	Cultural Resources Mitigation Measure 3 a) *Prior to any ground-disturbing activities, the consulting tribe(s) shall evaluate the resource identified as UAIC THRIS 201608/CHRIS # P-31-2924 to determine if the resource is in an area that would be disturbed by project construction, which may include a site visit. If the consulting tribe(s) identify that the resource is significant and has the potential to be disturbed during project construction, the open space improvements shall be designed to avoid and preserve the resource. The City shall provide the tribe(s) the opportunity to survey for any additional tribal cultural resources, prior to any ground disturbing activities, and provide recommendations for avoidance and protection of the resources.* *The City shall consult with the geographically and culturally affiliated tribe(s) regarding protection measures to be implemented. The protection measures shall be written in clear, enforceable language. The City shall provide the tribe(s) the opportunity to submit comments and participate in consultation regarding the protection measures. The project applicant shall not implement the protection measures until the tribe(s) approval of such, or, if an agreement cannot be reached after a good-faith and reasonable effort, the City determines that any or all feasible measures have been implemented, and the resource is avoided and protected. The project applicant shall hire a certified tribal monitor to observe all initial ground-disturbing activities (e.g., initial grading and trenching) in the area determined by the consulting Tribe to be culturally sensitive. Additional tribal monitoring of ground-disturbing activities may be required, based on the sensitivity of the area.*	Applicant	C	PSD

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	b) In the event any historic surface or subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during construction, work within 100 feet of the find shall cease and the City of Lincoln (the City) shall be notified. The project applicant shall consult with a qualified archaeologist , the consulting tribe(s), and the City to determine if the resource is significant. If the find is determined to be of significance, (i.e., because the find is determined to constitute either an historical resource, unique archaeological resource, and/or a tribal cultural resource), then representatives of the City, the geographically and culturally affiliated tribal representative (for prehistoric and tribal cultural resources), the qualified archaeologist, and consulting tribe(s) shall meet to determine the appropriate course of action, with the City making the final decision. All significant cultural materials that cannot be avoided in place shall be collected by the Tribal Monitor and stored in a secure location on site, such as a lock box or conex. All materials shall be reburied in an area that is predetermined to not have future ground-disturbing activities. This area shall be recorded using GPS by the consulting tribe and the location kept confidential in the tribal database.			

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	c) If human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find and the City of Lincoln and Placer County Coroner shall be contacted immediately. If the remains are determined by the County coroner to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours, who shall notify the person it believes to be the most likely descendent. The most likely descendent may make recommendations to the project applicant and/or contractor to for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking into account the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. No additional work is to take place within the immediate vicinity of the find until the project applicant has implemented the approved mitigation, to be verified by the City. **Cultural Resources Mitigation Measure 4** *Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation either onsite or offsite as a result of a project improvement, work shall be suspended within 100 feet of the find, and the City of Lincoln shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the City for the protection of the paleontological resources.*	Applicant	C	PSD

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VILLAGE 7 SPECIFIC PLAN PROJECT – VILLAGE 7 PROGRAMMATIC PORTION MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
4.1 Land Use and Agricultural Resources				
4.1-1 The Proposed Project could result in internal land use incompatibilities.	**4.1-1(B)**			
	a) *The applicant shall construct fencing and post signs that incorporate Section 12.20.80 of the Lincoln Municipal Code and Section 602.8 of the California Penal Code to inform the public of sensitive wetland/wildlife areas within the open space areas.*	Applicant	O	DSD
	b) *The applicant shall design its specific project to comply with all setback and buffer requirements required by any Clean Water Act Section 404 permits, incidental take permits and Streambed Alteration Agreements.*	Applicant	G	DSD Corps. CDFG
	c) *The applicant shall provide to home buyers within the Proposed Project information about agricultural operations and potential nuisance activities occurring on lands adjacent to the project site, including a copy of Placer County's Right-to-Farm Ordinance. Residential development located next to active agricultural areas shall have a notice included in the deed notifying buyers of the agricultural use.*	Applicant	O	DSD
4.1-2 The Proposed Project could result in land use incompatibilities with adjacent land uses.	**4.1-2(B)**			
	a) *Implement Mitigation Measures 4.1-1(B).*	See Mitigation Measure 4.1-1(B)	See Mitigation Measure 4.1-1(B)	See Mitigation Measure 4.1-1(B)
	b) *The applicant shall provide to home buyers within the Proposed Project information about agricultural operations and potential nuisance activities occurring on lands adjacent to the project site, including a copy of Placer County's Right-to-Farm Ordinance. Residential development located next to active agricultural areas shall have a notice included in the deed notifying buyers of the agricultural use.*	Applicant	O	DSD
	c) *Record disclosures concerning all residential properties within the C1 Zone and D Zone regarding noise and safety issues as required by the Placer County Airport Land Use Compatibility Plan and California Business and*	Applicant	I	DSD

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	Professions Code section 11010 and California Civil Code sections 1102.6, 1103.4, and 1353.			
4.3 Transportation and Circulation				
4.3-5 The Proposed Project would worsen to an unacceptable level or further worsen already unacceptable operations at three locations on SR 65 south of Lincoln under existing plus project conditions.	**4.3-5** *Prior to the issuance of Building Permits for the Proposed Project, the project applicants or their successors shall pay the applicable South Placer Regional Transportation Authority Fee, which will help fund the widening of SR 65 to six lanes.*	Applicant	B	DSD
4.3-6 The Proposed Project would add significant levels of traffic to Moore Road between the project site and Fiddyment Road, and to Fiddyment Road from Moore Road to the south City limits, which are not constructed to current design standards.	**4.3-6** *The project applicants or their successors shall pay a fair share of the cost to upgrade Moore Road between Fiddyment Road and the western project boundary, and Fiddyment Road from Moore Road to the south City limits, to current City of Lincoln design standards for a two-lane arterial. The City may add this road improvement to the Public Facilities Element (PFE), with PFE credits being given to the constructing party. Alternatively, the City may require the project applicants or their successors to construct the improvements and provide them with a right of reimbursement from third parties who also benefit from the improvements. The timing of the fair share payment or construction shall be as specified in the development agreement(s) between City and project applicants, but the required timing will be concurrent with the development of the threshold triggering use.*	Applicant	B	DSD

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Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
4.3-13 The Proposed Project would worsen to an unacceptable level or further worsen cumulatively unacceptable operations (to a significant degree) on roadway segments within Placer County.	**4.3-13** *Prior to the issuance of Building Permits at the Proposed Project, the project applicants or their successors shall pay a fair-share of the cost to improve the five Placer County roadway segments significantly impacted by the Proposed Project, provided that either the Placer County Traffic Mitigation fee program is modified and/or a regional funding mechanism is in place to include improvements to these roadways.*	Applicant	B	DSD
4.3-14 The Proposed Project would worsen cumulatively unacceptable operations (to a significant degree) on State Route 193 and State Route 65 through Placer County, Rocklin, and Roseville.	**4.3-14** *The project applicants or their successors shall pay SPRTA Fees to help widen SR 65 to six lanes, and pay a fair-share of the cost to make improvements to segments of SR 193 significantly impacted by the Proposed Project if a regional funding mechanism and roadway improvement plan for SR 193 are adopted prior to issuance of Building Permits at the Proposed Project.*	Applicant	B	DSD
4.4 Air Quality				
4.4-1 Grading and other earth-disturbing activities associated with the Proposed Project would generate emissions of PM_{10} and $PM_{2.5}$.	**4.4-1(B)** The following mitigation measures shall be implemented by the applicant during all grading activities: • *The applicant shall submit to the City of Lincoln, as the lead agency, and receive approval of a Construction Emission/Dust Control Plan prior to issuance of a grading permit. This plan must address the minimum Administrative Requirements found in section 300 and 400 of District Rule 228, Fugitive Dust. The applicant shall have a pre-construction meeting for grading activities for 20 or more acres to discuss the construction emission/dust control plan with employees and/or contractors and the District is to be invited. The applicant shall suspend all grading operations when fugitive dusts exceed District Rule 228 Fugitive Dust limitations. An applicant representative, certified by CARB to perform Visible Emissions Evaluations (VEE), shall routinely evaluate compliance to Rule 228, Fugitive Dust. This requirement for a VEE is for projects grading 20 or more acres regardless of*	Applicant	C, G	PSD PCAPCD

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	how many acres are to be disturbed daily. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas they shall be controlled as to not exceed District Rule 228 Fugitive Dust limitations. • *Apply water to control dust as needed to prevent dust impacts offsite. Operational water truck(s) shall be onsite, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.* • *Apply approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices to manufacturers specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).* • *Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares.* • *Install wheel washers or wash all trucks and equipment leaving the site.* • *Vegetation materials removed from the site during construction shall not be burned in the open. Vegetative material should be delivered to a green waste recycling facility.* • *Active grading sites shall be watered at least twice daily.* • *A traffic speed limit of 15 miles per hours shall be posted and enforced on all unpaved construction roads.* • *All excavating and grading activities shall be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour and dust is transported onto adjacent developed properties.*			
4.4-2 Construction activities associated with the Proposed Project would generate emissions of criteria air pollutants ROG and NOx that	**4.4-2(B)** During all phases of construction, the project applicant shall ensure that the following mitigation measures are implemented:			

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would exceed PCAPCD thresholds.	• *During second stage smog alerts (0.350 ppm of ozone), the construction day shall be shortened and the number of vehicles and equipment operating at the same time shall be reduced.*	Applicant	C	DSD PCAPCD
	• *Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. Vehicle idling shall be kept below five consecutive minutes in accordance with Lincoln Municipal Code Section 10.14 requirements.*	Applicant	C	DSD PCAPCD
	• *Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified and the equipment must be repaired within 72 hours. An applicant representative, certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement for projects grading more than 20 acres in size regardless in how many acres are to be disturbed daily. Contractors can access the PCAPCD or Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure.*	Applicant	C	DSD PCAPCD
	• *The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The project shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average up to 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. The District should be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine*	Applicant	G	DSD PCAPCD

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	retrofit technology, aftertreatment products, and/or other options as they become available. • *The following measure shall be incorporated into construction bid documents: All applicable pieces (at a minimum three pieces) of diesel equipment used on the site during the demolition, earthmoving and clearing stages of construction shall be fitted with a level 3 California Air Resources Board verified diesel emission control system. All off-road and onroad construction equipment shall use a B20 biodiesel blend. Prior to the issuance of a demolition or grading permit, the construction contractor and/or applicant shall submit to the PCAPCD and the City a certified list of the non-road diesel powered construction equipment that will be retrofitted with emission control devices or that will use Clean Fuels. The Clean Fuels shall consist of low NOx and PM10 emission diesel fuel that (1) can be used without engine modification, (2) is certified to provide a minimum emissions reduction of 30 percent PM10 and 10 percent NOx when compared to No. 2 Diesel Fuel, and (3) is included on the CARB Verification List. The list shall include (1) the equipment number, type, make, and contractor/sub-contractor name; (2) the emission control device make, model and EPA or CARB verification number; and/or (3) the type and source of fuel to be used. If any diesel powered non-road construction equipment is found to be in non-compliance with this specification, the contractor will be issued a Notice of Non-Compliance and given a 24 hour period in which to bring the equipment into compliance or remove it from the project. For each piece of diesel powered non-road construction equipment that will not be retrofitted or use Clean Fuels, the project applicant shall provide an explanation detailing why such measures are not employed.*	Applicant	G	DSD PCAPCD
4.4-3 Operation of the Proposed Project would generate emissions of criteria pollutants.	**4.4-3(B)** The project applicant shall implement the following mitigation measures: • *The conditions of approval and the covenants, conditions, and restrictions (CC&Rs) for the project shall explicitly prohibit the installation of wood-burning stoves and wood-burning fireplaces within the Programmatic Portion of the Specific Plan area. Only natural gas- or propane-fireplace stoves are permitted. Prior to the issuance of occupancy permits, the applicant must*	Applicant	I	DSD

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Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
	provide written proof of compliance with this measure to the City and PCAPCD. • *Only Energy Star-labeled (or equivalent) dishwashers shall be installed in single-family dwelling units.* • *The project applicant shall participate in the PCAPCD off-site mitigation program for postmitigated emissions that exceed PCAPCD thresholds. Off-site mitigation strategies include retrofitting existing on-road heavy-duty vehicles/equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps, transit vehicles, and CNG fueling infrastructure. To participate in the off-site mitigation program, the applicant shall pay into the PCAPCD off-site mitigation program, included in Appendix D in this Draft EIR, in consultation with PCAPCD.*	Applicant Applicant	B B	DSD PCAPCD
4.4-5 Project occupants could be exposed to intermittent odors from the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF), Western Regional Sanitary Landfill (WRSL) Material Recovery Facility (MRF), or nearby agricultural operations.	**4.4-5(B)** *Record perpetual notices for all lots within the Village 7 Specific Plan indicating that odors from the Lincoln WWTRF, WRSL, and agricultural operations could occur, and provide copies of this notice to all buyers of these properties.*	Applicant	I	DSD
4.4-7 Construction of the Proposed Project would add to cumulative emissions of PM_{10} and $PM_{2.5.}$	**4.4-7(B)** *Implement Mitigation Measure 4.4-1.*	See Mitigation Measure 4.4-1.	See Mitigation Measure 4.4-1.	See Mitigation Measure 4.4-1.
4.4-8 Construction of the Proposed Project would generate emissions of ozone precursors that could combine with other precursor emissions and temporarily increase ozone levels in the region.	**4.4-8(B)** *Implement Mitigation Measure 4.4-2.*	See Mitigation Measure 4.4-2.	See Mitigation Measure 4.4-2.	See Mitigation Measure 4.4-2.

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4.4-9 The Proposed Project's operational emissions of criteria air pollutants would add to cumulative emissions, which would result in a net increase of ozone precursor emissions that could obstruct implementation of the local air quality plan.	**4.4-9(B)** *Implement Mitigation Measure 4.4-3.*	See Mitigation Measure 4.4-3.	See Mitigation Measure 4.4-3.	See Mitigation Measure 4.4-3.
4.4-11 The Proposed Project, in addition to other area odor sources, would not expose sensitive receptors to odors that could be cumulatively considerable.	**4.4-11(B)** *Implement Mitigation Measure 4.4-5.*	See Mitigation Measure 4.4-5.	See Mitigation Measure 4.4-5.	See Mitigation Measure 4.4-3.
4.5 Noise				
4.5-1 Construction of the Proposed Project would temporarily increase ambient noise levels.	**4.5-1(B)** The City shall ensure construction contractors comply with the following: • *Construction hours shall be limited to 7am to 5pm, Monday through Friday and on Saturdays from 8am to 4pm, with no construction on Sundays and holidays (unless extended by a special permit).* • *All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.*	Applicant	C	PSD

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	• *Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.* • *Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. Vehicle idling shall be kept below five consecutive minutes in accordance with Lincoln Municipal Code Section 10.14 requirements.*			
4.5-5 Construction of the Proposed Project would temporarily add to cumulative noise levels in the vicinity of the Proposed Project site.	**4.5-5(B)** *Implement Mitigation Measure 4.5-1.*	See Mitigation Measure 4.5-1.	See Mitigation Measure 4.5-1.	See Mitigation Measure 4.5-1.
4.6 Hazardous Materials and Public Safety				
4.6-1 Construction of the Proposed Project could result in the generation or exposure of hazardous materials that could create a health or safety hazard to workers, the public, or the environment.	**4.6-1(B)** *a) Prior to demolition of existing on-site structures and/or development of the Village 7 Programmatic Portion, the project applicants shall contact and coordinate with the PCDEHS and/or the local air management district to determine if asbestos sampling and abatement is required prior to demolition of the on-site structures. If such a survey is required, all soils surrounding the existing and former structures shall be sampled for residual fragments of lead-based paint, as well.* *b) For the Aitken Ranch II area, the applicant shall have a qualified professional review the results of the Phase 1 ESA and develop specific recommendations for removal of potentially contaminated items, soil and/or groundwater testing, as needed, and any subsequent remedial actions associated with the former turkey farming operations to ensure that development of the project site will not result in adverse human health or environmental risks during construction or occupancy. Soil and groundwater testing shall be performed prior to any site development activities that would disturb surface soils at the location of the former turkey farming operations. If chemicals are present in soils that would present a human health or environmental risk, a soil management plan shall be prepared by*	Applicant	G, C	DSD PSD PCEHS

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	the qualified professional prior to approval of Final Grading or Improvement Plans. The soil management plan shall specify how affected soils will be tested, removed, stockpiled, or otherwise handled prior to and during soil-disturbing activities. *c) The project applicant shall hire a certified hazardous material specialist to prepare a formal Phase I EA to analyze the potential for hazardous materials within the Remainder Area. The project applicant shall incorporate all applicable and feasible recommendations in order to reduce the risk of hazardous material release during construction to a less-than significant level.*			
4.6-2 Construction of the Proposed Project could create a health hazard to workers, the public, and the environment due to previously unidentified contaminated soil and groundwater.	**4.6-2(B)** *If, during construction activities, evidence of hazardous materials contamination is observed or suspected (i.e., stained or odorous soil, or oily or discolored water), construction activities shall cease and an environmental professional shall assess the situation. If necessary, the environmental professional shall prepare a sampling plan to collect soil and/or groundwater samples to determine whether or not the site has been adversely affected by past activities. The samples shall be analyzed for the contaminants determined to be a potential health concern by the environmental professional. Depending on the nature of the contamination (if any), the PCEHS shall be contacted for further direction, which could include further investigation or remediation.*	Applicant	C	PSD PCEHS
4.7 Hydrology and Water Quality				
4.7-2 Development of the Proposed Project would increase the amount (volume) of stormwater runoff	**4.7-2(B)** *a) The Applicant(s) shall develop an additional 23 acre-feet of storage capacity in the watershed to accommodate increased stormwater runoff volumes associated with the Village 7 programmatic portion of the Proposed Project*	Applicant	I	DSD

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discharged to Ingram Slough and Orchard Creek.	*(Aitken Ranch II, Scheiber, Remainder Area). The applicant(s) shall use one of the following options, or a combination thereof, presented in the Lincoln Nader/Aitken Ranch II/Sundance and the Remainder Properties Tentative Map, Master Drainage Study for volumetric mitigation:* • *Participate in the City's Proposed Phase 2 Regional Retention Basin: Phase 1 of the City's Regional Retention Basin project was constructed to accommodate up to 315 acre-feet from the Del Webb development. Additional phased expansions (Phases 2 and 3) are planned to accommodate up to approximately 800 acre-feet of additional retention volume. The Village 7 Programmatic Portion could participate in the construction of Phase 2 of the existing City of Lincoln retention basin to mitigate the Proposed Project's runoff volumes.* • *Utilize excess capacity in the City's Proposed Phase 1 Regional Retention Basin: Phase 1 of the City's Regional Retention Basin project has a 315 acre-foot retention storage capacity and was constructed by Del Webb to mitigate their project impacts. Based on the SLMDP, the retention volume required to mitigate impacts for the Del Webb project totaled 286 acre-feet. The Phase 1 basin therefore has approximately 29 acre-feet of available storage that could be used by the Village 7 Programmatic Portion. This mitigation option would not entirely reduce the retention volume required for the Village 7 Programmatic Portion, but could be combined with one or more of the other options presented herein.* • *Create a New Retention Basin: The project applicant could participate in the City's future retention basin within the Cross Canal watershed.* *OR* • *· Create a new on-site retention basin within the Village 7 Programmatic Portion.* *b) If one or more of the off-site mitigation options listed in (a) are used, prior to final map approval, the project applicant(s) shall pay PFE fees to cover its fair share of costs associated with construction, operation, and maintenance, and*			

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	management of off-site regional retention facilities to offset increased stormwater volume generated by the Village 7 Programmatic Portion.			
4.7-4 Implementation of the Proposed Project would increase the types and amounts of pollutants in stormwater runoff that could be discharged to Ingram Slough, which could affect water quality.	**4.7-4(B)**			
	a) Project Conditions of Approval shall specify that appropriate Best Management Practices (BMPs) be incorporated into project design to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge NPDES regulations and Basin Plan water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance No. 826B, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.	City	City	City
	b) The proposed water quality facilities shall be identified and designed in a Stormwater Management Plan prepared in accordance with Section 8.60.40 of the City's Municipal Code for City review and approval. All water quality facilities identified in the Stormwater Management Plan shall be constructed with the installation of the infrastructure.	Applicant	G	PSD DSD
	c) The Stormwater Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities. The City shall formally adopt and implement a funding mechanism specifically to fund the long-term maintenance of the proposed water quality facilities as proposed by the Stormwater Management Plan.	Applicant/City	G	PSD DSD
	d) The project applicant shall submit a site-specific BMP plan showing the on-site locations and effectiveness of the BMP facilities proposed for long-term water quality impact reduction prior to project approval. The plan shall include a method or methods for financing the long-term maintenance of the proposed site-specific facilities.	Applicant	G, C	PSD DSD
	e) All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the California Stormwater Quality Association Stormwater Best Management Practice Handbook for Construction and New Development/Redevelopment (or other similar source approved by the CVRWQCB, County, and City) for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the PCFCWCD and City standards and shall be included for long-term maintenance of BMPs.	Applicant	G	PSD DSD

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	All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the Proposed Project and the City shall ensure future implementation, operation, and maintenance of the BMPs.			
	f) Stormwater runoff from the Proposed Project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. The applicant shall verify that proposed BMPs are appropriate to treat the pollutants of concern from the Proposed Project and shall provide for the establishment of vegetation, where specified, by means of proper irrigation, for effective performance of BMPs.	Applicant	G, I	PSD DSD
	Prior Final Map approval, easements shall be created and offered for dedication to the City for maintenance and access to these facilities in anticipation of possible City maintenance. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.	Applicant	I	PSD DSD
4.7-6 The Proposed Project, in combination with other development within the watershed, could contribute to an increase in stormwater peak flows and volumes.	**4.7-6(B)** *Implement Mitigation Measure 4.7-2.*	See Mitigation Measure 4.7-2	See Mitigation Measure 4.7-2	See Mitigation Measure 4.7-2
4.7-8 The Proposed Project, in combination with other development within the watershed, would contribute urban pollutants to receiving waters, which could adversely affect water quality.	**4.7-8(B)** *Implement Mitigation Measures 4.7-4(a) through (f).*	See Mitigation Measures 4.7-4(a) through (f)	See Mitigation Measures 4.7-4(a) through (f)	See Mitigation Measures 4.7-4(a) through (f)
4.8 Biological Resources				
4.8-1 The Proposed Project would result in the filling or adverse modification of jurisdictional wetland/ other "waters of the U.S."	**4.8-1(B)** *a) The project applicant shall retain a qualified biologist to conduct a wetland delineation of the remaining properties in the Village 7 Programmatic portion of the project site. This delineation shall be*	Applicant	G	DSD Corps USFWS

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	submitted to the Corps for verification prior to the issuance of any grading permits for the Village 7 Programmatic portion of the project site.			
	b) The project applicant shall prepare a wetland mitigation plan that ensures no net loss of wetlands, consistent with Lincoln Public Facilities Element (PFE)Policy 9-13. The wetland mitigation plan shall be based on the wetland delineation verified by the Corps. This measure may be implemented through the 404 permit and/or Streambed Alteration Agreement processes. The plan shall include the following or equally effective components.	Applicant	G	DSD
	Compensation			
	c) The project proponent shall compensate for the loss of wetland habitat through a combination of preservation of vernal pools and seasonal wetlands in open space preserves, on-site restoration/enhancement along Ingram Slough, and the purchase of mitigation credits at an approved mitigation bank. The ratio of compensation will be determined in consultation with the Corps and U.S. Fish and Wildlife Service, as part of the 404-permit process.	Applicant	G	DSD
	Reduction/Avoidance			
	d) Prior to any construction activities on the site, a protective fence shall be erected at the boundaries of the wetland preserves in the areas of construction. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the wetlands preserve except for those expressly permitted by the US Fish and Wildlife Service.	Applicant	C	PSD
	e) A buffer shall be provided along all preserved wetlands. Only those uses allowed in the 404 Permit and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.	Applicant	G,C	PSD
	f) Water quality in the wetlands preserve shall be protected using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood, etc.), geotextiles and mats, during construction in the watershed. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.	Applicant	G,C	PSD

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Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
	g) Landscape irrigation runoff shall only be permitted to directly enter the wetlands preserve according to the provisions of the 404 Permit and/or the Streambed Alteration Agreement.	Applicant	O	PSD
	h) Mowing and other maintenance activities shall be limited to those detailed in the 404 Permit and/or the Streambed Alteration Agreement.	Applicant	O	PSD
	Mitigation Measure Biological Resources – 1 (2024) *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant	G C	DSD PSD
4.8-2 Development of the Proposed Project could result in the loss of special-status vernal pool crustacean and amphibian species and degradation and/or loss of their habitat.	**4.8-2(B)** *a) The project applicant shall retain a qualified biologist to conduct a vernal pool crustacean survey following current USFWS protocol within the Village 7 Programmatic portion of the project site. Alternatively, the project applicant could forgo the surveys and assume presence of vernal pool crustaceans in all appropriate habitat within the Village 7 Programmatic portion of the project site. The survey, or assumption of presence shall occur prior to the issuance of any grading permits for the Village 7 Programmatic portion of the project site.* *b) Surveys have determined that at least one of the federally-listed vernal pool crustacean species occurs on some properties at the project site. Other federally-listed vernal pool crustaceans and/or western spadefoot may also occur in affected pools within the project site. As development of the project site could result in the loss of these species, the following or equally effective measures (as approved by the City and USFWS) shall be required. The selected measures may be part of the permitting process.*	Applicant	G C	DSD USFWS PSD

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	Compensation *c) The project proponents shall obtain biological opinions from the U.S. Fish and Wildlife Service (and if necessary, the National Marine Fisheries Service) and are further required to comply with the conditions and mitigation requirements of those agencies. Mitigation may include, but is not limited to, both onsite and offsite preservation and creation of wetlands, purchase of credits at mitigation banks, payment of in lieu fees approved by the agencies, or other agency approved and required mitigation measures.* *d) Orange exclusionary fencing shall be placed and maintained around any avoided (preserved) vernal pool crustacean habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition. After construction, fencing around open space areas containing wetlands or other sensitive habitats shall be replaced by permanent fencing that will be maintained by the City, and/or the local home owners association.* *e) Prior to beginning work in the project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts on these species and their habitat.* *f) The project proponent shall ensure that activities that are inconsistent with the maintenance of the suitability of remaining vernal pool habitat and associated watershed on-site is prohibited as required by the USFWS and Corps.* **Mitigation Measure Biological Resources – 1 (2024)** *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that*	Applicant	G, C	DSD PSD

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	will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.			
4.8-3 The Proposed Project could result in the loss and/or degradation of rare plant populations.	**4.8-3(B)** *a) The project applicant shall retain a qualified biologist to conduct focused surveys within the project site for special-status plant species including but not limited to big-scale balsamroot, Boggs Lake hedge-hyssop, dwarf downingia, legenere, Sacramento orcutt grass, and Sanford's arrowhead during the appropriate time of year (March through June). If no special-status plants are located during the surveys, no further mitigation would be required.* *b) If Boggs Lake hedge-hyssop or Sacramento orcutt grass is located during the surveys in areas that cannot be avoided, the project applicant shall consult with CDFG to obtain management permit, under Section 2081 of the California Fish and Game Code. Mitigation can be accomplished either in the onsite mitigation preserve area, or at an approved offsite mitigation bank. The ratio of mitigation credits will be determined during this consultation, and can be conducted concurrently with Mitigation Measure 4.8-2(B) subsections (c), (d), and (e).* *c) If any other special-status vernal pool plant species, including, but not limited to dwarf downingia and legenere are located during the surveys in areas that cannot be avoided, the project applicant shall implement Mitigation Measure 4.8-2(B) subsections (c), (d), and (e), with the addition of soil/seed bank salvage, for use in created wetlands in mitigation areas.* *d) If any special-status upland plant species including, but not limited to big-scale balsamroot, or wetland species such as Sanford's arrowhead are located during the surveys, the project applicant shall comply with adopted CDFG Guidelines.*	Applicant	G	DSD Corps
4.8-4 The Proposed Project could result in the loss and/or degradation of western pond turtles and its habitat.	**4.8-4(B)** *a) Prior to project construction, the project applicant and/or developer shall retain a qualified biologist to conduct preconstruction surveys of suitable habitat within the project site within 30 days prior to project construction to*	Applicant	G, C	DSD CDFW PSD

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	ensure no western pond turtles have established territories. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. *b) If individual western pond turtles are discovered during the survey on the project site, or immediately adjacent area, the project applicant or their agent shall initiate consultation with the CDFG to formulate and implement minimization measures, which could include capture and relocation of individuals found on-site.* *c) If surveys identify the presence of western pond turtles on site, the project applicant shall implement mitigation measures required by the California Department of Fish and Game at the time of the consultation.* **Mitigation Measure Biological Resources – 1 (2024)** *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant	G, C	DSD PSD
4.8-5 The Proposed Project could result in the direct loss or disturbance of nesting migratory birds, including raptors (birds-of prey).	**4.8-5(B)** *a) If construction is to occur between March 15 through August 30, the project applicant, in consultation with the City of Lincoln and CDFG, shall conduct a preconstruction breeding season survey of the project site within 30 days of when construction is planned to begin. The survey shall be conducted by a qualified biologist (who is also knowledgeable about the California black rail) to determine if any protected raptors or migratory birds (including, but not limited to the California black rail) are nesting on or directly adjacent to the project site.*	Applicant	G C	DSD CDFW PSD

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	b) A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted shall be provided to the City. *c) A map showing the location(s) of any protected raptor or migratory bird nests observed on the project site shall be provided to the City.* *d) The project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all protected raptor and migratory bird nest sites located in the project site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. The buffer zone shall be delineated by highly visible temporary construction fencing.*			
4.8-6 The Proposed Project could result in the loss of foraging habitat for Swainson's hawk, white tailed kite, burrowing owl and other raptors.	**4.8-6(B)** *The project applicant shall ensure that at least an appropriate number of acres (as approved by the City and CDFG) of annual grasslands or other suitable raptor foraging habitat are preserved based upon project impacts of 180 acres (0.75:1 ratio). Preservation may occur through either:* *a) Payment of a mitigation fee to the City of Lincoln through a negotiated agreement between the City, the project applicant, and CDFG. The monies will be held in a trust fund, and used to preserve mitigation land through the purchase, monitoring, maintenance, and remediation of lands that support suitable raptor foraging habitat (consistent with CDFG guidelines); or* *b) Purchase of conservation easements or fee title to suitable raptor foraging habitat to protect the habitat from urban development; or* *c) Participate in Placer County Natural Community Conservation Plan/Habitat Conservation Plan, once adopted.*	Applicant	G	DSD CDFW

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	Mitigation Measure Biological Resources – 1 (2024) *If compensatory mitigation is required for unavoidable loss of habitat types covered under the Placer County Conservation Program, the project applicant shall complete all required actions and pay all required fees necessary for mitigation of project impacts to covered habitat through the PCCP, at the replacement ratios required by the PCCP for each covered habitat type. The City of Lincoln shall identify project-specific conditions that will apply and calculate the required fees, mitigation/conservation bank credit payments, and/or in-lieu dedication requirements.*	Applicant	G C	DSD PSD
4.8-7 The Proposed Project could result in loss of nesting habitat for tricolored blackbird.	**4.8-7(B)** *a) The project applicant shall retain a qualified biologist to conduct pre-construction nesting surveys for tri-colored blackbird colonies within the project site and off-site areas proposed for infrastructure development. The survey should be conducted no more than 30 days from the onset of construction. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed.* *b) The project applicant, in consultation with the City of Lincoln and CDFG, shall avoid all active nest sites located in the project site during the breeding season while the nest site is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season or establishing a buffer around the nest site. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a nondisturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG, and will be, at a minimum, 250 feet. The buffer zone shall be delineated by highly visible temporary construction fencing.*	Applicant	G C	DSD CDFW PSD

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4.8-10 Construction of the Proposed Project, in combination with other development in the County, could contribute to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential habitat, and wetland resources in the region.	**4.8-10(B)** *Implement Mitigation Measures 4.8-1 through 4.8-9.*	See Mitigation Measures 4.8-1 through 4.8-9.	See Mitigation Measures 4.8-1 through 4.8-9.	See Mitigation Measures 4.8-1 through 4.8-9.
Have a substantial adverse effect, either directly or through habitat modifications, on Crotch's bumble bee.	**Biological Resources Mitigation Measure 1** *The provisions contained herein only apply if Crotch's bumble bee remains a candidate species or is listed under CESA at the commencement of construction. Following CDFW's status report on Crotch's bumble bee, if the California Fish and Game Commission finds that the petitioned action is not warranted, the provisions contained herein shall not be required.* *Initial ground-disturbing activities associated with development of any future Tentative Map (e.g., grading, vegetation removal, staging) should take place between September 1 and March 31 (i.e., outside the colony active period) to avoid potential impacts on special-status bumble bees. If initial ground-disturbing activities do not occur between September 1 and March 31, then at a maximum of 14 days prior to the commencement of construction activities, a qualified biologist shall conduct a preconstruction survey for Crotch's bumble bees in the area(s) proposed for impact.* *The survey shall occur during the period from one hour after sunrise to two hours before sunset, with temperatures between 65 degrees Fahrenheit and 90 degrees Fahrenheit, with low wind and zero rain. If the timing of the start of construction makes the survey infeasible due to the temperature requirements, the surveying biologist shall select the most appropriate days based on the National Weather Service seven-day forecast and shall survey at a time of day that is closest to the temperature range stated above.*	Applicant	If Crotch's bumble bee remains a candidate species or is listed under CESA 14 days prior to the commencement of construction activities, if initial ground-disturbing activities are not all completed between September 1 and March 31.	City of Lincoln Community Development Department, CDFW, if Crotch's bumble bee remains a candidate species or is listed under CESA at the commencement of construction

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	The survey duration shall be commensurate with the physical extent of suitable floral resources (which represent foraging habitat) present within the area proposed for impact, and the level of effort shall be based on the metric of a minimum of one person-hour of searching per three acres of suitable floral resources/foraging habitat. A meandering pedestrian survey shall be conducted throughout the area proposed for impact in order to identify patches of suitable floral resources. Suitable floral resources for Crotch's bumble bee include species in the following families: Apocynaceae, Asteraceae, Boraginaceae, Fabaceae, and Lamiaceae. *At a minimum, preconstruction survey methods shall include the following:* • *Search areas with floral resources for foraging bumble bees. Observed foraging activity may indicate a nest is nearby, and therefore, the survey duration shall be increased when foraging bumble bees are present;* • *If Crotch's bumble bees are observed, watch any Crotch's bumble bees present and observe their flight patterns. Attempt to track their movements between foraging areas and the nest;* • *Visually look for nest entrances. Observe burrows, any other underground cavities, logs, or other possible nesting habitat;* • *If floral resources or other vegetation preclude observance of the nest, small areas of vegetation may be removed via hand removal, line trimming, or mowing to a height of a minimum of four inches to assist with locating the nest;* • *Look for concentrated Crotch's bumble bee activity;* • *Listen for the humming of a nest colony; and* • *If bumble bees are observed, attempt to photograph the individual and identify it to species.* *The biologist conducting the survey shall record when the survey was conducted, a general description of any suitable foraging habitat/floral resources present, a description of observed bumble bee activity, a list of bumble bee species observed, a description of any vegetation removed to facilitate the survey, and their determination of if survey observations suggest a Crotch's bumble bee nest(s) may be present or if construction activities could result in take of Crotch's bumble bees. The report shall be submitted to the City of Lincoln Community Development Department prior to the commencement of construction activities.*			

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	If bumble bees are not located during the preconstruction survey or the bumble bees located are definitively identified as a common species (i.e., not special-status species), then further mitigation or coordination with the California Department of Fish and Wildlife (CDFW) is not required. *If any sign(s) of a bumble bee nest is observed, and if the species present cannot be established as a common bumble bee, then construction shall not commence until either (1) the bumble bees present are positively identified as common (i.e., not a special-status species), or (2) the completion of coordination with CDFW to identify appropriate mitigation measures, which may include, but not be limited to, waiting until the colony active season ends, establishment of nest buffers, or obtaining an Incidental Take Permit (ITP) from CDFW.* *If Crotch's bumble bees are located, and, after coordination with CDFW, take of Crotch's bumble bees cannot be avoided, the Project applicant shall obtain an ITP from CDFW, and the applicant shall implement all conditions identified in the ITP.* *Consistent with Fish and Game Code Section 2081, mitigation required by any ITP obtained from CDFW shall minimize and fully mitigate any impacts of the authorized take, be roughly proportional in extent to the impact of the take, be capable of successful implementation, and, where various alternative measures are available, maintain the applicant's objectives to the greatest extent possible. Specific required permit conditions may include, but are not limited to, the Project applicant's qualified biologist translocating nesting substrate in accordance with the latest scientific research to another suitable location (i.e., a location that supports similar or better floral resources as the impact area), enhancing floral resources on areas of the site that will remain appropriate habitat, worker awareness training, and/or other measures specified by CDFW.*			

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Have a substantial adverse effect, either directly or through habitat modifications, on roosting bats.	**Biological Resources Mitigation Measure 2** *Prior to the commencement of construction activities, a qualified biologist shall conduct a bat habitat assessment of all potential roosting habitat features, including trees and structures within the proposed impact footprint within the project vicinity. The habitat assessment shall identify all potentially suitable roosting habitat and may be conducted up to one year prior to the start of construction. The results of the assessment shall be submitted to the City of Lincoln Community Development Department.* • *If potential roosting habitat is identified (cavities in trees or potential roosts within structures) within the areas proposed for impact, the biologist shall survey the potential roosting habitat during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine the presence of roosting bats. The surveys are recommended to be conducted utilizing methods that are considered acceptable by bat experts after consultation with CDFW. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras, or a combination thereof.* • *If roosting bats are identified within any of the trees planned for removal, or if presence is assumed, the trees shall be removed outside of pup season, only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree.*	Applicant	Prior to the commencement of construction activities, during the active season, or if roosting bats are identified within any of the trees planned for removal	City of Lincoln Community Development Department

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	• *Additionally, it is recommended that all other tree removal shall be conducted from January through March on days with temperatures in excess of 50 degrees Fahrenheit to avoid potential impacts to foliage-roosting bat species.* • *If roosting bats are identified within any structures planned for removal, a bat exclusion plan shall be prepared by a qualified bat biologist describing the methods to be used to humanely exclude bats prior to disturbance. The plan shall be approved by the City of Lincoln Community Development Department after consultation with CDFW and shall be implemented prior to the start of construction.* • *The requirements for the bat expert and City to consult with CDFW prior to approving survey methods and a bat exclusion plan shall be satisfied either where CDFW responds to requests for consultation within 30 days of the requests or where the bat expert and City have attempted to consult with CDFW but CDFW has failed to respond to the request within 30 days of the placement of the request.*			

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4.9 Public Utilities				
4.9-1 The Proposed Project would generate additional wastewater flows to be treated by the WWTRF.	**4.9-1(B)** *Prior to approval of the first Final Small Lot Map for the first planning area developed in the Village 7 Programmatic Portion of the Village 7 Specific Plan, the City shall ensure the planned expansion of the WWTRF provides adequate capacity to accommodate flows from the Village 7 Programmatic Portion. The project applicants shall pay fair-share cost of required fees to fund the expansion of the WWTRF.*	Applicant	I	DSD
4.9-2 The Proposed Project would generate additional wastewater flows, but not at levels that that would exceed the capacity of the existing wastewater collection infrastructure.	**4.9-2(B)** *The project applicants for the Village 7 Programmatic Portion shall submit a wastewater infrastructure plan to the City of Lincoln prior to approval of the first Final Small Lot Map for the first planning area developed in the Village 7 Programmatic Portion of the Village 7 Specific Plan. The applicants shall follow mitigation measures or recommendations identified within the plan to ensure wastewater flows would be adequately conveyed to the WWTRF.*	Applicant	I	DSD
4.9-15 The Proposed Project would generate a demand for park and recreation facilities, which could require the construction of new or expansion of existing recreational facilities.	**4.9-15(B)** *The project applicant shall pay all applicable fair-share fees to the City pursuant to the established Public Facilities Element requiring 6 acres of parkland per 1,000 residents for the provision of recreational facilities to meet demands created by the Village 7 Programmatic Portion.*	Applicant	B	DSD
4.9-17 The Proposed Project would increase the demand on water supplies. Existing and planned water supplies would be sufficient to meet the demands of the Proposed Project in addition to the City of Lincoln's existing and planned future uses, but the existing entitlements are not sufficient.	**4.9-17(B)** *Prior to recordation of a Final Map, the City of Lincoln shall obtain necessary entitlements demonstrating there will be adequate water supply to serve the portion of the Proposed Project defined on the Final Map, in accordance with Government Code Section 66473.7(a)(1) – SB 221 Written Verification of Water Supply.*	City	I	DSD

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4.9-19 The Proposed Project, in combination with buildout of project's in the City of Lincoln, would increase the demand on PCWA water supplies.	**4.9-19(B)** *Implement Mitigation Measure 4.9-17 (obtain entitlements prior to Final Map recordation).*	See Mitigation Measure 4.9-17.	See Mitigation Measure 4.9-17.	See Mitigation Measure 4.9-17.
4.10 Visual Resources				
4.10-2 Development of the Proposed Project would increase glare and lighting in the project vicinity.	**4.10-2(B)** *All light standards shall be shielded and directed such that adjacent properties are not illuminated.*	Applicant	G, C	DSD
4.11 Climate Change				
4.11-1 Development of the proposed project could potentially result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change.	**4.11-1(B)** *a) An Energy Conservation Plan for all commercial and residential development shall be required prior to recordation of the first small lot Final Map. The plan shall describe the techniques and programs to be employed in the development of the project to achieve (1) a minimum 15 percent energy efficiency above that required by the 2008 Title 24 energy efficiency regulations, or (2) compliance with the then-current Title 24 energy efficiency regulations. These programs shall include either:* *(i) Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family and multi-family homes that are at least 15 percent more energy efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes.* *OR* *(ii) Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that*	Applicant	I	DSD

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	are at least 15 percent more efficient than required by the 2008 Title 24 energy efficiency regulations and meet all US EPA specifications. *OR* *(iii) Participation in the Build It Green Program, which was created by Build It Green, a nonprofit organization whose mission is to promote health, durable, energy and resource efficient buildings throughout California. Using the Green Point Checklist, a home can be considered green if it fulfills the prerequisites and earns at least 50 points and meets the minimum points per category: Energy (30 points); Indoor Air Quality (5 points); Resources (6 points); and Water (9 points). Build It Green uses certified Green Point Raters to measure success with the program and verification of the measures employed to meet the requirements of the checklist.*			
	b) The project applicant shall be responsible for having prepared, by an experienced and qualified firm, an Energy Resource Conservation Guide that will provide educational information on how homeowners can increase energy efficiency and conservation in their new homes. The information will be delivered to each original homeowner as part of the move-in package. The information packet shall be reviewed by, and be subject to approval of, City of Lincoln staff.	Applicant	O	DSD
	c) Installation of Light Emitting Diode (LED) traffic signals and LED street lights shall be required at the Lewis Property and be constructed in accordance with City improvement standards or as otherwise approved by the Development Services Director.	Applicant	C	DSD
	d) The project applicant shall ensure that a tree planting program at the Lewis Property, approved by the City of Lincoln staff, provides the following: ***Streets**:* *Residential collector streets: 1 tree per 35 linear ft* *Primary residential street: 1 tree per 35 linear ft* *Major and minor paseos: 1 tree per 25 ft.*	Applicant	C	DSD

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	Ferrari Ranch Road: *551 trees within the Lewis Property boundaries* *Moore Road:* *928 trees within the Lewis Property boundaries* *Central Blvd:* *1,471 trees within the Lewis Property boundaries* ***Residential Units:*** *LDR units:* *1 front yard tree* *MDR units:* *1 front yard tree. Some MDR units may not have front yards; however, where the front of an MDR lot is on a paseo, trees will be spaced 25 ft on center along the paseo. The exact number of trees to be planted in MDR developments will be determined during the City's design review process by the City and project applicant with the goal of having one front yard or back yard tree for each residential unit.* ***Open Space Areas:*** *Mini parks* *27 trees per acre* *Community parks* *27 trees per acre* *Neighborhood parks* *27 trees per acre* *NOTE: The number of trees specified above is an approximate number and will be subject to adjustment for physical constraints resulting from the actual location of physical improvements (both above ground and underground) and public safety considerations, such as the need to preserve vehicle operator sight distances at all roadway intersections.*			
	e) Pursuant to the City's new 2050 General Plan, and specifically under the Energy Resources section, Goal OSC-3, "Encourage energy conservation in new and existing developments throughout the City," to address Policy OSC 3.9, "Shade Tree Planting," the project applicant shall be responsible for having prepared, by an experienced and qualified firm, or by an organization such as the Sacramento Tree Foundation, a tree information planting and care guide. The planting and care guide will be delivered to each original homeowner as a part of the move in package. The planting and care guide shall be reviewed by, and be subject to the approval of, City of Lincoln staff.	Applicant	O	DSD

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	f) The City shall require that energy efficient lighting fixtures, including fluorescent lights, be installed as part of the original construction of residential structures within the plan area.	Applicant	B	DSD
	g) The City shall require light-colored roofing materials with a solar reflective value and thermal emittance value of 0.25 or better on all residential buildings.	Applicant	B	DSD
	h) Pursuant to the City's new 2050 General Plan, and specifically under the Energy Resources section, Goal OSC-3, "Encourage energy conservation in new and existing developments throughout the City," the City shall be responsible pursuant to Policy OSC 3.14, "Early Planning for Energy Efficiency," for developing a program whereby energy planners and energy efficiency specialists will be included in pre-application discussions with a developer or builder to help identify the potential for inclusion of solar orientation and other energy efficient systems into the land plan and building practices.	Applicant	Pre-application	DSD
	i) Implement all mitigation measures identified in Section 4.4, Air Quality.	See Section 4.4	See Section 4.4	See Section 4.4
	j) Implement Mitigation Measure 4.7-4 (Urban Stormwater Pollutants) in Section 4.7, Hydrology and Water Quality.	See Mitigation Measure 4.7-4	See Mitigation Measure 4.7-4	See Mitigation Measure 4.7-4
	k) The roadway system shall be designed to accommodate the usage of neighborhood electric vehicles (NEVs).	Applicant	G	DSD
	l) Provide bus turnouts and transit shelters on roadways that are to be served by bus transit in the future in accordance with City improvement standards and as otherwise directed by City's Development Services Director.	Applicant	G	DSD
	m) Water used during construction shall be reclaimed water.	Applicant	C	PSD

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Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
Initial Study Mitigation Measures				
Building height in air safety zone	**Hazards and Hazardous Materials Mitigation Measure 1** *The project developer shall request an airspace review for any building over 150 feet tall.*	Applicant	B	DSD
Historical/archaeological resources	**Cultural Resources Mitigation Measure 2** *The project proponent shall provide proof to the City that no structures on-site are over 50 years old. If structures on-site are discovered to be 50 years old or older, or the age cannot be determined, a qualified professional shall be hired by the project proponent to evaluate the structures for historical significance and provide mitigation measures, if needed. Compliance with mitigation measures shall be demonstrated to the City prior to construction activities. All reports shall be filed with the appropriate CHRIS Information Center.*	Applicant	G	DSD
	Cultural Resources Mitigation Measure 3 *a) In the event any historic surface or subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during construction, work within 100 feet of the find shall cease and a qualified archaeologist shall be contacted to determine if the resource is significant. If the find is determined to be of significance, resources (such as grinding stones and mano fragments) shall be donated to an appropriate cultural center.* *b) When Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Society of Professional Archaeologists (SOPA) or meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives*	Applicant	C	PSD

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	who are approved by the local Native American community as scholars of their cultural traditions. *c) In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R. 61 requirements.* *d) If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendent. The most likely descendent shall work with the contractor to develop a program for reinterment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.* **Cultural Resources Mitigation Measure 4** *Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation either onsite or offsite as a result of a project improvement, work shall be suspended within 100 feet of the find, and the City of Lincoln shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the City for the protection of the paleontological resources.*	Applicant	C	PSD

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	Tribal Cultural Resources Mitigation Measure 1 *The following language shall be noted on any project Improvement Plans involving the Village 7B project site, subject to review and approval by the City of Lincoln Community Development Department:* *The project proponent or their construction contractor shall comply with the following measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities associated with the Village 7B project site:* • *Native American Tribes are experts in their Tribal Cultural Resources (TCRs) who have the statutory authority and expertise to identify sites or objects of cultural value to their Tribe and to recommend appropriate treatment and final disposition of such sites or objects.* • *The project proponent shall contact the UAIC at least two weeks prior to project ground-disturbing activities to retain the services of a Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.* • *A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities on Assessor's Parcel Number (APN) 021-350-046 within the Village 7B project site. All ground-disturbing activities in this area shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the UAIC. Spot checking shall be permitted on the following APNs: 021-263-006, 021-263-014, 021-263-022, 021-263-023, 021-350-006, 021-350-023, 021-350-027, 021-350-038, 021-350-039, and 021-350-040.* • *Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.*	Applicant	G	City of Lincoln Community Development Department

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	• *Appropriate treatment of TCRs may include but is not limited to:* A. *Recordation of the resource(s)* B. *Avoidance and preservation of the resource(s)* C. *Reburial of the resource(s) onsite in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.* • *To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log.* • *The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.* • *The Tribal Monitor(s), in consultation with the UAIC THPO and the City, shall determine an end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.* **Tribal Cultural Resources Mitigation Measure 2** *The following mitigation measure is intended to address the identification and treatment of unanticipated discoveries of potential tribal cultural resources (TCRs) or resources of cultural significance to UAIC during ground disturbing activities.* • *If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.*	Applicant	Immediately, following the discovery of any suspected TCRs or resources of cultural significance to UAIC during construction activities.	City of Lincoln Community Development Department Placer County Coroner

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VILLAGE 7 SPECIFIC PLAN PROJECT – VILLAGE 7 PROGRAMMATIC PORTION MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
	• *A Tribal Representative and the City of Lincoln shall be immediately notified, and the Tribal Representative in coordination with the City of Lincoln shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.* • *Treatment and Documentation:* *A. The culturally affiliated Tribe shall consult with the City of Lincoln to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.* *B. The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.* *C. The construction contractor(s) and City of Lincoln shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.* *D. Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.*			

Monitoring Responsibility
DSD = City of Lincoln Development Services Department
PSD = City of Lincoln Public Services Department
PCAPCD = Placer County Air Pollution Control District
CDFW = California Department of Fish and Wildlife
PCEHS = Placer County Environmental Health Services
Corps = U.S. Army Corps of Engineers

Timing of Action
I = Prior to Final Map Approval
G = Prior to Improvement Plan/Grading Permit
C = During Construction/Grading
O = Prior to Occupancy
B = Prior to Building Permit

TABLE 2
VILLAGE 7 SPECIFIC PLAN PROJECT – VILLAGE 7 PROGRAMMATIC PORTION MITIGATION MONITORING PROGRAM

Impact	Mitigation Measures – Village 7 Programmatic Portion	Responsible Entity	Timing / Milestones	Monitoring and Enforcement Responsibility
	E. Work at the TCR discovery location shall not resume until authorization is granted by the City of Lincoln in coordination with the culturally affiliated Tribe. *F. If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Placer County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.*			

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APPENDIX F
UPDATED VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

CHAPTER 4
Mitigation Monitoring Plan

Introduction

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the updated Mitigation Monitoring Plan (MMP) for the Village 5 Specific Plan. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Draft Partially Recirculated Environmental Impact Report (DPREIR) and the Village 5 & Special Use District b (SUD-B) Specific Plan EIR (2017 EIR) and updated in the Draft Partially Recirculated EIR (DPREIR) for this project.

Mitigation Measures

The mitigation measures are taken from the 2017 EIR and DPREIR and are assigned the same number as in the 2017 EIR and updated in the DPREIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact

This column summarizes the impact stated in the 2017 EIR, or as updated and stated DPREIR.

Mitigation Measure

All mitigation measures that were identified in the 2017 EIR are presented, as revised in the DPREIR and updated in the Final EIR, and numbered accordingly.

Action(s)

For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Component

This column identifies the relevant component of the proposed projects to which the mitigation measure applies. The mitigation measure may apply to the Full Specific Plan, Area A, or Windsor Cove. More than one project component may be identified.

Implementing Party

This item identifies the entity that will undertake the required action.

Timing

Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party

The City of Lincoln is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the Placer County Air Quality Management District, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.1 Aesthetics and Visual Quality						
3.1-4: Implementation of the proposed project would introduce light and glare into the project area.	***3.1-4:*** *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. Sunday through Thursday, and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *e) All light standards shall be the minimum height possible to achieve necessary lighting goals, subject to approval by the Public Services Director.*	Shield and direct light downward. Orient buildings to minimize glare. Minimize light spillover for all parks and recreational facilities. Limit lighting for nighttime recreational activities to 10pm Sunday through Thursday and 11pm on Friday and Saturday, requiring specially timed events to obtain a City permit. Require light standards that achieve lighting goals and meet Public Services Director approval.	Full Specific Plan/Area A	Project applicant	During design review process	City of Lincoln Community Development Department, City of Lincoln Public Services Department
3.1-8: Implementation of the proposed project would contribute to a cumulative increase in light and glare in the vicinity of the Plan Area.	***3.1-8:*** *Implement Mitigation Measure 3.1-4.*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.
3.2 Agriculture and Forestry Services						
3.2-1: Implementation of the proposed project would result in conversion of Important Farmland to non-agricultural use.	***3.2-1(a):*** *a) The project applicant shall comply with the PCCP to mitigate impacts of converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmland agricultural lands., most specifically rice lands. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in Mitigation Measure 3.4-1(b) and 3.4-2(b), shown below.*	Comply with PCCP vis-à-vis agricultural lands. Implement Mitigation Measure 3.4-1.	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department
	3.4-1 *b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures shall apply:* *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and obtain Section 401 certification from the Central Valley Regional Water Quality Control Board.* *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.* *For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of*	Implement Mitigation Measures 3.4-1(b) and 3.4-2(b).	Full Specific Plan	Project applicant	During the permitting process	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation. *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/ idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.* *6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City.* *7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures *8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.* *9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.* *10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.* ***3.4-2*** *b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures shall apply:* *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:* *i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5).* *ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands.* *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include: *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.* *6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.* *7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density.* *8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.* *9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City. *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.*					
	3.2-1(b): *Concurrent with development of Area A, the project applicant shall preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2. The preserved land should be of similar agricultural productivity, soil classifications, and farmland type (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) as the land proposed for development in Area A. Conservation Easements for agricultural and biological resources may be stacked, meaning that areas preserved to mitigate for biological resources ean <u>may</u> also serve as mitigation for agricultural impacts.*	Preserve mitigation lands at ratios identified in Mitigation Measures 3.4-1(b) and 3.4-2	Area A	Project applicant	During development of Area A	City of Lincoln Community Development Department
3.3 Air Quality						
3.3-2: Construction of land uses under the proposed project would generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	***3.3-2a:*** *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) Prior to approval of grading or improvement plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission/Dust Control Plan to the Placer County Air Pollution Control District. The applicant shall provide written evidence to the City of Lincoln that the plan has been submitted to the District. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving District approval of the Construction Emission/Dust Control Plan and delivering that approval to the City of Lincoln. The Construction Emission/Dust Control Plan shall include, but not be limited, to the following measures:* *i. In order to control dust, an operational watering truck shall be on site during construction hours. In addition, dry chemical sweeping is prohibited. Watering at the construction site shall be carried out in the compliance with operating APCD rules and City of Lincoln requirements.* *ii. Fugitive dust shall not exceed 40% opacity and not go beyond the project boundary at any time as required by District Rule 228 Fugitive Dust (Section 300). If lime or other drying agents are used to dry out wet grading areas, they shall be controlled so as to not exceed District Rule 228 Fugitive Dust limitations. The prime contractor shall be responsible for having an individual, certified by CARB to perform Visible Emissions Evaluations (VEE), who shall routinely evaluate compliance to Rule 228, Fugitive Dust on a weekly basis.* *iii. The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures. Specifically, the prime contractor shall apply water or use other methods to control dust track out so construction vehicles leaving the site shall reduce dust, silt, mud, and dirt from being released or tracked off-site. Also, the prime contractor "wet broom" the streets (or use another method to control dust as approved by the City) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares within one hour from adjacent streets anytime such material track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.*	Submit a Construction Emission/Dust Control Plan.	V5SP and Area A	Project applicant	Prior to approval of grading or improvement plans	City of Lincoln Community Development Department, Placer County Air Pollution Control District

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	iv. Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *v. To control dust once grading is complete, the prime contractor shall apply methods such as surface stabilization, establishment of the vegetative cover, paving, or other methods approved by the City.* *vi. The prime contractor shall suspend all grading activities when wind speeds (including instantaneous gusts) are high (typically winds greater than 25 miles per hour), and dust is traveling offsite.* *vii. Stockpiles of dirt shall be covered when not being used or otherwise controlled to prevent erosion and/or dust.*					
	b) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman. *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.*	Provide comprehensive construction equipment inventory and anticipated construction timeline.	V5SP and Area A	Prime Contractor	Prior to construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.	Use existing or cleaner fuels and power sources, where possible.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.	Minimize engine idling time to a five-minute maximum.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.	Provide signage indicating five-minute maximum time for engine idling.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	f) No open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetation material shall either be chipped on site or taken to an appropriate recycling site, or if a recycling site is not available, a licensed disposal site.	Remove vegetation through chipping or at an appropriate recycling or disposal site.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	g) A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.	Avoid discharging VOCs into the atmosphere.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	h) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.	Maintain proper working condition for all construction equipment.	V5SP and Area A	Prime Contractor	During construction	City of Lincoln Community Development Department, Placer County Air Pollution Control District

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.3-3: Operational activities associated with development under the proposed project would result in emissions of criteria air pollutants at levels that would substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	***3.3-3:*** *To reduce operational emissions of ROG, NOx, PM10, and PM2.5, the following PCAPCD Standard Operational Air Quality Mitigation Measures shall be implemented as part of the project's final design:* *a) Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' signage which indicates "Diesel engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.*	Implement PCAPCD Standard Operational Air Quality Mitigation Measures.	V5SP and Area A	Prime Contractor	Prior to Building Permit issuance	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	b) Prior to Design Review approval, the Site Plan shall show that the applicant has provided the number of preferential parking spaces for employees that carpool/vanpool/rideshare as required by the District. Such stalls shall be clearly demarcated with signage as approved by the Design Review Board.	Provide preferential parking for employees that carpool/vanpool/rideshare.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
	c) Prior to Design Review approval, the applicant shall show that on-site bicycle racks will be provided as required by the District.	Demonstrate provision of on-site bicycle racks.	V5SP and Area A	Project applicant	Prior to Design Review approval	City of Lincoln Community Development Department, Placer County Air Pollution Control District
3.3-5: Development under the proposed project would locate sensitive residential receptors in close proximity to SR 65, which would result in the exposure of persons to substantial toxic air contaminant concentrations.	***3.3-5:*** *a) The Specific Plan design guidelines and development standards shall incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:* *i. New sensitive land uses shall not be permitted within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). Require a 50-foot separation between gasoline stations with a throughput less than 3.6 million gallons per year.* *ii. Only non-perchloroethylene dry-cleaning facilities shall be permitted within the Plan Area.*	Reduce TAC exposure by placing new sensitive lands uses no closer than 300 feet of a large gasoline station and only permit non-perchloroethylene dry-cleaning facilities.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
	b) Residential units shall not be constructed at distances less than 100 feet of the edge of the SR 65 right-of-way.	Construct residential units at least 100 feet from the edge of the SR 65 ROW.	Full Specific Plan and Area A	Project applicant	Prior to Design Guidelines approval	City of Lincoln Community Development Department
3.3-7: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	***3.3-7:*** *The applicant(s) shall implement Mitigation Measure 3.3-3 to reduce operational ROG, NOx and PM10 emissions.*	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.	See Mitigation Measure 3.3-3.
3.4 Biological Resources						
3.4-1: Implementation of the proposed project could have a substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	***3.4-1:*** *a) The project applicant shall comply with the PCCP and that participation shall satisfy all mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures shall apply: *1) The project applicant for each project phase shall retain a qualified biologist to delineate all wetlands and waters of the U.S. or other protected waters within the proposed development. The delineation(s) shall be submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If no wetlands are determined to be present, or if wetlands would be avoided, no further mitigation would be required. Prior to fill of any wetlands, or hydrologic interruption of the wetland, the applicant must obtain a Section 404 permit and*	Provide mitigation at specified ratios.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	During construction of each project phase.	City of Lincoln Community Development Department, United States Army Corps of Engineers

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	obtain Section 401 certification from the Central Valley Regional Water Quality Control Board. *2) For each 1.0 wetted acre of vernal pools impacted, 1.35 acres of vernal pools shall be preserved. For purposes of calculating impact and mitigation requirements, seasonal depressional wetlands shall be considered vernal pools. For each 1.0 acres of impact of any other wetland type, the preservation requirement may be met by preserving 1.35 acres of any wetland type without regard for in-kind mitigation. The preservation requirement for open water may be met through preservation of 1.0 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required wetland preservation under this strategy will be automatically reduced by any and all wetland preservation required by any permitting agency.* *For each 1.0 acres of vernal pool impact, 1.25 acres of compensatory wetlands shall be restored, enhanced or created including a minimum of 0.75 acres of vernal pool and no more than 0.5 acres of other wetlands. For each 1.0 acres of impact of any other wetland type, the restoration, enhancement, or creation requirement may be met by restoring, enhancing, and/or creating 1.25 acres of any wetland type without regard for in-kind mitigation. The compensatory requirement for open-water may be met through restoration, enhancement, and/or creation of 1.25 acres of open water or any wetland type for each 1.0 acres of impact. The total amount of required compensatory wetland restoration, enhancement, or creation under this measure will be automatically reduced by any and all wetland restoration, enhancement, and creation required by any permitting agency as well as any wetland preservation required by a permitting agency greater than the wetland preservation amount required by this mitigation. The compensatory requirement shall not be reduced below 1.0 by excess preservation.* *Approximately 715 acres of land within the PCCP Reserve Acquisition Area that would serve as suitable mitigation land for impacts on habitat within Area A have been identified and acquired by the applicant. All mitigation lands would be located within the Upper Coon-Upper Auburn watershed north of Auburn Ravine. Soil types at these mitigation lands would consist primarily of San Joaquin-Cometa sandy loams soils, with some occasionally flooded Xerofluvents soils, frequently flooded Xerofluvents soils, Cometa sandy loam soils, and Cometa-Fiddyment complex soils. Some of these soils have impervious soil layers and support vernal pool complexes or could be restored to vernal pool or seasonal swale habitats. If the entire mitigation area is not needed for mitigation of Area A impacts, impacts to vernal pool habitats and species within other areas could be mitigated on these lands.* *The mitigation lands are currently used as mostly grassland/pasture and fallow/idle cropland, with some areas used to grow winter wheat, hay/non-alfalfa, and other crops. The mitigation lands are largely surrounded by fallow/idle cropland, rice fields, hay/non-alfalfa fields, and active cropland used for growing clover/wildflowers, rye, corn, and other rotational crops. Management of the mitigation lands could be modified to provide greater benefit to special-status plant and wildlife species.* *3) Wetland preservation, restoration, enhancement and creation shall be accompanied by the associated uplands and hydrology necessary to sustain long-term viability in a natural or restored environmental setting.* *4) It is anticipated that most wetland preservation, restoration, enhancement and creation may be accomplished on land conserved to meet the land cover mitigation requirement and will be subject to the required conservation easements and management plans. If additional lands are conserved to meet the wetland mitigation requirement, the same requirements for conservation easements and management plans shall apply.* *5) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the wetland mitigation required by this strategy.* *6) The density of wetlands on land conserved to meet the land cover mitigation requirement in some projects within the V5SP may provide wetland mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and Lincoln Sphere of Influence. Such assignment shall be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	projects in the Plan Area to meet all or a part of the wetland mitigation required by this measure provided proof of assignment can be demonstrated to the satisfaction of the City. *7) The City may allow mitigation located outside of Placer County that advances the City's conservation goals and meets the biological intent of this mitigation strategy. In addition, the City may accept credits from out-of-county conservation or mitigation banks towards full or partial compliance with this strategy if the project is within the agency-approved service area for the credits.* ***Avoidance and Minimization Measures*** *8) Prior to any construction activities that could impact protected waters, a protective fence shall be erected around the boundaries of avoided wetlands, including a protective buffer as dictated in the 401, 404, or 1600 permits as described in section 9) below. This fence shall remain in place until all construction activity in the immediate area is completed. No activity shall be permitted within the protected areas except for those expressly permitted by the USACE and/or CDFW.* *9) A construction buffer shall be provided along all avoided wetlands in accordance with the Section 404 permit, and Section 401 Water Quality Certification. Only those uses allowed in the Section 404 permit and Section 401 Water Quality Certification and/or the Streambed Alteration Agreements shall be permitted in the wetlands preserve and its buffer.* *10) Water quality in the avoided wetlands shall be protected during construction in the watershed by using erosion control techniques including (as appropriate), but not necessarily limited to, preservation of existing vegetation, mulches (e.g., hydraulic, straw, wood), and geotextiles and mats. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve using techniques such as velocity dissipation devices, sediment basins and pollution collection devices.*					
3.4-2: Implementation of the proposed project could result in adverse impacts to special-status species, either directly or through habitat modifications.	***3.4-2:*** *a) The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.* *For species that are not directly covered by the PCCP, the project applicant shall implement the following avoidance and minimization measures:* *1) The project applicant shall implement Mitigation Measure 3.4-6.* *2) For the protection of American badger, the project applicant, for each project phase, shall retain a qualified biologist to conduct a preconstruction American badger den survey within the project site. The results of the survey shall be provided to the City of Lincoln. If dens or burrows determined to be potential American badger dens are found within the project site or off-site improvement areas during the preconstruction surveys, consultation with the California Department of Fish and Wildlife (CDFW) shall occur prior to the initiation of any construction activities to determine an appropriate burrow excavation and/or relocation method. If American badger burrows are not found, further measures are not necessary. All survey results shall be submitted to the City of Lincoln prior to the initiation of any construction activities.*	Implement PCCP measures related to habitat preservation. Implement avoidance and minimization measures for impacts to special status species that are not covered by the PCCP.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service
	b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures shall apply: *1) The project applicant shall obtain a Biological Opinion and any applicable incidental take authorization from USFWS and comply with the conditions and requirements therein.* *2) The project applicant shall prepare and submit to the City, a Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that implements the open space, agricultural land and biological resources strategy and includes the following elements:* *i. Identification and quantification of land cover and wetland removal and applicable mitigation requirements set forth below in subsection (5).*	Implement habitat preservation at identified ratios.	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department, United States Fish and Wildlife Service

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	ii. Identification and quantification of proposed mitigation lands and/or resources with sufficient detail to allow for City evaluation, including plans for restoration, enhancement and/or creation of wetlands. *iii. Identification of any conservation or mitigation bank credits or assignment of excess mitigation from other projects in the V5SP.* *iv. Draft conservation easements and draft management and monitoring plans, if applicable.* *v. An endowment for long-term management of the proposed mitigation lands.* *3) Any Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan must be approved by the City, in its sole discretion, at the time of the approval of any improvement plans for subdivision improvements or off-site infrastructure, recordation of a final map (not including a large lot final map that results in no disturbance of any existing natural condition), or issuance of any project-level discretionary approval for non-residential land uses that does not require a tentative subdivision map. A Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan may cover a development project or group of projects and must include any required off-site infrastructure unless covered by a separate project-level mitigation plan for that infrastructure improvement. The City may require the applicant to provide a conceptual plan for the Project-Level Open Space, Agricultural Land and Biological Resources Mitigation Plan that includes a calculation of acres of impact and acres of required mitigation prior to approval of a General Development Program or tentative map. A tentative map may have more than one Project-Level Open Space, Agricultural Land and Biological Resource Mitigation Plan if the development authorized by the map is owned by separate owners.* *4) Each project (including off-site infrastructure) must demonstrate compliance with an approved Open Space, Agricultural Land and Biological Resources Mitigation Plan prior to approval of a grading permit that results in land cover or wetland impact. Such compliance may be phased with the actual development of the project. Demonstration of compliance shall include:* *i. Demonstrate recordation of required easements for land conservation.* *ii. Demonstrate ownership of applicable credits and/or assignment of any applicable excess mitigation from other projects in the V5SP.* *iii. Demonstrate implementation of an endowment for the management of all mitigation lands.* *iv. Demonstrate approval of construction and monitoring plans for any required restoration, enhancement, or creation of wetlands. Provide proof of executed contracts and initiation of construction.* *v. Documentation and approval of any mitigation credits eligible for future use or assignment.* *5) An Open Space, Agricultural Land and Biological Resources Mitigation Plan shall require that for every 1.0 acres of land cover impacted, 1.35 acres of land will be conserved in perpetuity. The impact area shall be calculated to the nearest one-tenth (0.10) acre. The total amount of required acreage will be automatically reduced by any and all off-site conservation or mitigation land required by any permitting agency, specifically including upland areas required in association with wetland mitigation, whether acquired through mitigation bank credits or other means. The mitigation land to be conserved may be located in the Reserve Acquisition Areas, or elsewhere as determined by the City and regulatory agencies. No additional land mitigation will be required beyond the 1.35 to 1.0 requirement for the removal of land cover.* *6) To determine the acreage of land cover impact, all land within the V5SP shall be considered to be "land cover," except for land that is already developed with infrastructure, such as roadways, and homes and related development such as accessory structures, driveways, improved roadways, and landscaped areas. Any land cover that will be maintained in or restored to a natural or semi-natural condition as required by the City and/or any state or federal permitting agency shall not be included in the land cover impacted acreage. Any wetland area required to be avoided, restored, and/or enhanced on site by the City and/or any permitting agency shall be automatically excluded from the removal calculation.*					
	7) Land conserved under this measure shall, to the extent feasible, as determined by the City, be located within the Reserve Acquisition Area, but may be included					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	in other areas deemed adequate by the regulatory agencies. Impacts to annual grassland, vernal pool grassland, and pasture lands cover shall be mitigated on existing or restorable grassland. All other land cover impacts may be mitigated on any natural or semi-natural land within the Reserve Acquisition Areas, specifically including agricultural land. Vernal pool grassland will be mitigated by any grassland without regard to wetted area density. *8) Conservation sites shall be subject to recorded conservation easements and management plans with an identified funding source for long-term management of conserved lands. The conservation easements and management plans are subject to approval by the City and shall provide for the long-term maintenance of biological functions and values while, whenever feasible, also providing for compatible agricultural use. The City shall accept as satisfactory mitigation any conservation easement and/or management plan required and approved by the terms and conditions of any permit issued by a state or federal resource agency.* *9) Project applicants may use credits from approved conservation or mitigation banks to meet all or a part of the conservation required by this strategy. Specifically, the uplands associated with any bank wetland preservation, restoration, enhancement or creation may be applied towards the land cover mitigation requirement provided that the uplands are subject to an appropriate conservation easement and the applicant can demonstrate that the approved mitigation credits include both wetland and upland land cover to the satisfaction of the City. Mitigation and conservation banks must be approved by the USFWS, USACE, or the CDFW. Credits can count toward mitigation obligations if the banks are consistent with the requirements of state and federal natural resources agencies, as accepted by the City.* *10) It is anticipated that, depending on the availability and relative parcel size of potential conservation sites, some projects within the V5SP may provide land cover mitigation in excess of the acreage required by this strategy. Excess mitigation may be freely assigned by private agreement between projects within the City of Lincoln and the Lincoln Sphere of Influence. Such assignment will be documented and tracked by the City. Project applicants may apply excess mitigation assigned from other projects in the V5SP to meet all or a part of the land cover mitigation required by this measure provided proof of assignment can be provided to the satisfaction of the City.* *11) Because of their particular regulatory status and their biological importance, wetlands shall be accounted for separately through mitigation ratios requiring preservation and or restoration of a set amount of wetted area calculated as a proportion of wetland impact as set forth in Mitigation Measure 3.4-1. These wetted acres, along with any upland area that is conserved in association with the wetted acres, will be fully credited towards the required land cover mitigation. It is intended that all of the wetland mitigation shall be counted towards land cover mitigation requirements. Likewise, all wetted acres contained within land cover mitigation shall be counted towards wetland mitigation.3.2-1(b) (Area A)*					
	Mitigation Measure Biological Resources 1: *The provisions contained herein only apply if Crotch's bumble bee remains a candidate species or is listed under CESA at the commencement of construction. Following CDFW's status report on Crotch's bumble bee, if the California Fish and Game Commission finds that the petitioned action is not warranted, the provisions contained herein shall not be required.* *Initial ground-disturbing activities associated with development of any future Tentative Map (e.g., grading, vegetation removal, staging) should take place between September 1 and March 31 (i.e., outside the colony active period) to avoid potential impacts on special-status bumble bees. If initial ground-disturbing activities does not occur between September 1 and March 31, then at a maximum of 14 days prior to the commencement of construction activities, a qualified biologist shall conduct a preconstruction survey for Crotch's bumble bees in the area(s) proposed for impact.* *The survey shall occur during the period from one hour after sunrise to two hours before sunset, with temperatures between 65 degrees Fahrenheit and 90 degrees Fahrenheit, with low wind and zero rain. If the timing of the start of construction makes the survey infeasible due to the temperature requirements, the surveying biologist shall select the most appropriate days based on the*	Require ground-disturbing activities to take place between September 1 and March 31, or conduct a preconstruction survey for Crotch's bumble bees in the area(s) proposed for impact	Village 7B Area	Project applicant	If Crotch's bumble bee remains a candidate species or is listed under CESA 14 days prior to the commencement of construction activities, if initial ground-disturbing activities are not all completed between September 1 and March 31.	City of Lincoln Community Development Department, California Department of Fish and Wildlife

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	National Weather Service seven-day forecast and shall survey at a time of day that is closest to the temperature range stated above. The survey duration shall be commensurate with the physical extent of suitable floral resources (which represent foraging habitat) present within the area proposed for impact, and the level of effort shall be based on the metric of a minimum of one person-hour of searching per three acres of suitable floral resources/foraging habitat. A meandering pedestrian survey shall be conducted throughout the area proposed for impact in order to identify patches of suitable floral resources. *Suitable floral resources for Crotch's bumble bee include species in the following families: Apocynaceae, Asteraceae, Boraginaceae, Fabaceae, and Lamiaceae. Suitable floral resources for western bumble bee include species in the following families: Asteraceae, Fabaceae, Rhamnaceae, and Rosaceae, as well as plants in the genera Eriogonum and Penstemon.* *At a minimum, preconstruction survey methods shall include the following:* • *Search areas with floral resources for foraging bumble bees. Observed foraging activity may indicate a nest is nearby, and therefore, the survey duration shall be increased when foraging bumble bees are present;* • *If Crotch's bumble bees are observed, watch any Crotch's bumble bees present and observe their flight patterns. Attempt to track their movements between foraging areas and the nest;* • *Visually look for nest entrances. Observe burrows, any other underground cavities, logs, or other possible nesting habitat;* • *If floral resources or other vegetation preclude observance of the nest, small areas of vegetation may be removed via hand removal, line trimming, or mowing to a height of a minimum of four inches to assist with locating the nest;* • *Look for concentrated Crotch's bumble bee activity;* • *Listen for the humming of a nest colony; and* • *If bumble bees are observed, attempt to photograph the individual and identify it to species.* *The biologist conducting the survey shall record when the survey was conducted, a general description of any suitable foraging habitat/floral resources present, a description of observed bumble bee activity, a list of bumble bee species observed, a description of any vegetation removed to facilitate the survey, and their determination of if survey observations suggest a Crotch's bumble bee nest(s) may be present or if construction activities could result in take of Crotch's bumble bees. The report shall be submitted to the City of Lincoln Community Development Department prior to the commencement of construction activities.* *If bumble bees are not located during the preconstruction survey or the bumble bees located are definitively identified as a common species (i.e., not special-status species), then further mitigation or coordination with the California Department of Fish and Wildlife (CDFW) is not required.* *If any sign(s) of a bumble bee nest is observed, and if the species present cannot be established as a common bumble bee, then construction shall not commence until either (1) the bumble bees present are positively identified as common (i.e., not a special-status species), or (2) the completion of coordination with CDFW to identify appropriate mitigation measures, which may include, but not be limited to, waiting until the colony active season ends, establishment of nest buffers, or obtaining an Incidental Take Permit (ITP) from CDFW.* *If Crotch's bumble bees are located, and, after coordination with CDFW, take of Crotch's bumble bees cannot be avoided, the Project applicant shall obtain an ITP from CDFW, and the applicant shall implement all conditions identified in the ITP.* *Consistent with Fish and Game Code Section 2081, mitigation required by any ITP obtained from CDFW shall minimize and fully mitigate any impacts of the authorized take, be roughly proportional in extent to the impact of the take, be capable of successful implementation, and, where various alternative measures are available, maintain the applicant's objectives to the greatest extent possible.*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Specific required permit conditions may include, but not be limited to, the Project applicant's qualified biologist translocating nesting substrate in accordance with the latest scientific research to another suitable location (i.e., a location that supports similar or better floral resources as the impact area), enhancing floral resources on areas of the site that will remain appropriate habitat, worker awareness training, and/or other measures specified by CDFW.					
	Mitigation Measure Biological Resources 2 *Prior to the commencement of construction activities, a qualified biologist shall conduct a bat habitat assessment of all potential roosting habitat features, including trees and structures within the proposed impact footprint within the project vicinity. The habitat assessment shall identify all potentially suitable roosting habitat and may be conducted up to one year prior to the start of construction. The results of the assessment shall be submitted to the City of Lincoln Community Development Department.* • *If potential roosting habitat is identified (cavities in trees or potential roosts within structures) within the areas proposed for impact, the biologist shall survey the potential roosting habitat during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine the presence of roosting bats. The surveys are recommended to be conducted utilizing methods that are considered acceptable by bat experts after consultation with CDFW. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras, or a combination thereof.* • *If roosting bats are identified within any of the trees planned for removal, or if presence is assumed, the trees shall be removed outside of pup season, only on days with temperatures in excess of 50 degrees Fahrenheit. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree.* • *Additionally, it is recommended that all other tree removal shall be conducted from January through March on days with temperatures in excess of 50 degrees Fahrenheit to avoid potential impacts to foliage-roosting bat species.* • *If roosting bats are identified within any structures planned for removal, a bat exclusion plan shall be prepared by a qualified bat biologist describing the methods to be used to humanely exclude bats prior to disturbance. The plan shall be approved by the City of Lincoln Community Development Department after consultation with CDFW and shall be implemented prior to the start of construction.* • *The requirements for the bat expert and City to consult with CDFW prior to approving survey methods and a bat exclusion plan shall be satisfied either where CDFW responds to requests for consultation within 30 days of the requests or where the bat expert and City have attempted to consult with CDFW but CDFW has failed to respond to the request within 30 days of the placement of the request.*	Conduct a bat habitat assessment to identify all potentially suitable roosting habitat; if potential roosting habitat is identified, perform surveys during the active season; require trees planned for removal to be removed outside of pup season; and prepare a bat exclusion plan if roosting bats are identified within any structures planned for removal.	Village 7B area.	Project applicant	Up to one year prior to the start of construction during the active season, or if roosting bats are identified within any trees planned for removal	City of Lincoln Community Development Department
3.4-3: Implementation of the proposed project could result in the loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	***3.4-3:*** *a) The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures shall apply: *1) The project applicant shall implement Mitigation Measure 3.4-1, subsection b) and Mitigation Measure 3.4-2.*	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.	See Mitigation Measures 3.4-1 and 3.4-2.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Avoidance and Minimization Measures *c) Orange exclusionary fencing shall be placed, and a buffer area of 250 feet (or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS) maintained, around any avoided (preserved) vernal pool crustacean or western spadefoot toad habitat during construction to prevent impacts from construction vehicles and equipment. This fencing shall be inspected by a qualified biologist throughout the construction period to ensure that it is in good functional condition.*	Provide fenced buffer area of 250 feet.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
	d) Prior to beginning work on a project site, all on-site construction personnel shall receive instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitat.	Instruct construction personnel about listed species and avoiding impacts.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.4-4: Implementation of the proposed project could result in the loss and/or degradation of rare plant populations.	***3.4-4:*** *a) For Areas B through J, the project applicant(s) for each phase shall retain a qualified biologist to conduct focused botanical surveys in vernal pool complexes, fresh emergent marsh, seasonal wetlands and nonnative annual grassland habitats within the Plan Area for special-status plant species including, but not limited to, pincushion navarretia, dwarf downingia, slender Orcutt grass, Sanford's arrowhead, and big-scale balsamroot during the appropriate time of year to detect each of these species. In order to determine the appropriate survey window, the qualified biologist shall visit reference populations when such populations are available and accessible. If no special-status plants are located during the surveys, no mitigation would be required.*	Conduct botanical surveys to determine presence of special status plant species.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	b) If special-status plant species are located during surveys in areas proposed for ground disturbance, the project applicant for each project shall mitigate for impacts to vernal pool wetlands and complexes as described in Mitigation Measure 3.4-3, for impacts to grasslands as described in Mitigation Measure3.4-2, and for wetlands as described in Mitigation Measure 3.4-1. The applicant shall also report the plant survey results to CDFW using a CNDDB field survey form. In addition, the applicant shall retain a qualified biologist to develop and implement a special-status plant salvage and transplantation plan that shall be approved by CDFW. The plan shall provide for the salvage of seeds of the impacted special-status plants and soil from the site surrounding those plants. The salvaged seeds and soil shall be transplanted to a protected site with appropriate habitat. To ensure the success of transplantation and the species, the applicant shall monitor the protected site for three years from the date of transplantation.	If special-status plant species are found, implement Mitigation Measure 3.4-3 for vernal pool wetlands, Mitigation Measure 3.4-2 for grasslands, and Mitigation Measure 3.4-1 for wetlands. Use a CNDDB survey form to report results to CDFW.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife
	c) If state or federally-listed plants are found during surveys, project applicant for each project phase shall consult with CDFW to obtain an Incidental Take Permit under Section 2081 of the CESA and comply with the conditions and requirements therein, and/or USFWS to obtain a Biological Opinion under Section 7 of FESA and comply with the conditions and requirements.	If state or federally-listed species are found, obtain Incidental Take Permit from CDFW and comply with USFWS requirements.	Areas B through J	Project applicant	Prior to construction	City of Lincoln Community Development Department, California Department of Fish and Wildlife, United States Fish and Wildlife Service
3.4-5: Implementation of the proposed project could result in the loss of western pond turtle and/or degradation of potential habitat.	***3.4-5:*** *a) The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures shall apply: *1) Prior to project construction for each phase that would disturb any potential habitat for western pond turtle, the project applicant(s) for such phase shall retain a qualified biologist to conduct preconstruction surveys of potential habitat and the vicinity (250 feet) within 30 days prior to project construction. If no western pond turtles are located, no mitigation would be required and construction could proceed.* *2) If western pond turtles are determined to be present, and potential habitat is not proposed for modification due to development of the site, then exclusionary fencing shall be used to prevent the turtle(s) from entering the construction area. The location of the fence shall be determined by a qualified biologist. Retained habitat shall also be protected through implementation of water quality and*	Implement habitat preservation at identified ratios	Full Specific Plan	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	hydrology measures that ensure habitat remains viable post-construction as required for Clean Water Act Sections 401 and 404 permits and would be consistent with the Draft PCCP. *3) If occupied habitat would be impacted or lost, the project applicant(s) for each phase shall retain a qualified biologist approved by the CDFW to relocate all potentially affected western pond turtles into suitable habitat. Lost habitat would be mitigated through the Sections 401 and 404 permitting process, and would be consistent with the Draft PCCP.*					
3.4-6: Implementation of the proposed project could result in the loss or disturbance of nesting birds and the loss or degradation of special-status bird nesting and foraging habitat.	***3.4-6:*** *a) The project applicant shall comply with the PCCP and that participation shall satisfy all of the mitigation requirements for this impact. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b) and/or (c), below, as applicable.* *For special-status bird species that are not covered under the PCCP, the mitigation measures for nesting habitat in Mitigation Measure 3.4-6(c) shall be implemented.*	Use PCCP to satisfy all biological mitigation measures under CEQA. Implement avoidance and minimization measures for impacts to special status species that are not covered by the PCCP.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures for foraging habitat shall apply: *1) The project applicant shall comply with Mitigation Measure 3.4-2(b)(2)-(10).*	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).	See Mitigation Measure 3.4-2(b)(2)-(10).
	c) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the following mitigation measures for nesting habitat shall apply: *1) If construction activity that may disturb nesting birds (according to a qualified biologist) occurs during the nesting season (February 15 - September 1), the project applicant(s) for each project phase shall retain a qualified biologist to conduct a pre-construction breeding-season survey of the project site at least 30 days prior to onset of construction. Surveys for nesting raptors shall be conducted within ¼ mile of proposed construction activities. A survey for nesting birds shall be conducted within 500 feet of construction areas to determine if any birds are nesting on or within 500 feet of the project site. The results of the survey shall be valid only for the season when it is conducted. New surveys shall be conducted if construction of the surveyed area extends into the following season or if construction is suspended for more than 14 days during the nesting season, or if there is a substantial change in the level of disturbance at the site, unless all the potential nesting trees or other habitat have been removed.* *2) If the pre-construction survey does not identify any protected raptor or bird nests on or within the buffers to the project site, no mitigation shall be required. However, should any active nests be located within 500 feet of a proposed construction area at any time throughout the construction, the project applicant(s) for each project phase, in consultation with CDFW, shall avoid all bird nest sites located in the project site disturbance area(s) during the breeding season (approximately February 15 - September 1) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction in close proximity to the nest during the nesting season or establishing a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with CDFW. The buffer zone shall be delineated by orange temporary construction fencing. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer in use. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then a qualified biologist should identify an increased exclusionary buffer such that activities are far enough from the nest to stop this agitated behavior.* ***Additional Measures for Swainson's Hawk*** *3) The project applicant(s) for each project phase shall retain a qualified biologist to conduct a Swainson's hawk nesting survey within the area to be disturbed, extending out to one-half mile. The survey shall be conducted during the nesting season of the same calendar year that construction is expected to begin, and prior to the issuance of any grading permits. If this survey does not identify any nesting Swainson's hawk in the area within the project site that will be disturbed plus the one-half mile radius, no mitigation would be required.*	Conduct any tree removal and construction activities according to the protocol described in Mitigation Measure 3.4-6(c).	Full Specific Plan	Project applicant	During construction per the time frames described in Mitigation Measure 3.4-6(c) for tree removal and construction activities between March 15 and August 30.	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	4) Should any active Swainson's hawk nests be located within one-half mile of the disturbance area, no project-related activities that could cause nest abandonment or forced fledging (such as heavy equipment operation), shall be initiated within the one-quarter mile (buffer zone) of an active nest between March 1 and September 15. If high quality Swainson's hawk foraging habitat would be removed (i.e., alfalfa fields and pasture), then the applicant shall purchase mitigation credits for Swainson's hawk foraging habitat at a CDFW-approved mitigation bank at a ratio of 1.35:1 or protect similar value agricultural land at a ratio of 1.35:1 with a conservation easement that maintains the land in high-value Swainson's hawk foraging habitat in perpetuity, consistent with Mitigation Measure 3.4-2(b)(2)-(10). ***Additional Measures for Burrowing Owl*** *5) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct both nesting and wintering season surveys for burrowing owl to determine if potential habitat within 500 feet of ground disturbance is used by this species. The timing and methodology for the surveys shall be based on the 2012 Staff Report on Burrowing Owl Mitigation. A qualified biologist will conduct four survey visits: 1) at least one visit between February 15 and April 15, and 2) a minimum of three survey visits, at least three weeks apart between April 15 and July 1. If feasible, at least one visit will occur after June 15. Surveys will be conducted within areas that, according to the qualified biologist, could support burrowing owl nesting habitat at the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, if feasible.* *6) If burrowing owls are discovered during the surveys, the project applicant shall notify the CDFW. A qualified biologist shall monitor the owls and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion buffer zone until such time that the burrows are determined to be unoccupied by a qualified biologist. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31), and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31).* *7) If complete avoidance is not feasible, the CDFW shall be consulted regarding a Burrowing Owl Exclusion Plan. All activities that will result in a disturbance to burrows shall be approved by CDFW prior to implementation.* ***Additional Measures for Tricolored Blackbird*** *8) Prior to project construction the project applicant(s) for each project phase shall hire a qualified biologist to conduct a tricolored blackbird nesting survey within the area to be disturbed, targeting potential breeding habitat such as emergent marsh, riparian thickets, and blackberry brambles. Two surveys shall be conducted at least three weeks apart between March 15 and September 1 within 500 feet of the area subject to ground disturbance. If a nesting colony is found within the survey area the project applicant(s) shall consult with CDFW to develop a Tricolored Blackbird Mitigation Plan to avoid, minimize and compensate for impacts to occupied nesting habitat and adjacent foraging habitat. Mitigation measures may include work windows (March 15 to September 1) to avoid impacting an active on-site nesting colony, purchasing conservation easements to protect occupied nesting and foraging habitat, or other measures mutually agreed upon by the applicant(s) and CDFW.*					
3.4-7: Implementation of the proposed project could result in the loss of valley elderberry longhorn beetle and/or loss or degradation of potential habitat.	***3.4-7:*** *a) The project applicant shall comply with the PCCP, which shall be deemed to mitigate for impacts to the VELB. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (c)-(e), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation or the County and City processes for designating project impacts as covered under the PCCP have not been established, the project applicant shall comply with mitigation measures c) through e).	Protect elderberry shrubs as described in Mitigation Measures 3.4-7(c) through 3.4-7(e).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
	c) For construction requiring consultation under Section 7 of the FESA, the project applicant shall obtain incidental take authorization and comply with the requirements therein. If no Section 7 consultation is required (because no federal permit is required), the applicant shall comply with mitigation measures (d) through (f).					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	d) The removal of elderberry shrubs or their stems measuring one inch or greater (removal or trimming) shall be compensated for by salvaging and planting the affected elderberry shrubs and planting additional elderberry shrubs and associated native riparian plants at a 1:1 ratio. Mitigation planting shall occur, to the maximum extent practicable, in areas adjacent to the impact area and/or located to fill in existing gaps in riparian corridors. If the plants to be removed show recent boring holes, the project applicants shall consult with the USFWS and obtain incidental take authorization prior to removal. *e) Elderberry shrubs with stems measuring one inch or greater in diameter at ground level that are not proposed to be removed shall be protected as follows during construction:* *1. Any ground disturbing activities within 100 feet of elderberry plants containing stems measuring one inch or greater in diameter at ground level shall provide a minimum setback of at least 20 feet from the drip line of each elderberry plant containing stems measuring one inch or greater in diameter at ground level. The setbacks shall be fenced and flagged to prohibit equipment and materials encroachment into the setback zone. Fire fuel breaks (disked land) may not be included within the 20-foot setback.* *2. The project applicant shall brief the construction foreman on the need to avoid damaging the elderberry plants (unless the proper take authorization is obtained) and the possible penalties for not complying with these requirements. A copy of these mitigation measures shall be provided to the construction foreman for his distribution to his crews by the project applicant.* *3. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring one inch or greater in diameter at ground level.* *4. No mowing shall occur closer than five feet to elderberry plant stems. Mowing shall be done in a manner that avoids damaging elderberry plants (e.g., avoid stripping away bark through careless use of mowing/trimming equipment).* *5. Trimming of elderberry stems less than one inch in diameter may occur between September 1 and March 14. The elderberry plants shall only be trimmed between November through the first two weeks in February, or when the plants are dormant and after they have lost their leaves.*					
3.4-8: Implementation of the proposed project could result in changes to surface water quality in Auburn Ravine that could affect Central Valley Steelhead and Chinook salmon due to the reconstruction and/or widening of various bridges within the Plan Area.	***3.4-8:*** *a) The project applicant(s) (be they the City, County, or another agency) shall comply with the PCCP and mitigate for impacts to Central Valley steelhead and Chinook salmon as stated in the PCCP. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation prior to the start of construction in the V5SP area in question, the project applicant(s) (be they the City, County, or another agency) shall comply with the following mitigation measures: *1) Obtain a Biological Opinion and incidental take authorization for Central Valley steelhead and winter-run and spring-run Chinook salmon from NMFS and comply with the conditions and requirements therein.* *2) Obtain any necessary permits from the USACE, CDFW, and the RWQCB. Dewatering plans and the specific temporary impacts to Auburn Ravine associated with bridge construction shall be discussed in the permit applications and avoidance and minimization measures shall be proposed, including timing of construction to avoid presence of steelhead and Chinook salmon, fish rescue and relocation, as well as specific BMPs to avoid impacts to these species and their habitat. The permit requirements shall include the following elements:* • *In-water construction work windows shall be observed in consultation with NMFS and CDFW, and as specified in the permits issued.*	Protect Central Valley steelhead and winter-run and spring-run Chinook salmon as described in Mitigation Measures 3.4-8(b).	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
	• *Applicant(s) shall implement a pile driving, dewatering and fish rescue plan. The plan shall include specific measures to avoid and minimize impacts to salmonids and their habitats during bridge construction, and shall be approved by NMFS and CDFW.* *3) Install Environmentally Sensitive Area (ESA) fences within 200 feet of work along Auburn Ravine, as indicated in the 401 or 404 permits. The ESA fencing shall be*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	delineated on the final plans for each project phase and the fence shall be installed and remain on-site until construction within 200 feet of the Auburn Ravine preserve area is completed. *4) Implement Mitigation Measure 3.10-1 and construction best management practices (BMPs) as prescribed in the project's Storm Water Pollution Prevention Plan (SWPPP) prepared in accordance with the California National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002). These BMPs shall be in place throughout the construction for each project phase. The SWPPP shall include specific measures for water conservation; vehicle and equipment cleaning, fueling and maintenance; dewatering; paving and grinding; concrete finishing and curing; directing water away from work areas; use of attachments on construction equipment to catch debris; use of approved covers or platforms to collect debris; stockpiling of accumulated debris and waste generated during demolition away from watercourses; and ensuring safe passage of wildlife, as necessary.*					
3.4-9: Implementation of the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local, state, or federal plans, policies, or regulations.	***3.4-9:*** *a) The project applicant(s) shall comply with the PCCP and mitigate for impacts to and loss of sensitive natural communities as stated in the PCCP. Mitigation achieved through implementation of the PCCP shall be equal to or greater than the mitigation ratios and requirements described in subsection (b), below.*	Use PCCP to satisfy all biological mitigation measures under CEQA.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Following PCCP adoption and approval	City of Lincoln Community Development Department
	b) If the PCCP is not in operation prior to the start of construction in the V5SP area in question, the project applicant(s) shall comply with Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, and 3.10-1.
3.4-11: Implementation of the proposed project could conflict with the provisions of approved local, regional or state policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	***3.4-11:*** *a) For impacts to threatened or endangered vegetation, the project applicant(s) shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1 as applicable.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4-9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, 3.4-7, 3.4-8, 3.4 9, and 3.10-1.
	b) For impacts to heritage oak trees, the project applicant(s) shall first make every reasonable attempt to avoid any heritage oak tree by designing around it. If a heritage oak tree cannot be avoided due to health, safety, and welfare risks, the project applicant(s) shall provide the following mitigation: *i. Submit a justification statement as to why the heritage tree(s) cannot be preserved in place to the City's Community Development Director.* *ii. Provide a Site Plan with proposed development which also identifies the location of the heritage tree(s) to be removed.* *iii. If the Community Development Director deems the justification statement to be valid, the project applicant(s) shall mitigate the loss of heritage oak trees on an inch for inch basis. Specifically, for every inch of heritage oak tree removed, an inch of oak tree shall be planted. All new plantings shall be plantings in a minimum of 15 gallon pots, and shall be of the same species of oak as was being removed and replaced, and shall, if feasible, be located on the property from which the heritage oak tree was removed. Project applicant(s) shall submit to the City's Community Development Director a revegetation plan for his/her review and approval. The project applicant(s) shall irrigate and maintain the new plantings for a minimum of three years, at which time a licensed arborist shall opine as to whether the trees are sufficiently established to release the project applicant(s) from continuing to irrigate and maintain the plantings. Any replacement trees which die before the end of the irrigation and maintenance obligations shall be replaced at a 1:1 ratio.*	Protect heritage oak trees by making every reasonable attempt, and if inevitable, submit a justification statement to the City's Community Development Director, identify oak trees to be removed on the site plan, and replace oak trees inch by inch.	Full Specific Plan, Area A, and Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.4-13: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on federally protected wetlands defined by Section 404 of the Clean Water Act through direct removal, placement of fill, hydrological interruption, or by other means and would result in fill of jurisdictional wetlands or other protected waters.	***3.4-13:*** *The project applicant shall implement Mitigation Measure 3.4-1.*	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.	See Mitigation Measure 3.4-1.
3.4-14: Implementation of the proposed project could contribute to cumulative loss and/or degradation of vernal pool habitat, and the loss of special-status vernal pool crustaceans or amphibians.	***3.4-14:*** *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.*	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.	See Mitigation Measures 3.4-1, 3.4-2, and 3.4-3.
3.4-15: Implementation of the proposed project could contribute to cumulative loss and/or degradation of rare plant populations.	***3.4-15:*** *The project applicant shall implement Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.*	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.	See Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-4.
3.4-16: Implementation of the proposed project could contribute to cumulative loss of western pond turtle and/or degradation of potential habitat.	***3.4-16:*** *The project applicant shall implement Mitigation Measure 3.4-5.*	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.	See Mitigation Measure 3.4-5.
3.4-17: Implementation of the proposed project could contribute to cumulative loss or disturbance of nesting birds and the loss or degradation of special-status bird habitat.	***3.4-17:*** *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-6.*	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.	See Mitigation Measures 3.4-2 and 3.4-6.
3.4-18: Implementation of the proposed project could contribute to cumulative loss of valley elderberry longhorn beetle and/or degradation of potential habitat.	***3.4-18:*** *The project applicant shall implement Mitigation Measure 3.4-7.*	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.	See Mitigation Measure 3.4-7.
3.4-19: Implementation of the proposed project could contribute to cumulative changes to surface water quality in Auburn Ravine that could affect Central Valley steelhead and Chinook salmon due to the widening or construction of bridges within western Placer County.	***3.4-19:*** *The project applicant shall implement Mitigation Measure 3.4-8.*	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.	See Mitigation Measure 3.4-8.
3.4-20: Implementation of the proposed project could contribute to a cumulative substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by CDFW or USFWS.	***3.4-20:*** *The project applicant shall implement Mitigation Measures 3.4-2 and 3.4-9.*	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.	See Mitigation Measures 3.4-2 and 3.4-9.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.5 Climate Change						
3.5-1: Construction and operation of the proposed project would result in a cumulatively considerable increase in greenhouse gas (GHG) emissions that could conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions.	***3.5-1:*** *The following mitigation measures are based on measures identified by the project applicant, by the PCAPCD, by the California Attorney General, and by CAPCOA. The following measures focus primarily on non-transportation energy efficiency. Measures associated with reducing transportation emissions have already been incorporated into the GHG emission estimates shown in Table 3.5-1. The following measures will ensure that all Title 24 requirements are met and will further reduce GHG emissions through energy efficiency improvements.* *All residential buildings shall:* • *Meet or exceed CalGreen Tier 2 requirements in place at the time of Building Permit issuance.* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Include a tankless water heating system, a whole house ceiling fan, and "Energy Star" appliances (stoves, dishwashers, and any other appliances typically included within the initial installation by the builder).* • *Include an energy efficient air conditioning unit(s) that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Include programmable thermostat timers.* • *Include exterior outlets on all single-family and multi-family buildings to allow the use of electrically-powered landscape equipment.* • *Include wiring for at least one electric car charging station.* • *Meet the 2016 Plumbing Code on all residences to reduce indoor and outdoor water use in installing low-flow bathroom faucets, kitchen faucets, toilets, and showers, and landscaping that uses water-efficient, drought resistant plants, and water-saving irrigation systems. Additionally, all residential units shall be pre-plumbed to enable the reuse of graywater systems.* • *Not include wood-burning fireplaces, woodstoves, and other similar wood-burning devices. This prohibition shall be included in any covenants, conditions, and restrictions (CC&Rs) that are established.* • *Provide covered storage facilities for securing bicycles for 15 percent or more of building occupants (multi-family housing units).* • *Prior to issuance of an occupancy permit, the applicant shall establish tree planting guidelines that require residents to plant trees to shade buildings primarily on the west and south sides of buildings. Recommended use of deciduous trees (to allow solar gain during the winter) and direct shading of air conditioning systems shall be included in the guidelines.* *All non-residential structures within the Plan Area shall:* • *Be pre-plumbed and structurally engineered for the future installation of a complete solar energy system.* • *Install photovoltaic rooftop energy systems on all community buildings and any commercial buildings over 100,000 square feet.* • *Use "Energy Star" rated (or greater) roofing materials.* • *Use both indoor and outdoor energy efficient lighting that meets or exceeds Title 24 requirements.* • *Include an energy efficient heating system and an air conditioning system that exceeds the SEER ratio by a minimum of two points at the time of building permit issuance.* • *Only use low flow water fixtures such as low flow toilets, faucets, showers, etc.* • *Only use programmable thermostat timers.* • *Include enough bike parking facilities to meet peak demand. Bike parking shall also be included near all transit locations that are developed during the course of this Plan. This will include providing secure bicycle racks and/or storage within 200 yards of a building entrance for five percent or more of all Full Time Equivalent (FTE) staff (measured at peak periods) and provide showers and changing facilities in the*	Meet all Title 24 requirements.	Full Specific Plan	Project applicant	Prior to construction	Placer County Air Pollution District, City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	building, or within 200 yards of a primary staff building entrance, for 0.5 percent of FTE staff (measured at peak periods), or • *Provide secure bike racks and/or storage within 200 yards of a public building entrance according to the following guidelines based on project square footage:* • *Up to 5,000 square feet, two or more bicycle racks,* • *5,001 – 20,000 square feet, three or more bicycle racks,* • *20,001 – 50,000 square feet, six or more bicycle racks,* • *More than 50,000 square feet, ten or more bicycle racks.* • *Install two 110/208 volt power outlets for every two loading docks.* • *Reserve a minimum of five percent of the total customer parking spaces within commercial and retail parking lots for electric vehicles, hybrid vehicles, alternative fueled vehicles, and carpools.* • *Install electric vehicle charging stations for a minimum of three percent of the total vehicle parking capacity of the site.* • *Include pedestrian-friendly paths and cross walks in all parking lots.* • *Pave all parking lots with reflective coatings (albedo = 0.30 or better). This measure is considered feasible if the additional cost is less than 10 percent of the cost of applying a standard asphalt product.* *In addition to the above measures, the following shall also be incorporated:* • *Prior to project approval, the applicant shall only show energy efficient lighting for all street, parking, and area lighting associated with the V5SP. The applicant shall also work to limit the hours of operation of outdoor lights through the use of timers and/or motion sensors, to the extent that these strategies do not compromise public safety.* • *Any new park areas within the Plan Area shall include bicycle racks at appropriate locations and a community notice board and information kiosk within information about community events, ridesharing, and commute alternatives.* • *Prior to issue of an occupancy permit within the Plan Area, the applicant shall create informational materials informing occupants of the alternative travel amenities provided, including ridesharing and public transit availability schedules and the Plan Area's pedestrian bicycle, and equestrian paths to community centers, shopping areas, employment areas, schools, parks, and recreation areas.* • *Maximize the amount of drought tolerant landscaping by minimizing the amount of turf in all areas where this option is feasible.*					
3.6 Cultural Resources						
3.6-1: Implementation of the proposed project would adversely impact historic architectural resources directly through demolition or substantial alteration, or indirectly through changes to historical setting.	***3.6-1:*** *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, documenting and evaluating resources 45 years or older within and adjacent to the project footprint for listing in the California or National Registers;* • *A report disseminating the results of this research; and,* • *Recommendations for additional mitigation to resolve adverse impacts to recorded cultural resources.* *The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History, and can be compiled in the same document as Mitigation Measure 3.6-2(a). Demolition or substantial alteration of all previously recorded historic resources, including significant historic resources encountered during the survey and evaluation efforts, shall be avoided. Any alterations, including relocation, to historic buildings or structures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If avoidance of identified historic resources is deemed infeasible, the City shall prepare a treatment*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	Prior to project-level development plan submittal	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	plan to include, but not limited to, adaptive reuse, photo-documentation and public interpretation of the resource. *If avoidance, adaptive reuse, or relocation of an historic resource is determined infeasible, a qualified architectural historian shall be retained to document the affected historic resource in accordance with the National Park Service's Historic American Buildings Survey (HABS) and/or Historic American Engineering Record (HAER) standards. Such standards typically include large format photography using (4x5) negatives, written data, and copies of original plans if available. The HABS/HAER documentation packages shall be archived at local libraries and historical repositories, as well as the Northwest Information Center of the California Historical Resources Information System. Public interpretation of historic resources at their original site shall also occur in the form of a plaque, kiosk or other method of describing the building's historic or architectural importance to the general public. These mitigation actions will be undertaken at the developer's expense.*					
3.6-2: Implementation of the proposed project could result in damage or destruction of known or previously unidentified unique archaeological resources.	***3.6-2(a):*** *When project-level development plans outside of Area A or Windsor Cove are submitted to the City of Lincoln for approval, the project proponent shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum:* • *An updated records search at the North Central Information Center;* • *An intensive cultural resources survey, including subsurface presence/absence studies as appropriate;* • *Contact and coordination with the Native American Heritage Commission and interested and involved local tribes;* • *A report disseminating the results of this research that evaluates the eligibility of recorded resources for inclusion in the National and California Registers; and,* • *Recommendations for additional cultural resources investigations necessary to mitigate adverse impacts to recorded and/or undiscovered archaeological resources.* *Additional cultural resources investigations may include testing and evaluation of archaeological resources, as well as data recovery efforts. If a significant unique archaeological resource is present that could be adversely impacted by a project, the project proponent shall:* *a) In consultation with the lead agency and archaeologist, determine if preservation in place is feasible. Consistent with State CEQA Guidelines section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement; or* *b) Design and implement an Archaeological Research Design and Treatment Plan (ARDTP). If avoidance is not feasible, the project proponent shall hire a Secretary of the Interior-qualified archaeological consultant who shall prepare a draft ARDTP that shall be submitted to the City of Lincoln for review and approval. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context, reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative before being finalized, curation of artifacts and data at a local facility acceptable to the appropriate Native American representative, and dissemination of final confidential reports to the appropriate Native American representative, the Northwest Information Center of the California Historical Resources Information System, the City, and interested professionals.*	Complete a cultural resources investigation.	Full Specific Plan, apart from Area A and Windsor Cove	Project applicant	During plan submittal	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.6-2(b): *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering archaeological resources, the appearance and types of resources likely to be seen during construction activities, and the proper notification procedures to follow should archaeological resources be encountered. This worker training shall be prepared and presented by a qualified archaeologist.* *If archaeological resources are discovered during earth-moving activities, the requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/ Paleontological Resources) shall be followed, as described herein. In the event of accidental discovery during construction, all work must halt within a 100-foot radius of the discovery if subsurface deposits believed to be cultural or human in origin are discovered during construction. A qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. A Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the NAHC, will be required if the nature of the unanticipated discovery is prehistoric.* *Work cannot continue within the no-work radius until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the California or National Registers.* *If a potentially eligible resource is encountered, then the lead agency shall require the project proponent to arrange for either 1) total avoidance of the resource, if feasible or 2) test excavations to evaluate eligibility and, if eligible, potentially data recovery as mitigation. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met. Curation of any identified resources would be determined through consultation between the archaeologist, project proponent, and lead agency during the course of analysis.*	Inform construction personnel about the possibility of archaeological resource discovery during construction.	Full Specific Plan	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-3: Ground-disturbing construction associated with implementation of the proposed project could result in disturbance or destruction of a paleontological resource.	***3.6-3:*** *Before the start of grading or excavation activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and the proper notification procedures to follow should fossils be encountered. This worker training shall be prepared and presented by a qualified paleontologist.* *If paleontological resources are discovered during earth-moving activities the following requirements of General Plan Policy OSC-6.7 (Discovery of Archaeological/Paleontological Resources) will be followed: the construction crew shall immediately cease work and the Planning Department shall be notified immediately if any paleontological resources (e.g., fossils) are uncovered during construction. All construction must stop in within 100 feet of the find and a paleontologist shall be retained to evaluate the resource and prepare and implement a proposed mitigation plan, including curation, in accordance with Society of Vertebrate Paleontology guidelines.*	Inform construction personnel about the possibility of fossil discovery during construction.	Full Specific Plan, Area A, Windsor Cove	Project applicant	Before grading or excavation	City of Lincoln Community Development Department
3.6-4: Ground-disturbing activities associated with construction of the proposed project could result in damage to previously unidentified human remains.	***3.6-4:*** *a) Implement Mitigation Measure 3.6-2(b).* *b) In the event that evidence of human remains is discovered, the following requirements of General Plan Policy OSC-6.10 (Discovery of Human Remains) shall be followed. Construction activities within any area reasonably suspected to overlie adjacent human remains shall be halted or diverted. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and Assembly Bill (AB) 2641 shall be implemented. Specifically, the discovery shall be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner will notify the NAHC which will then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the PRC). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with*	See Mitigation Measure 3.6-2(b). Follow Lincoln General Plan Policy OSC-6.10 in the event of discovery of human remains.	See Mitigation Measure 3.6-2(b). Full Specific Plan	See Mitigation Measure 3.6-2(b). Project applicant	See Mitigation Measure 3.6-2(b). During construction	See Mitigation Measure 3.6-2(b). Native American Heritage Commission, City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a document with the county in which the property is located (AB 2641). The United Auburn Indian Community (UAIC) Tribal Council shall be solicited their input as part of the mitigation process.					
	Tribal Cultural Resources Mitigation Measure 1 *The following language shall be noted on any project Improvement Plans involving the Village 7B project site, subject to review and approval by the City of Lincoln Community Development Department:* *The project proponent or their construction contractor shall comply with the following measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities associated with the Village 7B project site:* • *Native American Tribes are experts in their Tribal Cultural Resources (TCRs) who have the statutory authority and expertise to identify sites or objects of cultural value to their Tribe and to recommend appropriate treatment and final disposition of such sites or objects.* • *The project proponent shall contact the UAIC at least two weeks prior to project ground-disturbing activities to retain the services of a Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.* • *A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities on Assessor's Parcel Number (APN) 021-350-046 within the Village 7B project site. All ground-disturbing activities in this area shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the UAIC. Spot checking shall be permitted on the following APNs: 021-263-006, 021-263-014, 021-263-022, 021-263-023, 021-350-006, 021-350-023, 021-350-027, 021-350-038, 021-350-039, and 021-350-040.* • *Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.* *A) Appropriate treatment of TCRs may include but is not limited to:* *B) Recordation of the resource(s)* *C) Avoidance and preservation of the resource(s)* • *Reburial of the resource(s) onsite in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.* • *To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log.* • *The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.* • *The Tribal Monitor(s), in consultation with the UAIC THPO and the City, shall determine an end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.* • *In the event the Tribal Monitor(s) does not report to the job site at the scheduled time after receiving proper notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a tribal monitor, shall suspected TCRs be mishandled or disrespected.* • *The City shall assist with resolution of disagreements between the project proponent/contractor and the Tribe if such occurs on the project.*	Comply with measures to assist with identification and treatment of TCRs during earthmoving activities.	Village 7B area	Project applicant	Prior to approval of improvement plans and during construction activities.	City of Lincoln Community Development Department
	Tribal Cultural Resources Mitigation Measure 2	Consult with the UAIC if any suspected TRCs or resources of cultural significance to	Village 7B area	Project Applicant	Immediately, following the discovery of any suspected TCRs or resources of	City of Lincoln Community Development Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	The following mitigation measure is intended to address the identification and treatment of unanticipated discoveries of potential tribal cultural resources (TCRs) or resources of cultural significance to UAIC during ground disturbing activities. • *If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.* • *A Tribal Representative and the City of Lincoln shall be immediately notified, and the Tribal Representative in coordination with the City of Lincoln shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.* • *Treatment and Documentation:* A. *The culturally affiliated Tribe shall consult with the City of Lincoln to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.* B. *The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.* C. *The construction contractor(s) and City of Lincoln shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.* D. *Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.* E. *Work at the TCR discovery location shall not resume until authorization is granted by the City of Lincoln in coordination with the culturally affiliated Tribe.* F. *If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Placer County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.*	UAIC are discovered during construction activities.			cultural significance to UAIC during construction activities.	Placer County Coroner
3.6-5: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would result in significant cumulative impacts on historic architectural resources.	***3.6-5:*** *Implement Mitigation Measure 3.6-1.*	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.	See Mitigation Measure 3.6-1.
3.6-6: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in	***3.6-6:*** *Implement Mitigation Measures 3.6-2(a) and (b).*	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).	See Mitigation Measures 3.6-2(a) and 3.6-2(b).

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
significant cumulative impacts on unique archaeological resources.						
3.6-7: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on paleontological resources.	***3.6-7:*** *Implement Mitigation Measure 3.6-3.*	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.	See Mitigation Measure 3.6-3.
3.6-8: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts on human remains.	***3.6-8:*** *Implement Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).*	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).	See Mitigation Measure 3.6-2(b) and Mitigation Measure 3.6-4(a) and (b).
3.7 Energy						
3.7-1: Construction of the proposed project would not use fuel and energy in an unnecessary, wasteful, or inefficient manner during project construction.	***3.7-1:*** *The applicant(s) shall implement the following mitigation measures for each phase of development in the time frames provided:* *a) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.* *Prior to approval of grading or improvement plans, (whichever occurs first), the applicant(s) shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will meet Tier 4 emission standards or the equivalent Tier standards established by the State in place at the time of construction. If Tier 4 equipment is unavailable for any equipment type, the prime contractor shall notify the PCAPCD that Tier 3 off-road equipment will be utilized.* *c) During construction, the contractor shall utilize existing power sources (e.g., electricity) or clean fuel (e.g., propane, gasoline, biodiesel, and/or natural gas) generators rather than temporary diesel power generators, to the degree feasible.* *d) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment.* *e) Signs shall be posted in the designated queuing areas of the construction site to limit idling to a maximum of 5 minutes.* *f) Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated*	Provide inventory of construction vehicles and equipment and calculations, utilize existing power sources and clean fuel to the degree feasible, minimize idling time to five minutes, provide sign indicating idle time limit, and maintain all construction equipment in working condition.	V5SP and Area A	Project applicant	During each corresponding phase of development	Placer County Air Pollution District, City of Lincoln Community Development Department
3.8 Geology, Soils, and Seismicity						
3.8-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	***3.8-2(a):*** *Implement Mitigation Measure 3.10-1(a) and (b).* *a) Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the*	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).	See Mitigation Measure 3.10-1(a) and (b).

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit. *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation.* *v. Prior to approval of a grading or building permit, the applicant shall cause the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.* *vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.*					
	b) Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below. *i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.* *ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.*					

TABLE 4-1
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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement. *iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.* *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*					
3.9 Hazards and Hazardous Materials						
3.9-2: The proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	***3.9-2:*** *a) Prior to final project design or if none is required, any earth-disturbing activities at the project site, the City shall require that the applicant conduct a Phase I Environmental Site Assessment (Phase I ESA) areas that are not already evaluated in an existing Phase I ESA. The Phase I ESA shall be prepared by a Registered Environmental Assessor (REA) or other qualified professional to assess the potential for contaminated soil or groundwater conditions at the project site. The Phase I ESA shall include a review of appropriate federal and State hazardous materials databases, as well as relevant local hazardous material site databases for hazardous waste on-site and off-site locations within a one-quarter mile radius of the area of analysis. The Phase I ESA shall also include a review of existing or past land uses and aerial photographs, summary of results of reconnaissance site visit(s), and review of other relevant existing information that could identify the potential existence of contaminated soil or groundwater. If no contaminated soil or groundwater is identified, or the Phase I ESA does not recommend any further investigation, then no further action is required.*	Conduct a Phase I ESA for all other areas not yet evaluated.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
	b) If existing hazardous materials contamination is identified during the execution of Mitigation Measure 3.9-2(a), and the future Phase I ESA recommends further review, the applicant shall retain an REA to conduct follow-up sampling to characterize the contamination and to identify any required remediation that shall be conducted, consistent with applicable regulations prior to any earth-disturbing activities. The environmental professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, a summary of anticipated contaminants and contaminant concentrations at the proposed construction site, and recommendations for appropriate handling of any contaminated materials during construction. These recommendations shall be implemented and the site shall be deemed remediated by the appropriate agency (e.g., DTSC, PCDEHS) or the County shall issue a No	Conduct a follow-up study in the event that further review is needed.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Further Action (NFA) letter prior to earth disturbance continuing in the vicinity of the contamination.					
	c) If unidentified or suspected contaminated soil or groundwater (stained soil, noxious odors) is encountered during site preparation or construction activities, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by an REA or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, and recommendations for appropriate handling and disposal. Site preparation or construction activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the applicable regulatory agency.	Stop work in the event hazardous materials are found.	Full Specific Plan and Area A	Project contractor	During construction	City of Lincoln Community Development Department
3.9-4: The proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, create a significant hazard to the public or the environment.	***3.9-4(a):*** *During construction, the contractor shall cease any earthwork activities upon discovery of any suspect soils or groundwater (e.g., petroleum odor and/or discoloration) during construction in accordance with a Soil and Groundwater Management Plan prepared for the project by a qualified environmental consultant and approved by the Placer County Department of Environmental Health Services (PCDEHS). The contractor shall notify the PCDEHS upon discovery of suspect soils or groundwater and retain a qualified environmental firm to collect soil and/or groundwater samples to confirm the level of contamination that may be present. If contamination is found to be present, any further proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. Any contaminants identified as exceeding human health risk levels, shall be delineated, removed, and disposed of offsite in compliance with the receiving facilities requirements under the direction of PCDEHS. The contractor shall follow all procedural direction given by PCDEHS and in accordance with the Soil and Groundwater Management Plan prepared for the site to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with Section 31303 of the California Vehicle Code and the requirements of the licensed receiving facility.*	Stop work in the event suspect soils or groundwater is found.	Full Specific Plan, Area A, and Windsor Cove	Project contractor	During construction	City of Lincoln Community Development Department
	3.9-4(b): *Conduct a Phase II Environmental Site Assessment on the Morse Property at 200 South Dowd Road (APN 021-081-008) in order to sample the underlying soil beneath a concrete saddle that formerly supported an above ground diesel tank and the footprint of a former barn that included an above ground gasoline tank. Follow the recommendations in the Phase II ESA.*	Conduct a Phase II ESA.	Windsor Cove	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.9-6: The proposed project would not result in a safety hazard for people residing or working in the project area for a project within the vicinity of a private airstrip.	***3.9-6:*** *Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	Purchase and/or relocate airstrip easement.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	Placer County Recorder's Office, City of Lincoln Community Development Department
3.9-7: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	***3.9-7:*** *Prior to construction, the applicant for any phase of construction shall require the construction contractor(s) to prepare and enforce a traffic control plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. This traffic control plan shall reduce potential traffic safety hazards and ensure adequate access for emergency responders. The applicant and construction contractor(s) shall coordinate development and implementation of this traffic control plan with the City of Lincoln, as appropriate. To the extent applicable, this traffic control plan shall conform to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control). The traffic control plan shall provide, but not be limited to, the following elements:* • *Circulation and detour plans to minimize impacts on local road circulation during road and lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone.* • *Identifying truck routes designated by Placer County, where applicable. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible.* • *Sufficient staging areas for trucks accessing construction zones to minimize the disruption of access to adjacent existing public right-of-ways.*	Prepare and enforce a traffic control plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by onsite inspectors.* • *Scheduling truck trips outside the peak morning and evening commute hours to the extent possible.* • *Limiting the duration of road and lane closures to the extent possible.* • *Storing all equipment and materials in designated contractor staging areas on or adjacent to the worksite, such that traffic obstruction is minimized.* • *Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone.* • *Coordinating construction administrators of police and fire stations (including all fire protection agencies). Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable.* • *Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.*					
3.9-14: The proposed project, combined with other cumulative development, could impair the implementation of or physically interference with an adopted emergency response plan or emergency evacuation plan.	***3.9-14:*** *Implement Mitigation Measure 3.9-7.*	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.	See Mitigation Measure 3.9-7.
3.10 Hydrology						
3.10-1: Implementation of the proposed project could violate water quality standards or waste discharge requirements.	***3.10-1(a):*** *Storm Water Pollution Prevention Plan – Project Construction* *Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City Public Works Department and CVRWQCB, a Storm Water Pollution Prevention Plan (SWPPP) detailing measures to control soil erosion and waste discharges during construction. The SWPPP shall include an erosion control and restoration plan, a water quality monitoring plan, a hazardous materials management plan, and post-construction BMPs. The BMPs shall be maintained until all areas disturbed during maintenance have been adequately stabilized.* *Prior to the commencement of any construction activities (as they are phased), including grading, the project applicant shall submit of a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the 2012-0006-DWQ Permit.* *i. The specific BMPs that would be incorporated into the SWPPP shall be determined during the final stages of the proposed Project design. The SWPPP shall include specific practices to minimize the potential that pollutants will leave the site during construction. Such practices include establishing designated equipment staging areas, minimizing disturbance of soils and existing vegetation, protection of spoils and soil stockpile areas, and equipment exclusion zones prior to the commencement of any construction activity; designating equipment washout areas; and establishing proper vehicle fuel and maintenance practices.* *ii. The applicant shall require contractors using and/or storing hazardous materials, such as vehicle fuels and lubricants, to do so in designated staging areas located away from surface waters according to local, state, and federal regulations as applicable.* *iii. All contractors conducting maintenance-related work shall be required to prepare and implement a SWPPP to control soil erosion and waste discharges of other maintenance-related contaminants. The general contractor and subcontractor(s) conducting the work shall be responsible for preparing or implementing the SWPPP, regularly inspecting measures, and maintaining the BMPs in good working order. Maintenance vehicles and equipment shall be checked daily for leaks and shall be properly maintained to prevent contamination of soil or water from external grease and oil or from leaking hydraulic fluid, fuel, oil, and grease.* *iv. Methods and materials used for herbicide and pesticide application shall be in accordance with label directions, DWR's most current guidelines on herbicide and*	Prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department and the Central Valley, and submit a Notice of Intent to the State Water Resources Control Board (SWRCB)	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance for SWPPP, and prior to phased construction for NOI	City of Lincoln Public Works Department and Central Valley Regional Water Quality Control Board (CVRWQCB) for SWPPP and State Water Resources Control Board (SWRCB) for NOI

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	pesticide use, and with laws and regulations administered by the Department of Pesticide Regulation. *v. Prior to approval of a grading or building permit, the applicant shall cause the preparation of and implementation of a Spill Prevention and Control Plan (SPCP). The SPCP shall be accessible on site at all times prior to initiation of maintenance activities, and throughout the activities. The SPCP shall identify the spill control materials that must be fully stocked on site at all times and include a plan for the emergency cleanup of any spills of fuel or other materials that may be released. Maintenance Yard staff shall be provided the necessary information from the SPCP to prevent or reduce the discharge of pollutants to waters prior to commencement of construction activities and provide all necessary protocols to contain any spill that might occur. Any such spills, and the cleanup efforts, shall be reported by the on site contractor in an incident report to Placer County Environmental Health as the Certified Unified Program Agency or as directed by Environmental Health.* *vi. Any in-water work shall be conducted in accordance with requirements as contained in the Clean Water Act Section 401 and 404 permits, California Fish and Game Code section 1602 Streambed Alteration Agreement, and any other applicable regulatory permits or agreements.*					

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	3.10-1(b): *Water Quality BMPs – Project Operation* *Prior to approval of final improvement plans, the project applicant shall prepare a Water Quality Management Plan that meets all the requirements described below.* *i. The Water Quality Management Plan shall include the proposed water quality facilities and shall be prepared in accordance with Section 8.60.400 of the City's Municipal Code for City review and approval. The Water Quality Management Plan shall be consistent with goals and standards established under federal and state non-point source National Pollutant Discharge Elimination System regulations, the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin water quality objectives, the City's Post-Construction Stormwater Runoff Control Ordinance, and Low-Impact Development (LID) alternatives for stormwater quality control per Public Facilities and Services Implementation Measure 3.0 of the adopted 2050 General Plan.* *ii. The Water Quality Management Plan shall include a description of all non-structural BMPs and include Covenants, Codes, and Restrictions (CC&Rs), or similar regulatory mechanism, to enforce implementation of non-structural BMPs. Non-structural BMPs shall include, but not be limited to, "good housekeeping" practices for materials storage and waste management, storm drain system stenciling, landscape chemical use guidelines, and street sweeping.* *iii. The Water Quality Management Plan shall also include the method or methods for funding the long-term maintenance of the proposed water quality facilities during project operation, which the City shall consider and implement.* *iv. All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the Stormwater Quality Design Manual adopted by the City for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be included for long-term maintenance of BMPs and shall be designed at a minimum in accordance with the Section 10, Drainage, of the City of Lincoln Design Criteria and Procedures Manual and the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. All BMPs shall reflect the Best Available Technologies (BAT) available at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs.* *v. To comply with the requirements of the Placer County Mosquito and Vector Control District, all BMPs shall be designed to discharge all waters within 96 hours of the completion of runoff from a storm event. All graded areas must drain so that no standing water can accumulate for more than 96 hours within water quality facilities.* *vi. Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e. sediment, oil/grease, etc.), as approved by the City. Examples of these BMPs include, but are not limited to, grass strips, bioretention, bioswales, composite/treatment train BMPs, detention basins (surface/grass-lined), media filters (mostly sand filters), porous pavement, retention ponds (surface pond with a permanent pool), wetland basins (basins with open water surface), a combined category including both retention ponds and wetland basins, and wetland channels (swales and channels with wetland vegetation). The Water Quality Plan shall include plans for the maintenance of proposed BMPs. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.*	Prepare a Water Quality Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to final improvement plan approval	City of Lincoln Community Development Department
3.10-3: Implementation of the proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	***3.10-3:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.10-4: Implementation of the proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which could result in flooding on- or off-site.	***3.10-4:*** *The project applicant(s) shall implement Mitigation Measure 3.10-1and demonstrate that the final design of the onsite drainage improvements will comply with the requirements established in the V5 Drainage Master Plan.*	Implement Mitigation Measure 3.10-1 and demonstrate that final design of the drainage components will be compliant with the Village 5 Drainage Master Plan.	Full Specific Plan and Area A	Project applicant	See Mitigation Measure 3.10-1.	City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-5: Implementation of the proposed project could create or contribute runoff water which would provide substantial additional sources of polluted runoff.	***3.10-5:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.10-7: Implementation of the proposed project could place within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, or within a 200-year floodplain, housing or structures which would impede or redirect flood flows.	***3.10-7:*** *Prior to the issuance of a grading permit, the project applicant shall demonstrate to the City of Lincoln that it has received an encroachment permit from the Central Valley Flood Protection Board (CVFPB) for construction to be located within the 100-year and 200-year flood zone, and any other necessary state or federal permits. As part of the CVFPB permit process, the project applicant must demonstrate that the proposed improvements including storm drain outfalls and bridge supports will not result in an increase in water surface elevation consistent with CVFPB requirements as described in the California Code of Regulations, Title 23, Waters, Division 1, Central Valley Flood Protection Board, Article 8 Standards, including Sections 113 and 128, Bridges. Also, prior to the issuance of a grading permit, the City Engineer shall review plans for compliance with Chapter 15.32, Flood Damage Prevention, of the Lincoln Municipal Code and the City of Lincoln, Department of Public Works, Design Criteria and Procedures Manual, to confirm that proposed bridges, as designed, would not substantially impede or redirect flood flows. The City Engineer shall confirm that any proposed bridge is constructed in accordance with the approved plans.*	Demonstrate to the City that the applicant has received a CVFPB encroachment permit.	Full Specific Plan and Area A	Project applicant	Prior to grading permit issuance	CVFPB, City of Lincoln Public Works Department, City of Lincoln Community Development Department
3.10-8: Implementation of the proposed project could contribute to cumulative violations of water quality standards or waste discharge requirements by increasing runoff, providing additional sources of polluted runoff, or otherwise degrading water quality.	***3.10-8:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.10-10: Implementation of the proposed project could contribute to cumulative substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	***3.10-10:*** *The project applicant shall implement Mitigation Measure 3.10-1.*	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.	See Mitigation Measure 3.10-1.
3.11 Land Use						
3.11-1: Implementation of the proposed project would conflict with adjacent land uses.	***3.11-1:*** *Where residential uses would be located adjacent to parcels where agricultural operations are permitted, including livestock grazing and/or confinement, the applicant shall provide to all homebuyers notice in a transfer deed regarding the Agricultural Overlay District and required buffers and/or setbacks, as well as agricultural operations and potential nuisance activities that could occur on lands adjacent to the homesite. The applicant shall provide the City with draft notice language to be included in each deed prior to pulling the first building permit.*	Provide notice in a transfer deed regarding the Agricultural Overlay District and required buffers, setbacks, and potential agricultural operations and nuisance activities that could occur. Provide draft language for the City to include within each deed.	Full Specific Plan and Area A	Project applicant	Prior to building permit issuance	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.11-2: Implementation of the proposed project would create conflicting land uses within the Plan Area.	***3.11-2:*** *i) The project applicant shall implement Mitigation Measure 3.1-4.* *During the design review process, the applicant shall adhere to the following measures to reduce impacts from light and glare:* *a) All light standards shall be shielded and directed downward so that light shall not emit higher than a horizontal level.* *b) Reflective surfaces of multi-story buildings facing streets, open spaces, parks, and residential neighborhoods shall be oriented to avoid generating glare that could create a nuisance or safety hazard.* *c) For parks or other facilities anticipated to include nighttime activities, the site and placement of overhead lighting shall be designed to minimize exposure of adjacent properties to spillover light and minimize the amount of light that would be visible above the horizontal plane of the light fixture.* *d) Normal operating hours for lighting related to nighttime recreational activities shall be until 10:00 p.m. on Sunday through Thursday and on Friday and Saturday until 11:00 p.m. to reduce the disruption to adjacent properties. to reduce the disruption to adjacent properties. Special events that would require lighting beyond normal operating hours would be subject to a permit to be issued by the City.* *ii) The project applicant shall implement Mitigation Measure 3.11-1.* *iii) The project applicant shall implement Mitigation Measure 3.12-6, which requires as follows:* *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA Ldn outdoor and 45 dBA Ldn indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less*	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.	See Mitigation Measure 3.1-4.

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.12 Noise						
3.12-1: Construction of the proposed project could temporarily increase ambient noise levels.	***3.12-1:*** *The City shall ensure construction contractors for each project phase comply with the following mitigation measures:* *a) Construction hours shall be limited to those allowed in the City's Public Facilities Improvement Standards between 7:00 a.m. to 7:00 p.m., Monday through Friday If construction is necessary on Sunday and Holidays the applicant shall submit a written request to the Director of Public Works or City Engineer, as applicable, 72-hours prior to the desired construction. If work is allowed outside aforementioned work hours, the applicant shall have a copy of the written approval available at the work site.* *b) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers.* *c) Equipment warm up areas, water tanks and equipment storage areas shall not be located closer than 200 feet from existing residences.* *d) Applicant shall provide two weeks advanced notice to all residences located within 300 feet of construction activities, including the approximate start date and duration of such compaction activities.* *e) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed project construction shall be hydraulically or electrically powered where available to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where available; this could achieve a reduction of 5 dBA.* *f) Appropriately sized noise barriers or shielding shall be erected for construction work involving heavy duty construction equipment if occurring within 300 feet of receptors for an extended period of time (more than 2 weeks).*	Abide by construction requirements per the City	(Full Specific Plan and Area A)	Construction contractors	During construction	City of Lincoln Community Development Department
3.12-2: Construction of the proposed project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	***3.12-2:*** *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.
3.12-3: Implementation of the proposed project would expose noise-sensitive land uses to transportation noise levels in excess of the City of Lincoln General Plan noise standard or result in a substantial permanent increase in ambient transportation-related noise above existing levels.	***3.12-3:*** *Prior to approval of the tentative subdivision map (TSM) for any residential uses located adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane), the TSM applicant shall submit to the City an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively. The noise study shall identify the measures to be utilized and the noise attenuation attributable to each feature. Noise attenuating features may include, but are not limited to:* *a) Construct noise barriers (walls and/or berms), as appropriate on a site-specific basis, to reduce traffic noise levels at noise-sensitive land uses, which have been found to be significantly impacted by traffic noise. A concrete cinderblock noise barrier must completely block line-of-sight between the source and receptor, and can reduce traffic noise levels by at least 10 dB. Any noise walls shall be landscaped with vines (to be fully covered within three years) and shall be landscaped in accordance with the General Development Plan (GDP).* *b) Design and construct residential buildings adjacent to Dowd Road (between Mavis Avenue and Nicolaus Road), Mavis Road (between Dowd Road and Nelson Lane), Old Nelson Lane (between Moore Road and SR 65) and SR 65 (between Wise Road and south of Nelson Lane) so that their external activity areas are not within line-of-sight of these roadways. This could result in noise reductions of at least 3 dB.* *c) Repaving impacted roadways with "quiet" pavement types such as rubberized concrete. Roadways constructed with rubberized concrete can resulted in a net decrease in traffic noise levels of approximately 4 dB compared to that created by conventional asphalt.*	Submit an acoustical study demonstrating that noise attenuation features included in the project would reduce outdoor and interior noise levels to less than the City's 60 dBA Ldn and 45 dBA Ldn noise standards, respectively	Full Specific Plan and Area A	Project applicant	Prior to approval of the tentative subdivision map	City of Lincoln Community Development Department

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Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	d) The applicant shall conduct an acoustical analysis to confirm that if the materials to be used for residential building construction would reduce interior noise levels to 45 dBA Ldn. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be required to reduce the interior noise levels to 45 dBA Ldn, and the applicant shall incorporate these features into the building design.					
3.12-4: The proposed project could result in exposure of people residing or working at the project site to excessive noise levels from a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport.	***3.12-4:*** *If a daycare center is located in Compatibility Zone C1, the applicant shall conduct an acoustical analysis to confirm that the materials to be used for construction of the commercial building housing the daycare center would result in an interior to exterior noise reduce of at least 20 dB. If the analysis determines that additional noise insulation features are required, the acoustical analysis shall identify the type of noise insulation features that would be require to result in an exterior to interior noise reduce of at least 20 dB, and the applicant shall incorporate these features into the building design.*	Conduct an acoustical analysis in the event that a daycare center is located in Lincoln Regional Airport Compatibility Zone C1	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Community Development Department
3.12-5: Implementation of the proposed project would expose people residing or working in the proposed project area to excessive noise levels for a project within the vicinity of a private airstrip.	***3.12-5:*** *The project applicant shall implement Mitigation Measure 3.9-6.* ***3.9-6*** *Prior to issuance of the first building permit within 500 feet of the airstrip, the project applicant shall purchase and/or relocate the easement and upon purchase or relocation, abandon the airstrip by filing the appropriate documentation with the Placer County Recorder's Office.*	See Mitigation Measure 3.9-6.	Full Specific Plan and Area A	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.	See Mitigation Measure 3.9-6.
3.12-6: Implementation of the proposed project would expose on-site noise-sensitive land uses to noise generated by commercial, educational and recreational activities in excess of the City of Lincoln General Plan noise standard or result in an increase in ambient noise	***3.12-6:*** *During individual phase design preparation, the applicant shall implement the following measures to assure that interior and exterior noise levels from stationary sources are below the City's standards of 60 dBA L_{dn} outdoor and 45 dBA L_{dn} indoor, respectively:* *a) The proposed land uses shall be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located no closer than 120 feet from the nearest residential dwelling or provided shielding from nearby noise sensitive land uses to meet City noise standards. Shielding must have a minimum height sufficient to completely block line-of-sight between the on-site noise source and the nearest residential dwelling to meet the City noise standards. Based on the size and placement of the HVAC units (i.e., ground level or roof top), barrier heights may range between three to six feet. Depending on the layout of the proposed loading docks, barriers that completely block line-of-sight between the loading docks and the nearest residential dwelling may not be feasible.* *b) Limit heavy truck deliveries to the daytime hours of 7:00 a.m. to 10:00 p.m. unless a site-specific acoustical study prepared to the satisfaction of the Planning Director or Chief Building Official concludes that deliveries outside of this timeframe would not adversely affect sensitive receptors.* *c) The use of loudspeakers and similar devices used within parks shall be prohibited outside the hours of 7:00 a.m. to 10:00 p.m., Sunday through Thursday, and 7:00 a.m. to 11:00 p.m. on Friday and Saturday.* *d) Commercial loading docks located within 100 feet of existing or proposed residences shall be positioned in areas shielded from view of adjacent noise-sensitive uses by intervening commercial buildings to the degree feasible. If required to reduce noise to acceptable levels, solid noise barriers shall be constructed at the boundary of commercial uses with loading docks and have a minimum height sufficient to intercept line-of-sight between heavy trucks and the affected area of the noise-sensitive uses.* *e) Signs shall be posted prohibiting idling of delivery trucks to 5 minutes or less.*	Implement the noise mitigation measures	Full Specific Plan and Area A	Project applicant	Prior to individual phase design implementation	City of Lincoln Community Development Department
3.12-7: Construction of the proposed project, including other cumulative growth, would temporarily add to cumulative noise levels in the vicinity of the proposed project site.	***3.12-7:*** *Implement Mitigation Measure 3.12-1.*	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.	See Mitigation Measure 3.12-1.

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.12-8: Construction of the proposed project, combined with other cumulative growth, would temporarily add to cumulative groundborne vibration levels in the vicinity of the proposed project site.	***3.12-8:*** *Implement Mitigation Measure 3.12-2.*	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.	See Mitigation Measure 3.12-2.
3.12-9: Increases in traffic from the proposed project, in combination with other development, could result in cumulatively considerable noise increases.	***3.12-9:*** *Implement Mitigation Measure 3.12-3.*	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.	See Mitigation Measure 3.12-3.
3.14 Public Services						
3.14-4: The proposed project could result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreation facilities or the need for new or physically altered parks or recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks and recreation services.	***3.14-4:*** *If fewer than 38.7 acres of the Regional Sports Park are available for public use, the project applicant shall either (i) provide the required additional active recreational park land; or (ii) pay the In Lieu Fee for park and recreational facilities as set forth in Lincoln Municipal Code section 17.32.010 for the difference between the demand for active recreational park (116.7 acres) and the active recreational parkland provided.*	Agree to build or pay In Lieu Fee to compensate for required additional active recreational park land.	Full Specific Plan and Area A	Project applicant	Prior to issuance of a building permit	City of Lincoln Community Development Department
3.15 Transportation						
3.15-1: Implementation of the proposed project would increase traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under existing conditions.	***3.15-1:*** *The project applicants shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program. Therefore, PFE credits would be given to the constructing party. Alternatively, the City may require the project applicants to construct the improvements and provide them with a right of reimbursement from third parties who also benefit from the improvements. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *If, in the alternative to paying the applicable PFE fees, the project applicant(s) are required to construct improvements, the following improvements would be required to restore operations to an acceptable level at each intersection.* *a) Nelson Lane / Nicolaus Road (#10):* – *Signalize the intersection when signal warrants are met. To achieve LOS C operations, it may be necessary to provide protected left-turn movements and a right-turn overlap phase for eastbound right turn movements. Northbound U-turn movements would need to be prohibited to allow for the eastbound right-turn overlap phase. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* – *Restripe the southbound approach to provide the following lane configurations:* *i. One left-turn lane, one through lane, and one shared through-right turn lane* – *Reconfigure the south leg of the intersection to provide the following lane configurations:* *i. Two northbound left turn pocket lanes* *ii. One northbound through lane* *iii. One northbound trap-right turn lane* *iv. Two southbound receiving lanes* – *Reconfigure the east leg of the intersection to provide a second westbound left-turn lane* – *Reconfigure the west leg of the intersection to include the following:*	Pay fair share costs improvements outlined included in the City of Lincoln Public Facilities Element (PFE) fee program. Or, the project applicant could construct the requested improvements and, under the City's direction, be given a right of reimbursement from third parties who benefit from the said improvements.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	i. *Restripe the eastbound shared through-right turn lane into a dedicated right-turn lane. This would result in one left-turn lane, one through lane, and one right-turn lane.* ii. *Add a second westbound receiving lane* b) *Airport Road / Nicolaus Road (#11):* – *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* – *Widen the southbound approach to add a southbound left-turn pocket* – *Widen the south leg of the intersection to include the following:* i. *One northbound left turn pocket lane* ii. *One northbound through lane* iii. *One northbound channelized free right turn lane* iv. *Two southbound receiving lanes* – *Widen the east leg of the intersection to include the following:* i. *Two westbound left turn lanes (one trap lane; one pocket lane)* ii. *Restripe the existing westbound lane to a through-right lane* iii. *Two eastbound receiving lanes (one from the eastbound through lane and one from the northbound free right-turn lane)* – *Widen the eastbound approach to include one left-turn pocket lane, one through lane, and one-right turn pocket lane.* c) *Dowd Road / Nicolaus Road (#13):* – *Signalize the intersection when signal warrants are met. If necessary to achieve LOS C operations, provide protected phasing for left-turn movements. Signalizing this intersection is identified in the Village 5 Specific Plan, and is included in the updated PFE.* – *Widen the southbound approach to add a southbound left-turn pocket* – *Widen the south leg of the intersection to include the following improvements:* i. *One northbound left turn pocket lane* ii. *One northbound through lane* iii. *One northbound trap right turn lane* iv. *Two southbound receiving lanes* – *Widen the east leg of the intersection to include the following improvements:* i. *Two westbound left turn lanes (one trap lane; one pocket lane)* ii. *Restripe the existing westbound lane to a through-right lane* – *Widen the eastbound approach to include one left-turn pocket lane, one shared through-right turn lane.* d) *Fiddyment Road / Moore Road (#15):* – *Widen the southbound approach to add a southbound right-turn pocket* e) *Dowd Road / Moore Road (#22):* – *Change the traffic control to side-street stop control for Moore Road, and free movements on Dowd Road (existing configuration is free movements on Moore Road and side-street stop control for Dowd Road).* f) *Lakeside Drive / Nicolaus Road (#32):* – *Signalize the intersection when signal warrants are met. Signalizing this intersection was identified in the previous PFE fee program for Transportation and is included in the updated PFE.* *Additional mitigation to reduce impacts of Mitigation Measures 3.15-1(b) and (c) to intersections #11 and #13.*					

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	Option 1: *g) The City shall monitor traffic conditions at the intersections of Airport Road/Nicolaus Road (#11) and Dowd Road/Nicolaus Road (#13). In addition to compliance with Mitigation Measures 3.15-1(b) and (c), the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *i. The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *ii. The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* ***Option 2:*** *g) The project applicant(s) shall apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*					
3.15-3: Implementation of the proposed project would increase traffic levels at future City of Lincoln intersections in Village 5.	***3.15-3:*** *The City shall monitor traffic conditions at the future Nelson Lane / Mavis Road intersection (#40) and shall cause the following improvements to be constructed prior to the service level degrading to LOS D:* • *Southbound: channelize the right-turn lane and add a merge lane on westbound Mavis Road to allow "free" right-turn operations* • *Eastbound: widen the eastbound approach to include a third left turn lane* • *Westbound: channelize the right-turn lane and add a merge lane on northbound Nelson Lane to allow "free" right-turn operations.* *The development agreement between the City and project applicants shall specify the timing of the construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants.* *Additional mitigation to reduce impacts to Intersection #40 if widened:* ***Option 1:*** *The City shall monitor traffic conditions at the intersection of Nelson Lane/Mavis Road (#40). In addition to compliance with Mitigation Measures 3.15-3, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *a) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *b) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* ***Option 2:*** *The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*	Monitor conditions at Nelson Lane/Mavis Road intersection and construction improvements.	Full Specific Plan and Area A	Project applicant	Prior to service level reaching LOS D	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-4: Implementation of the proposed project would increase traffic levels at intersections under the County of Placer's jurisdiction.	***3.15-4:*** *The project applicants shall pay their fair share cost towards the following recommended improvements to restore vehicle traffic operations to an acceptable LOS at each intersection.* *a) Fiddyment Road / Athens Avenue (#16):* – *Widening of the northbound approach to include a right-turn pocket lane* – *Widening of the southbound approach to include a left-turn pocket lane* – *Signalization at the intersection with a protected southbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.* *b) Fiddyment Road / W. Sunset Boulevard (#18):* – *Widening of the northbound approach to include a left-turn pocket lane* – *Signalization at the intersection with a protected northbound left-turn movement.* *There is no funding program in place for these improvements. Accordingly, the project applicant(s) shall obtain cost estimates for these improvements and determine its/their fair share payments. Once the fair share has been determined, the project applicant(s) shall pay that fair share to the City to ensure the payment goes to the above-referenced improvements.*	Pay fair share improvements for Fiddyment Road/Athens Avenue and Fiddyment Road/ West Sunset Boulevard intersections.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-6: Implementation of the proposed project would increase traffic levels at intersections maintained by Caltrans.	***3.15-6:*** *The project applicants shall pay their fair share cost towards the construction of a new interchange at SR 65 / Nelson Lane (#3), as supported by Lincoln General Plan Policy T-2.9. The timing of these payments is outlined in the development agreement. As described in Section 3.15.2, the City of Lincoln is in the process of updating its PFE fee program. This interchange is included in the City's updated PFE fee program. Therefore, the project applicants shall pay their fair share towards these improvements through the City of Lincoln's updated PFE fee program and ensure that they are constructed prior to the service level degrading to an unacceptable LOS F.* *To initiate the Caltrans project development process towards implementing the new interchange, the project applicant shall fund the preparation of a Project Study Report – Project Development Support (PSR-PDS) document for a new interchange at SR 65/Nelson Lane (#3) in coordination with the City of Lincoln and Caltrans. The Caltrans project development process will determine the ultimate configuration of the new interchange and ensure that the ultimate configuration provides acceptable operations (i.e., LOS) based on Caltrans standards. Through the Caltrans project development process, the following intersection control options may be considered in accordance with Caltrans' Intersection Control Evaluation (ICE) policy:* • *Unsignalized (side street stop controlled);* • *Roundabout – Single or multi-lane;* • *Diverging diamond interchange;* • *Signalized spread diamond;* • *Signalized single point urban interchange; or* • *Signalized partial cloverleaf.* *While the PSR-PDS process would determine the ultimate configuration of the interchange, the City and project applicant assumed a six-lane signalized partial cloverleaf interchange for this analysis based on the available footprint and the planned circulation network identified in the Village 5 Specific Plan. Since the six-lane partial cloverleaf provides the greatest capacity and has the largest footprint of the options listed above, it was determined that this configuration would verify whether an interchange would adequately mitigate the project's impact on traffic operations (i.e., if a six-lane partial cloverleaf does not meet LOS standards, additional mitigation may be necessary). Analysis presented in Table 3.15-23 shows that the six-lane signalized partial cloverleaf interchange provides acceptable operations with the following lane configurations at the interchange ramp terminal intersections:*	Pay fair share improvements for SR 65/ Nelson Lane interchange.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	• *SR 65 Northbound Ramps / Nelson Lane intersection:* *i. Northbound SR 65 off-ramp: one left-turn lane, one shared left-right turn lane, and one right turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 loop on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the northbound SR 65 slip on-ramp* • *SR 65 Southbound Ramps / Nelson Lane intersection:* *i. Southbound SR 65 off-ramp: one left-turn lane and one right-turn lane* *ii. Northbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 slip on-ramp* *iii. Southbound Nelson Lane: three through lanes, one free right-turn lane onto the southbound SR 65 loop on-ramp*					
3.15-13: The proposed project could result in temporary impacts to transportation and traffic when construction activity occurs within the Village 5 Specific Plan site.	***3.15-13:*** *Prior to the beginning of construction for each project phase, project applicants shall prepare a detailed Construction Traffic Management Plan subject to review and approval by the City Department of Public Works, in consultation with Caltrans, affected transit providers, and local emergency service providers. The Traffic Management Plan shall ensure that acceptable operating conditions are maintained on local roadways and freeway facilities. At a minimum, the plan shall include:* • *The number of truck trips, time, and day of street closures* • *Time of day of arrival and departure of trucks* • *Provision of a truck circulation pattern* • *Identification of detour routes and signing plan for street closures, if necessary* • *Maintain safe and efficient access routes for emergency vehicles* • *Manual traffic control when necessary* • *Proper advance warning and posted signage concerning street closures* • *Provisions for pedestrian and bicycle safety* *A copy of the Construction Traffic Management Plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.*	Prepare a detailed Construction Traffic Management Plan.	Full Specific Plan and Area A	Project applicant	Prior to construction	Caltrans, City of Lincoln Public Works Department
3.15-14: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an acceptable LOS under cumulative no project conditions.	***3.15-14:*** *Intersections 12, 14, 26, 32 and 33 have been incorporated into the City's update PFE program for transportation. As a result, the project applicants may mitigate by either paying their fair share cost towards the following improvements, or in the alternative to paying fees, the City may require project applicant(s) to construct the improvements identified in below. The development agreement between the City and project applicants shall specify the timing of the fair share payment or construction of these improvements, with the required timing prior to the service level degrading to LOS D, as determined by a traffic study to be funded by the project applicants:* *In the alternative to paying fees, the project applicant(s) shall construct the following improvements to restore operations to an acceptable level at each intersection.* *a) Joiner Parkway / Nicolaus Road (#12):* – *Restripe the northbound shared through-left turn lane to be a dedicated left-turn lane* – *Restripe the southbound shared through-left turn lane to be a dedicated through lane* – *Re-time the signal to provide protected northbound and southbound left-turn phasing.* *b) Old Nelson Lane / Moore Road (#14):* – *Widen Moore Road to provide an eastbound left-turn pocket and a two-way left-turn lane to allow two-stage gap acceptance for southbound left-turn movements.*	Pay fair share fees or construct necessary improvements for Intersections 12, 14, 26, 32, and 33.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	c) Joiner Parkway / Ferrari Ranch Road (#26): – *Widen the northbound Joiner Parkway approach to include a third left-turn lane* – *To provide space to receive the third northbound left-turn lane on westbound Ferrari Ranch Road, remove the channelized free right-turn lane from southbound Joiner Parkway* *d) Lakeside Drive / Nicolaus Road (#32):* – *Signalize the intersection when signal warrants are met, as stated in Mitigation 3.15-1(f). Signalizing this intersection was identified in the previous City of Lincoln PFE fee program for Transportation and is included in the updated PFE.* *e) Teal Hollow Drive / Nicolaus Road (#33):* – *Signalize the intersection when signal warrants are met.* *Additional mitigation to reduce impacts to intersection #26 if widened:* ***Option 1:*** *The City shall monitor traffic conditions at the intersection of Joiner Parkway/Ferrari Ranch Road (#26). In addition to compliance with Mitigation Measures 3.15-14, the City shall cause one of the following measures to be taken prior to the service level degrading to LOS D, as determined by a traffic study at each location to be funded by the project applicant(s):* *f) The project applicant(s) shall coordinate with the City staff to ensure signal phasing times would allow adequate time for cyclists to cross through the widened intersections during green and amber signal phases; or* *g) The project applicants' intersection designs shall eliminate free right-turn movements in exchange for right-turn overlap phases or dual right turn lanes to serve high right-turn traffic volumes. Any dual right-turn lanes shall be designed to ensure adequate visibility of pedestrians, including any use of a channelized right-turn lane for the inside right-turn lane.* **Option 2:** *f) The project applicant(s) may apply to the Community Development Director for a determination as to whether the recommended intersection widening conflicts with the City's Policy T-2.3 and T-5.3 to achieve a traffic design to minimize conflicts between vehicles and pedestrians and bicycles. The Community Development Director may determine that an exception to the LOS C standard in Policy T-2.3 is warranted.*					
3.15-15: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Lincoln's jurisdiction operating at an unacceptable LOS under cumulative no project conditions.	***3.15-15:*** *a) For the cumulative impacts to Airport Road / Nicolaus Road (#11), the project applicant shall implement Mitigation Measure 3.15-1(b) and (g).*	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).	See Mitigation Measure 3.15-1(b) and (g).
	b) For the cumulative impacts to Fiddyment Road / Moore Road (#15), the project applicant shall implement Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).	See Mitigation Measure 3.15-1(d).
	c) For the cumulative impacts to Dowd Road / Moore Road (#22), the project applicant shall implement Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).	See Mitigation Measure 3.15-1(e).
	d) For the cumulative impacts to Caledon Circle / Ferrari Ranch Road (#25), the project applicant shall pay their fair share cost towards the following improvements. These improvements are included in the City's updated PFE fee program: – *Provide an overlap phase on the northbound right-turn movement.*	Pay fair share cost towards Intersection 25.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-16: Implementation of the proposed project would contribute to cumulative traffic levels at future City of Lincoln intersections in Village 5.	***3.15-16:*** *The City shall monitor traffic conditions at the future Dowd Road / Mavis Road (#37) and Nelson Lane / Mavis Road (#40) intersections, and shall cause the following improvements to be constructed prior to the service level degrading to LOS D, subject to reimbursement to the constructing entity by those benefitting from the improvements:* *a) Dowd Road / Mavis Road (#37):* – *To reduce the average vehicle delay, the following improvements are necessary to provide LOS C operations at Dowd Road / Mavis Road:* *i. Provide two southbound left-turn lanes* *ii. Channelize the westbound right-turn lane and provide a receiving merge lane on northbound Dowd Road to allow free right-turn movements*	Monitor traffic conditions at Intersections 37 and 40, and subsequently cause improvements to be constructed.	Full Specific Plan and Area A	City of Lincoln Community Development Department	Prior to LOS D at Intersections 37 and 40	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
	b) Nelson Lane / Mavis Road (#40): – *Implement Mitigation Measure 3.15-3.*	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.	See Mitigation Measure 3.15-3.
3.15-17: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the County of Placer's jurisdiction	***3.15-17:*** *a) For the intersection at Fiddyment Road / Athens Avenue (#16) and Fiddyment Road/ W. Sunset Boulevard (#18), the project applicants shall implement Mitigation Measure 3.15-4 and widening of Fiddyment Road consistent with Mitigation Measure 3.15-20.*	Implement Mitigation Measure 3.15-4 for Intersection #16.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.	See Implement Mitigation Measure 3.15-4.
	b) For the intersection at Fiddyment Road / E. Catlett Road (#17), the project applicant shall pay their fair share costs towards the following improvements: – *Widening the northbound and southbound approaches to include two through lanes; this is consistent with Mitigation Measure 3.15-20(a).* – *Adding a northbound left-turn pocket.* – *Signalizing the intersection with protected northbound left-turn phasing* – *Widening the eastbound approach to include a left-turn pocket and right-turn lane. Provide an overlap phase for the eastbound right-turn movement.*	Pay fair share costs towards required improvements for Intersection #17.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-18: Implementation of the proposed project would contribute to cumulative traffic levels at intersections under the City of Roseville's jurisdiction.	***3.15-18:*** *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each of the following intersections:* *a) Fiddyment Road / Blue Oaks Boulevard (#19):* – *An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.* *b) Fiddyment Road / Baseline Road (#21):* – *An overlap phase on the southbound right-turn movement. This improvement would mitigate the project's incremental contribution to delay at this intersection.*	Pay fair share costs towards recommended improvements for Intersections #19 and 21.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-19: Implementation of the proposed project would contribute to cumulative traffic levels at intersections maintained by Caltrans.	***3.15-19:*** *a) For SR 65 / Nelson Lane (#3a and #3b), implement Mitigation Measure 3.15-6.*	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.	See Mitigation Measure 3.15-6.
	b) For SR 65 Southbound Ramps / Ferrari Ranch Road (#4): *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps/ Ferrari Ranch Road. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* – *Widening the eastbound approach to include a dedicated right-turn lane; channelize the eastbound right-turn movement onto the southbound on-ramp to allow free right-turn movements.*	Pay fair share costs towards recommended improvements for Intersection #4.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
	c) SR 65 Southbound Ramps / Twelve Bridges Drive (#9): *The project applicants shall pay their fair share cost towards the following recommended improvements to mitigate the proposed project's incremental contribution to unacceptable traffic operations at SR 65 Southbound Ramps / Twelve Bridges Drive. These improvements are included in the City's updated PFE fee program. Therefore, the project applicant shall pay their fair share through the City of Lincoln's updated PFE fee program:* – *Restriping the northbound off-ramp converting the existing shared through-right turn lane to a shared through-left turn lane*	Pay fair share costs towards recommended improvements for Intersection #9.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department

TABLE 4-1
VILLAGE 5 SPECIFIC PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action(s)	Component	Implementing Party	Timing	Monitoring Party
3.15-20: Implementation of the proposed project would contribute to cumulative traffic levels on study roadway segments in Placer County.	***3.15-20:*** *The project applicants shall pay their fair share cost to the City for the following recommended improvements to restore vehicle traffic operations to mitigate the proposed project's incremental contribution to unacceptable traffic operations at each roadway segment.* *a) Widening Fiddyment Road from Athens Avenue to Moore Road from a two-lane undivided arterial to a four-lane divided arterial.* *b) Widening Fiddyment Road from Roseville City Limits to Athens Avenue from a two-lane undivided arterial to a four-lane divided arterial.* *c) Widening Athens Road from Fiddyment Road to Foothills Boulevard from a two-lane undivided arterial to a four-lane divided arterial.*	Pay fair share costs towards recommended improvements for widening at: -Fiddyment Road from Athens Avenue to Moore Road - Athens Road from Fiddyment Road to Foothills Boulevard	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.15-22: Implementation of the proposed project would contribute to cumulative traffic levels on study freeway facilities maintained by Caltrans as well as roadways in the City of Rocklin.	***3.15-22:*** *The project applicants shall pay their fair share of improvements for impacts to SR 65. The fair share payment shall consist of the appropriate SPRTA Fees to help fund improvements to SR 65. A number of different improvements may be considered by Caltrans and the City of Lincoln to restore operations to acceptable levels at the impacted locations. Improvements to SR 65 could take the form of auxiliary lanes between interchanges, an additional general purpose or High Occupancy Vehicle (HOV) lane in each direction of SR 65, ramp metering, additional deceleration/acceleration areas at affected ramps, increased parallel street capacity, Intelligent Transportation System (ITS) solutions, and other options. This mitigation measure would require the project applicant(s) to pay their fair share of future improvements to SR 65. SPRTA funding for the SR 65 widening project is currently estimated to be $67 million of the estimated total cost of $95 million for the project.*	Pay fair share costs to fund SPRTA Fees, in order to help fund improvements to SR 65.	Full Specific Plan and Area A	Project applicant	Prior to construction	City of Lincoln Public Works Department
3.16 Utilities and Infrastructure						
3.16-2: Implementation of the proposed project would result in an increased demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	***3.16-2:*** *Prior to the approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first, the City shall ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational:* *a) The Ophir Water Treatment Plant is completed and operational at 10 mgd.* *b) The Village 7 18-inch transmission main is installed and connected to a third POC provided in the Plan Area.*	Ensure the following improvements or equally effective improvements for treatment and distribution have been completed and are operational for Ophir Water Treatment Plant and the Village 7 18-inch transmission main connection to the Village 5 Plan Area.	Full Specific Plan	Project applicant	Prior to approval of the Ophir WTP or Foothill Phase II WTP connection to the City's water system or demand of 1.7 gpm within the Plan Area, whichever occurs first	City of Lincoln Public Works Department
3.16-7: The proposed project would contribute to cumulative increases in demand for water supply that could result in the need for new or expanded treatment, storage or conveyance facilities.	***3.16-7:*** *Implement Mitigation Measure 3.16-2(a).*	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).	See Mitigation Measure 3.16-2(a).

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION BY THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE VILLAGE 7 SPECIFIC PLAN AMENDMENT ASSOCIATED WITH THE VILLAGE 7B AMENDMENTS PROJECT (APPLICANT: LEWIS PLANNED COMMUNITIES / PROPERTY OWNER: SCHEIBER RANCH PROPERTIES, LP)

WHEREAS, the City of Lincoln ("City") received an application from Lewis Planned Communities ("applicant") seeking City approval of the Village 7B Amendment Project; and

WHEREAS, Government Code Section 65450 et seq provides for preparation and adoption of Specific Plans by general law cities; and

WHEREAS, Title 18, Chapter 18 92 of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all proposed Village 7 Specific Plan amendments to the text of land use and zoning districts; and

WHEREAS, on June 8, 2010, the Lincoln City Council adopted Resolution No. 2010-095, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 7 Specific Plant Final Environmental Impact Report ("Village 7 Final EIR") (SCH No. 2005062001) pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, the City of Lincoln adopted Resolution 2010-097 on June 8, 2010, approving the Village 7 Specific Plan; and

WHEREAS, amendments to the adopted Village 7 Specific Plan have been proposed, including adjustments to land use designations; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered, was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council determine the Project would not result in any new significant environmental effects or substantial increases in the severity of significant effects previously identified in the EIR and adopt the proposed Village 7B Addendum and the updated Mitigation Monitoring Plans for the certified Village 7 and Village 5 Specific Plan Project EIRs (SCH No. 2005062001 and No. 2014052071); and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the amended Village 7 Specific Plan (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

Section 1. This Resolution incorporates, and by this reference makes a part hereof, the Amendments of the Village 7 Specific Plan, substantially in the form attached

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here to as Exhibit B and on file with the Community Development Department, relative to the proposed land use changes.

Section 2. Pursuant to Section 18.92.060 of the Lincoln Municipal Code, the Planning Commission recommends that the City Council find and determine as follows:

A. The Amended Village 7 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the City's 2050 General Plan, as amended by Resolution No. 2012-197 and proposed Resolution No. 2013-022 (the "General Plan") because the Specific Plan implements the General Plan by integrating the General Plan policies related to guidelines for orderly growth and development within the City, to the City's zoning regulations, subdivision regulation, intensity of development, land use and design of commercial uses, industrial uses and public facilities.

B. The Amended Village 7 Specific Plan is consistent with the objectives, policies, general land uses and programs because it promotes flexibility and innovation in land use design through the use of planned unit development zoning and planning techniques that will provide a balanced community of residential, commercial, public and open space land uses.

C. The Amended Village 7 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan's Land Use Element because the Specific Plan's land uses, policies and guidelines are consistent with the corresponding land use designations in the General Plan and General Plan Land Use Map and the intensity of development allowed by the General Plan. Specifically, the Amended Specific Plan allows for a range of residential densities, mixed use commercial, public and open space land use designations.

D. The Amended Village 7 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan's Parks and Recreation Element because it provides additional natural resource, open space and passive recreational designated lands through the establishment of open space land use designations (Open Space - Conservation) in order to provide more open space opportunities for City residents by designating approximately 35 percent of the Amended Specific Plan area as open space and habitat preservation and by providing a 162.0-acre off-site preserve (subject to an existing conservation easement) west of the plan area and north of the City of Lincoln Wastewater Treatment and Reclamation Facility.

E. The Amended Village 7 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan's Circulation Element because it provides a circulation system for the Plan Area that implements the goals and policies as set forth in the General Plan's Circulation and Transit Element and Public Facilities Element, ensuring that streets and highways will be available to serve the new development and provides for alternative transportation opportunities in the form of pedestrian ways, bikeways and use of neighborhood electric vehicles.

F. The Amended Village 7 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan

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because it improves the economic conditions within the City by providing four acres of Village Mixed Use providing new neighborhood commercial uses and new employment opportunities and will draw new businesses to the City.

Section 3. The Planning Commission recommends that upon adoption of the Amendments to the Village 7 Specific Plan by the City Council, the Community Development Director be directed to retain said Village 7 Specific Plan on permanent public display in the Community Development Department of the City of Lincoln.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends to the City Council that the Amendments to the Village 7 Specific Plan, attached hereto as Exhibit B be approved, substantially in the form on file with the Community Development Department and subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Conditions of Approval
B. Draft Amended Village 7 Specific Plan Redlines

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CONDITIONS OF APPROVAL

The Amended Village 7 Specific Plan Area is recommended for approval subject to the following conditions:

1. All property within the Amended Village 7 Specific Plan Area shall be subject to the applicable mitigation measures adopted as part of the Village 7 Addendum and the updated Mitigation Monitoring Plan for the certified Village 7 Specific Plan Project EIR (SCH No. 2005062001).

2. The amendments to the Village 7 Specific Plan, approved by this action, are set forth in Exhibit B and incorporated by this reference.

3. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln and Lincoln Land Holdings, LLC specifying the terms and conditions of financing public improvements, conditions of development and reimbursement matters. The City Council shall have complete discretion to approve the terms and conditions of the Development Agreement and will not be bound by any provisions adopted as part of this resolution. Where any conflict exists between these conditions of approval and the Development Agreement, the terms of the Development Agreement will control.

4. Future development entitlements within the Village 7B project site will be required to analyze the following intersections pursuant to the recommendations of the Village 7 Specific Plan Amendment Local Transportation Analysis: Ferrari Ranch Road/Caledon Circle (East) – Courtyard Loop; Ferrari Ranch Road/Groveland Lane; Moore Road/Ferrari Ranch Road/Shallus Boulevard.

Village SPECIFIC PLAN



City of Lincoln

April 23, 2024


Village

Village 7 SPECIFIC PLAN

Adopted: June 8, 2010
Resolution 2010-097

Amended: December 13, 2016
Resolution 2016-241

Amended: April 23, 2024
Resolution 2024-074
Addendum Certification: 2024-073

Amended: XX, XX, 2026~~5~~
Resolution 2026~~5~~-xxx
Addendum Certification: 2026~~5~~-xxx

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PROJECT CONTRIBUTORS:

Lewis Planned Communities
Master Developer

MacKay & Somps Civil Engineering, Inc.
Planning & Civil Engineering

Fuhrman Leamy Land Group
Landscape Architects & Planners

ECORP Consulting, Inc.
Environmental & Biological Resources

~~PBS&J~~
~~Specific Plan Preparation & Environmental Impact Report (2010 Adopted Version)~~

~~The HLA Group~~
~~Landscape Architects & Planners~~

~~Wood Rodgers, Inc.~~
~~Planning & Civil Engineering~~

~~Fehr & Peers Associates~~
~~Transportation Engineering~~

~~ECORP Consulting, Inc.~~
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~~Bollard Acoustical Consultants, Inc.~~
~~Environmental Noise~~

~~Law Offices of Gregory D. Thatch~~
~~Legal Counsel~~

~~City of Lincoln~~
~~Community Development Department~~

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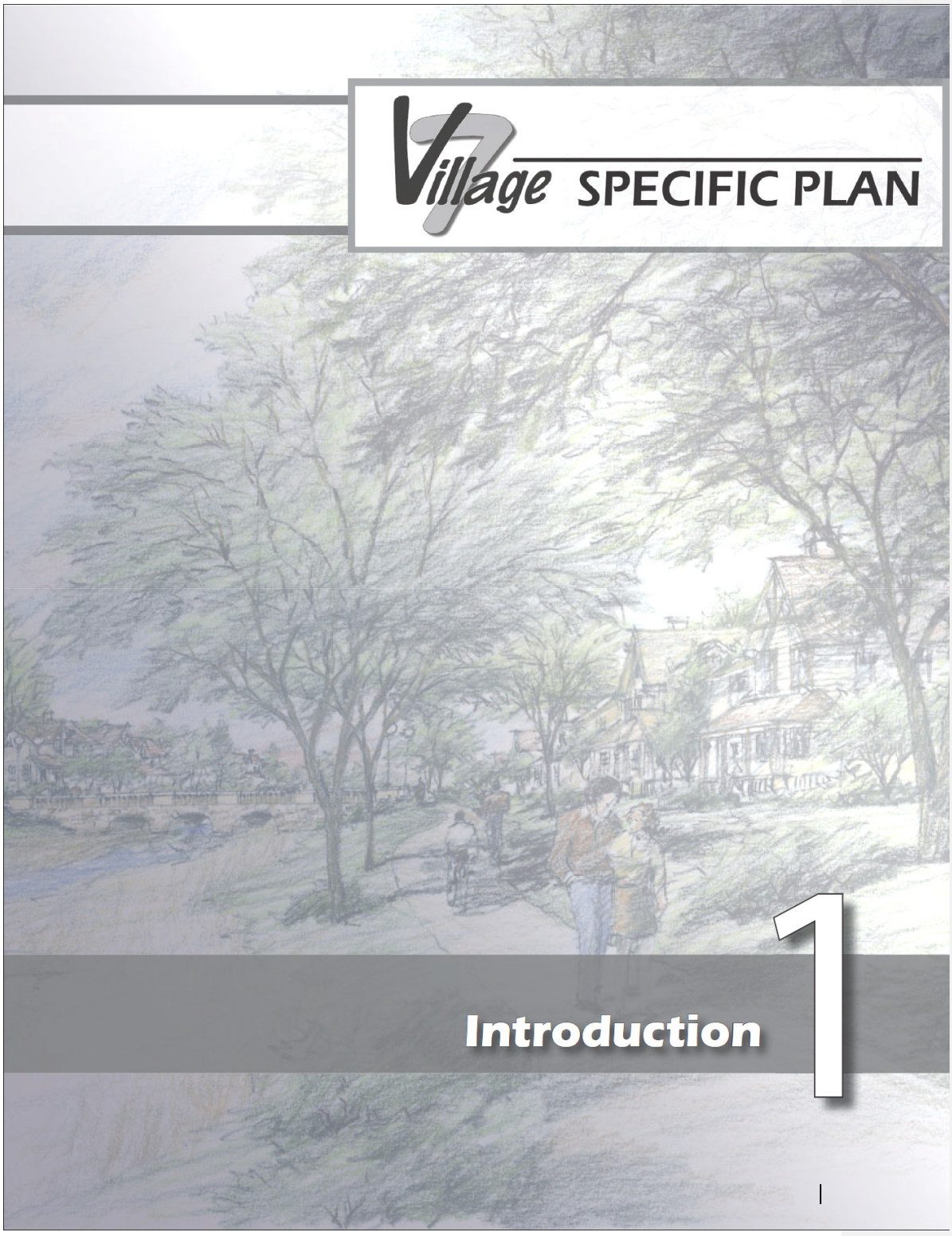
Village SPECIFIC PLAN
1
Introduction

1.1 OVERVIEW

The Village 7 Specific Plan guides the development of approximately 703 acres in south Placer County, within the southwest portion of the City of Lincoln. The Village 7 boundary was defined by the City's 2050 General Plan, which was adopted in March 2008 and requires a specific plan to comprehensively plan land uses and associated infrastructure and services for the entirety of Village 7. This Specific Plan identifies four planning areas for future development within Village 7: the Lewis Property, the Aitken Ranch II Property, the Scheiber Property, and the Remainder Area. The boundary of the planning area is further described in Section 2, Context.

The development plan for Village 7 includes the creation of a distinctive community, anchored by a Village Center with neighborhood-serving retail uses, multi-family residential dwelling units, parks, a community center, and an elementary school. The Village Center supports the surrounding residential community that includes a variety of housing types, a community park and extensive park and open space amenities. In addition to presenting these new benefits to the City, Village 7 provides a logical and orderly extension of the city limits for the City of Lincoln and is compatible with surrounding uses.



The land use form for Village 7 is organized into a series of interconnected neighborhoods, which were designed to meet the 'smart growth' principles of the Sacramento Area Council of Governments' (SACOG) regional Blueprint process that concluded in 2004. Each of the neighborhoods is focused around a central green that provides identity to the neighborhoods and will help foster a sense of community. The neighborhoods are structured to accommodate a mix of new and traditional housing types ranging from single family to multi-family dwellings. This mix of housing types is reflective of the diversity of lifestyle and pricing considerations found in the housing market and addresses significant future growth anticipated in the City of Lincoln and the south Placer region. The incorporation of sustainable design principles, and the protection and enhancement of natural features, are key principles of the development. In accordance with General Plan Policy # LU-15.14, forty percent (40%) of Village 7 is designated for open space, parks, trails, and recreational uses. The intent of this open space policy is to contribute to the community's quality of life by creating a compact and sustainable urban ecology that respects the existing natural environment and enhances many of the existing ecological functions. The natural and built environments are planned with long-term sustainability in mind.

1.2 EVOLUTION OF THE VILLAGE 7 SPECIFIC PLAN

The Village 7 Specific Plan was designed and written in conjunction with the preparation of the City of Lincoln's 2050 General Plan and, as a result, is reflective of the evolution of the City's General Plan.

In 2002, during the initial stages of the City's General Plan update process, the City Council established a set of processing protocols for individual development projects that desired to proceed ~~concurrent~~concurrently with the City's General Plan update. Lewis Planned Communities, in conjunction with its proposed Lewis Property development, was the first project proponent to submit a development application pursuant to the City's newly established processing protocols. The first draft Specific Plan for the Lewis Property consisted of a 516-acre land area located to the west of the Lincoln Crossing Specific Plan area, accessed via the extension of Ferrari Ranch Road. At that time, Lewis' proposed development constituted the entirety of the General Plan's newly identified "Village 7" geographic area.

In late Summer 2005, the City's General Plan Steering Committee expanded the geographic size of Village 7. This was coupled with a recommended General Plan policy that a village-wide Specific Plan be completed prior to the approval of any development within a defined village. The result was that additional properties were added to the original Specific Plan boundary, and the owners of these properties had not yet completed the same level of planning as Lewis had for the Lewis Property.

Because the owners of these other properties had differing long-term expectations and desires for their land, it was determined that Village 7 could be divided into separate "planning areas." This would allow the entire village to be master-planned ~~consistent~~consistently with the General Plan's directives. However, this would also allow individual properties (or planning areas) to complete project-level planning at different times in the future (by incorporation into the Village 7 General Development Plan), within the confines of the overarching Village 7 development framework.

In recognition of the substantial planning efforts completed by Lewis dating back to 2002, and in combination with the City and the other property owners within the newly expanded Village 7, the following approach for the planning of Village 7 was collectively agreed upon to account for the varying levels of property owner participation.

1. Specific Plan

The Village 7 Specific Plan will be prepared for all properties within the Village 7 geographic area. It will have a general level of detail, while still ensuring compliance with the statutory requirements for specific plans under state law. In particular, the specific plan will focus on establishing the plan-wide land uses and mobility systems (automobile, bicycle, and pedestrian) and providing plans to implement the supporting public services, facilities, and major infrastructure systems. Additional information about the function of a Specific Plan is provided in Sections 1.3 and 1.6 later in this chapter.

2. General Development Plan

A General Development Plan (GDP) will be prepared for the entirety of Village 7. Each planning area may be incorporated into the GDP when full development entitlements are sought by an individual planning area. The first planning area to seek full development entitlements will have a lead role in preparing the Village 7 GDP, and as other planning areas seek full development entitlements, the GDP will be amended to incorporate them.

The GDP constitutes the project-level planning of the land use framework established in the Specific Plan, providing a higher level of specificity for development activities. This will include a land use regulatory guide; permitted uses and development standards; design guidelines for building architecture and landscape architecture; and detailed implementation mechanisms that outline public services, circulation, infrastructure, and resource management plans. Additional information about the function of the GDP relative to this Specific Plan is further outlined in Section 1.4 later in this chapter. A detailed list of the required contents for the GDP is provided in Section 9.4, in Chapter 9, Implementation.

By emphasizing an additional level of detail within the GDP and allowing the GDP to be amended as individual planning areas seek full development entitlements, each planning area can proceed on its own ~~timeline, but~~timeline but remain consistent with the overarching Specific Plan.

The GDP and associated entitlements for the initial participating party (Lewis Property) were approved with adoption of the Village 7 Specific Plan and certification of the Specific Plan Environmental Impact Report. Future development entitlements for Village 7's other planning areas will require future City approval of a General Development Plan amendment that reflects project-level planning, as well as related entitlements and subsequent review pursuant to the California Environmental Quality Act. No development may proceed in a planning area prior to adoption of an amended GDP, a Development Agreement, and associated entitlements for that area.

1.3 THE SPECIFIC PLAN TOOL

A specific plan is a planning and regulatory tool intended to implement a city or county 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 7 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 7. All subsequent development projects and related activities are required to be consistent with the intent of the Specific Plan. Refer to Specific Plan Section 9.8.4 for information on Substantial Conformity.

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~~consistently with the policies of the City of Lincoln 2050 General Plan as well as other applicable State and local regulations.

1.4 GENERAL DEVELOPMENT PLAN REQUIREMENT

A General Development Plan (GDP) is a tool used by the City to implement ~~-~~master-planned developments such as the Village 7 Specific Plan. A GDP functions as the zoning code for a Specific Plan, providing the regulatory guide, development standards, and other criteria needed to administer review of individual projects within the planned development. All subsequent development projects and related activities are required to be consistent with the intent of the General Development Plan. Refer to General Development Plan Section 8.5.4 for information on Substantial Conformity.

A GDP must be approved by the City prior to the commencement of any development activity within the respective planning area. Upon initial adoption of the GDP, full land use and zoning entitlements were only granted to the participating planning areas within Village 7, which included the 516~~-a-A~~cre Lewis Property planning area only. As each of the remaining, non-participating planning areas seek full development entitlements, the GDP must be amended to include them. In 2026~~5~~, an amendment to the GDP to include the Scheiber Property (28 acres) and the Aitke~~i~~n Ranch II property (121 acres) was sought and approved. Amendments to the GDP may be used to identify additional standards for a specific planning area within Village 7.

An adopted GDP establishes a Planned Development zoning designation on a participating planning area(s) and provides the specific uses, standards, guidelines, and other regulations to ensure projects are built out in accordance with the Village 7 Specific Plan.

The General Development Plan prepared to implement the Village 7 Specific Plan must include certain elements related to land use, circulation, and services, which are supported by development standards and design guidelines. The required contents and associated level of

detail required as part of the GDP are outlined in Section 9.4, in Chapter 9, Implementation.

1.5 SPECIFIC PLAN ORGANIZATION

This Specific Plan is organized into the following sections:

Section 1 **Introduction:** summarizes the purpose, evolution, organization, and authority of this document.

Section 2 **Context:** describes the location, natural setting, and land use conditions on and adjacent to Village 7.

Section 3 **Community Design Framework**: identifies the vision and organizing principles that guide the physical form and development patterns of Village 7.

Section 4 **Land Use Plan**: identifies the overall land use plan and various land use districts that constitute Village 7.

Section 5 **Mobility Plan:** describes the plan-wide network to accommodate movement of vehicles, pedestrians, and bicyclists.

Section 6 **Public Services Plan:** identifies plan-wide public services including parks and recreation, schools, libraries, police, and fire.

Section 7 **Utilities Plan**: describes plan-wide water, sewer, storm drainage, electric, natural gas, cable, and solid waste systems.

Section 8 **Resource Management Plan:** describes general measures to protect biological, cultural, water, and air resources.

Section 9 **Implementation:** identifies development approval actions, financing, phasing, and amendment procedures.

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1.6 SPECIFIC PLAN RELATED DOCUMENTS

Several documents work in tandem with this Specific Plan to provide policy guidance for ~~implementation~~the implementation of the project. Existing documents including the City's General Plan, Municipal Code, and various City master plans (i.e., parks, utilities, bikeways, etc.), have been previously adopted by the City and are actively used to plan for, and implement, development projects.

In addition, the following documents are applicable to, and should be referenced in, the review and implementation of the Village 7 Specific Plan.

1. **General Development Plan**
   A companion document to the Specific Plan, and includes a land use regulatory guide, permitted uses, development standards, and design guidelines to direct the buildout of Village 7.

2. **Development Agreements**
   Contracts between the City and Village 7's various property owners that vest development rights, outline infrastructure improvement obligations, and specify infrastructure timing and financing mechanisms related to development of Village 7. (Note: Development agreements may not be required for smaller remainder areas.)

3. **Environmental Impact Report**
   An assessment of the potential direct and indirect environmental effects associated with the development of Village 7 and includes a mitigation monitoring and reporting plan.

The relationship of these documents and their application for implementing the Specific Plan are further discussed in Chapter 9, Implementation.

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Village SPECIFIC PLAN

2 Context

2.1 REGIONAL CONTEXT

The Village 7 Specific Plan 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 (see Figure 2-1, Regional Context).

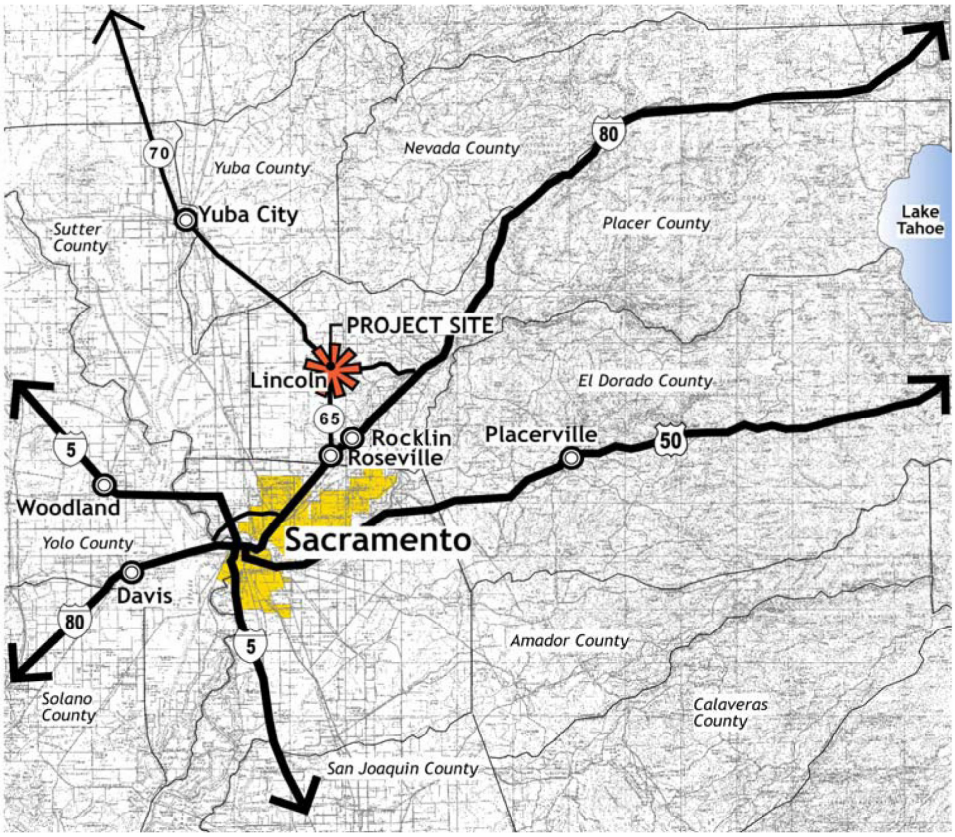


Figure 2-1: Regional Context

The City of Lincoln, and the Sacramento/Placer region in general, have and are anticipated to continue to experience significant growth. This growth can be attributed to the region's overall quality of life, relatively affordable housing, positive business climate with a strong job base, availability of land zoned for future business development, seismic stability, extensive transportation systems, nearby recreational opportunities, and an abundant, well-trained, and educated labor force.

There is a strong demand for residential development in the Lincoln area as employment centers within south Placer County move east along I-80 and north along the SR 65 corridor. SACOG projects that the City of Lincoln population will more than double in size by the year 2025. These projections are a result of an extensive regional planning effort, the Sacramento Region Blueprint, which SACOG completed in 2004. As a result, additional residential development in Lincoln is expected to be in high demand as population and employment in the greater Sacramento region continues to grow. This growth will be a contributing factor in achieving the City's General Plan goal of creating an economically sustainable community.

2.2 VILLAGE 7's LOCAL CONTEXT

Village 7 is generally bounded by Auburn Ravine to the north, the City's Wastewater Treatment and Reclamation Facility (WWTRF) and other non-developed lands to the west; the approved Aitken Ranch (Sorrento), 3D South, and Lincoln Crossing residential developments to the east; and the Orchard Creek Wetlands Preserve area to the south (see Figure 2-2, Local Context). In addition, the new alignment of State Route 65 is located to the east, adjacent to the northeast corner of Village 7 and was under construction at the time of Specific Plan approval. The Specific Plan's edges are consistent with the boundary identified in the City's General Plan for Village 7. Most of the lands surrounding Village 7 are developed, designated for development, or established as preserves.

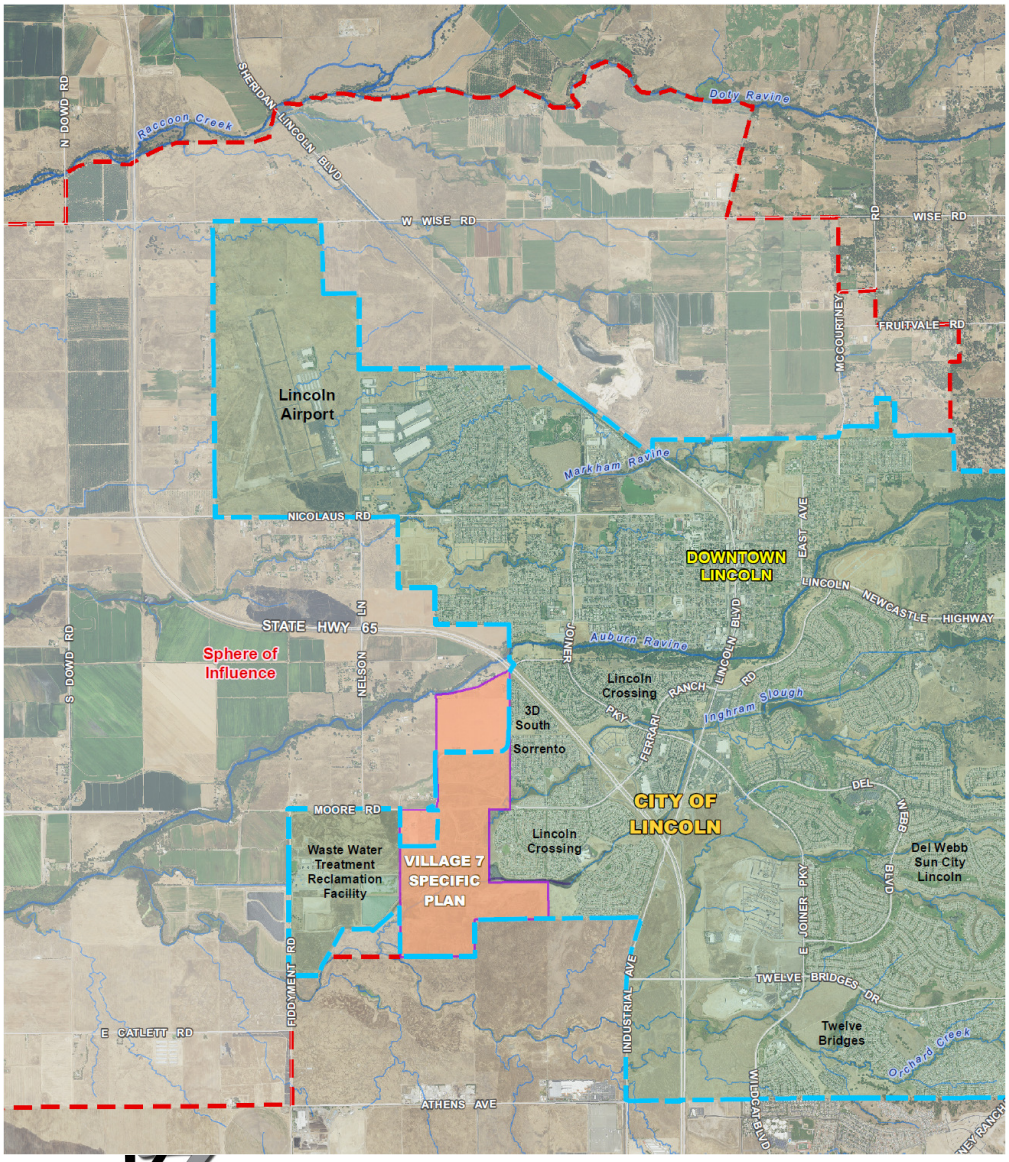


Figure 2-2: Local Context

Village 7 is within the City of Lincoln's Sphere of Influence (SOI), and contiguous with the southwest edge of the City. An SOI is defined as the probable ultimate physical boundary and service area of a local agency. Annexations for each planning area may be processed independently, following the City's approval of the General Development Plan (or amended GDP).

2.3 VILLAGE 7's PLANNING AREAS

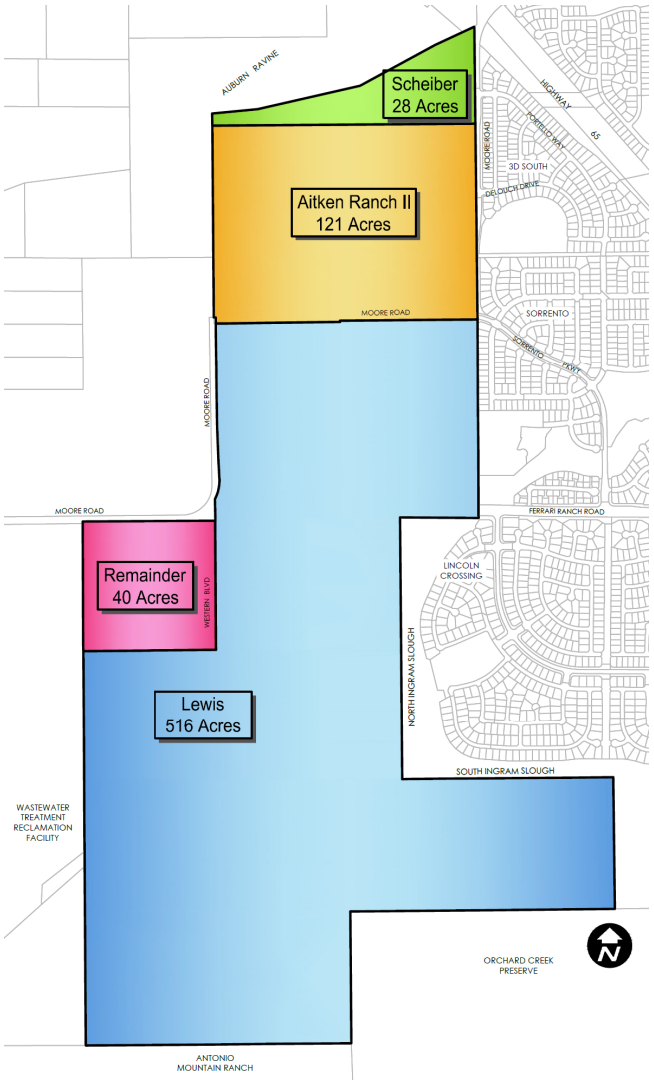


Figure 2-3: Village 7's Planning Areas

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 buildout of the City. Related policies require that each village be comprehensively planned with respect to land use, circulation, public facilities, and infrastructure.

Consistent with the General Plan's requirements, the Village 7 Specific Plan is a comprehensive planning tool for the entire Village 7 geographic area. However, recognizing that the Specific Plan area has multiple land ownerships that may cause portions of the village to develop separately and under different timelines, the Specific Plan divides Village 7 into several planning areas. By structuring Village 7 with multiple planning areas under a single, comprehensive plan, a framework is established that affords each planning area to develop on its own accord, while maintaining consistency with the overarching Specific Plan. This framework also allows each planning area to secure future development entitlements (via a General Development Plan and Development Agreement) on timelines specific to each planning area.

The Village 7 Specific Plan is divided into four distinct planning areas:

- the **Lewis Property** (516 acres),
- the **Aitken Ranch II Property** (121 acres), and
- the **Scheiber Property** (26 acres), and
- the **Remainder Area** (40 acres).

These planning areas, as they relate to Village 7's boundary, are conceptually illustrated on Figure 2-3.

Where appropriate to provide specific details regarding characteristics of the project, this Specific Plan will refer to a planning area by name (for instance, the Lewis Property). References to individual planning areas will be used when information applies to only one planning area, rather than the entirety of Village 7.

2.4 SITE CONTEXT

Village 7 consists primarily of undeveloped grasslands, the majority of which have been extensively farmed. The northern and southern branches of Ingram Slough border the Lewis Property planning area to the east, merging to form a small man-made lake adjacent to the site. From there, Ingram Slough enters the Lewis Property along its eastern boundary, bisecting the site east to west and eventually feeding into Orchard Creek. In addition, Auburn Ravine borders Village 7's northern boundary.



Village 7's terrain is generally level, consisting of natural drainages, wetlands, vernal pools, riparian habitat, some oak trees, and vegetation consistent with what is typically found in native and non-native grassland. The area has been historically used for agricultural and ranching operations. Given the relatively level topography and lack of woodlands, outward views from the site are readily available, including the Sierra Nevada to the east, Auburn Ravine to the north, and the natural preserve areas to the south.



Small portions of Village 7's north and northwestern edges are within two over-flight zones for the Lincoln Regional Airport (see Figure 2-4). The portions of Village 7 within the C1 over-flight zone have restrictions that limit densities. In addition, portions of Village 7 located to the east and south of the C1 zone boundary are within the D over-flight zone, which does not limit residential densities.

The one-mile residential buffer associated with the Western Regional Sanitary Landfill extends to a small portion of the southwest corner of Village 7, within the Lewis Property planning area.



The natural and man-made elements help define the limits of the Village 7's developable area and give shape to its resulting urban form. While they are constraints, they are also opportunities. Wherever possible, sensitive environmental areas are preserved and enhanced, and buffer areas are respected.

CONTEXT

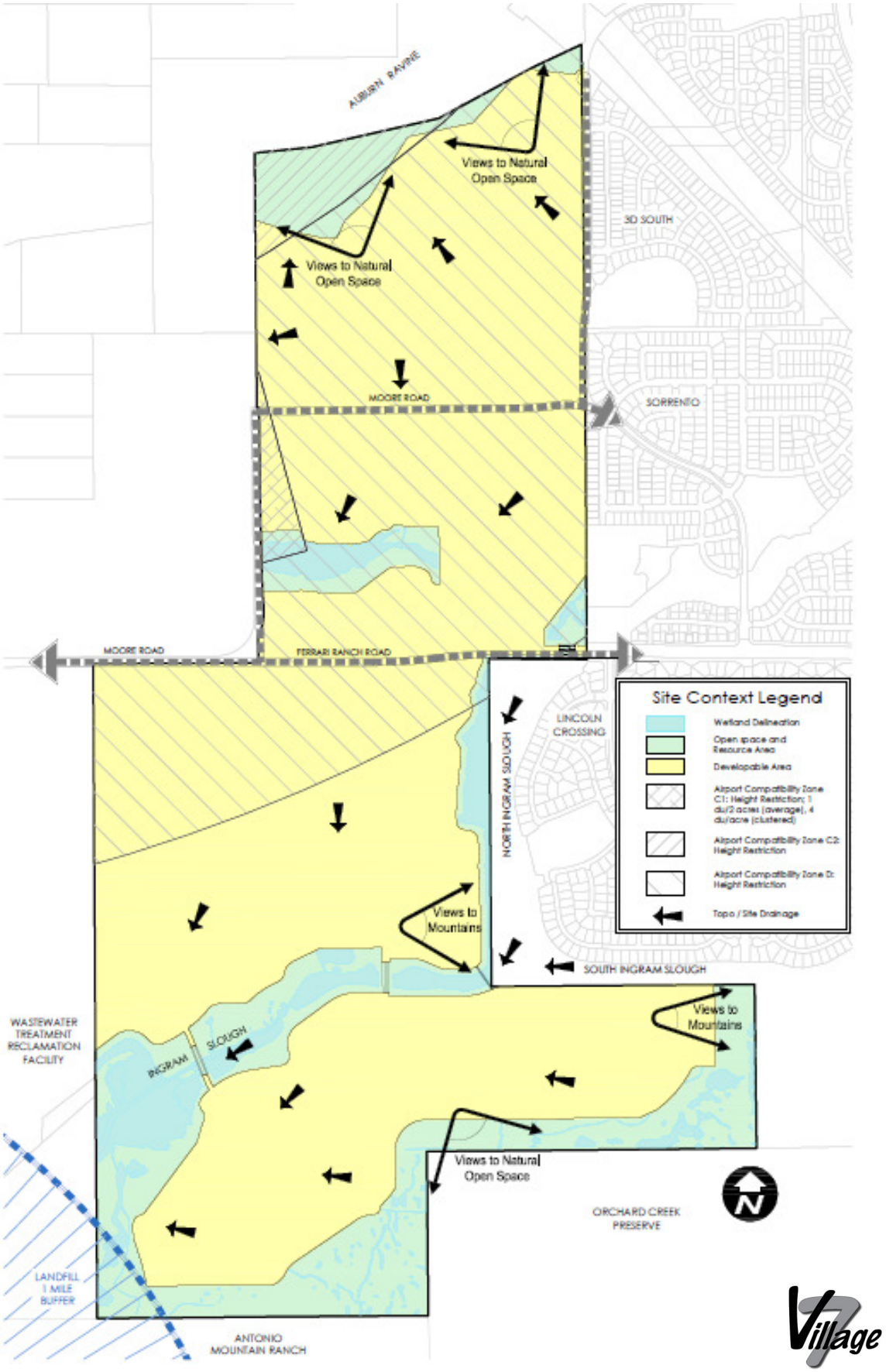

ALBERN RAVINE
Views to Natural Open Space
Views to Natural Open Space
3D SOUTH
MOORE ROAD
SORRENTO
MOORE ROAD
FERRARI RANCH ROAD
LINCOLN CROSSING
NORTH INGRAM SLOUGH
Site Context Legend
Wetland Delineation
Open space and Resource Area
Developable Area
Airport Compatibility Zone C1: Height Restriction; 1 du/2 acres (average), 4 du/acre (clustered)
Airport Compatibility Zone C2: Height Restriction
Airport Compatibility Zone D: Height Restriction
Topo / Site Drainage
Views to Mountains
SOUTH INGRAM SLOUGH
Views to Mountains
WASTEWATER TREATMENT RECLAMATION FACILITY
INGRAM SLOUGH
Views to Natural Open Space
ORCHARD CREEK PRESERVE
N
LANDFILL 1 MILE BUFFER
ANTONIO MOUNTAIN RANCH
Village 7

Figure 2-4: Site Context

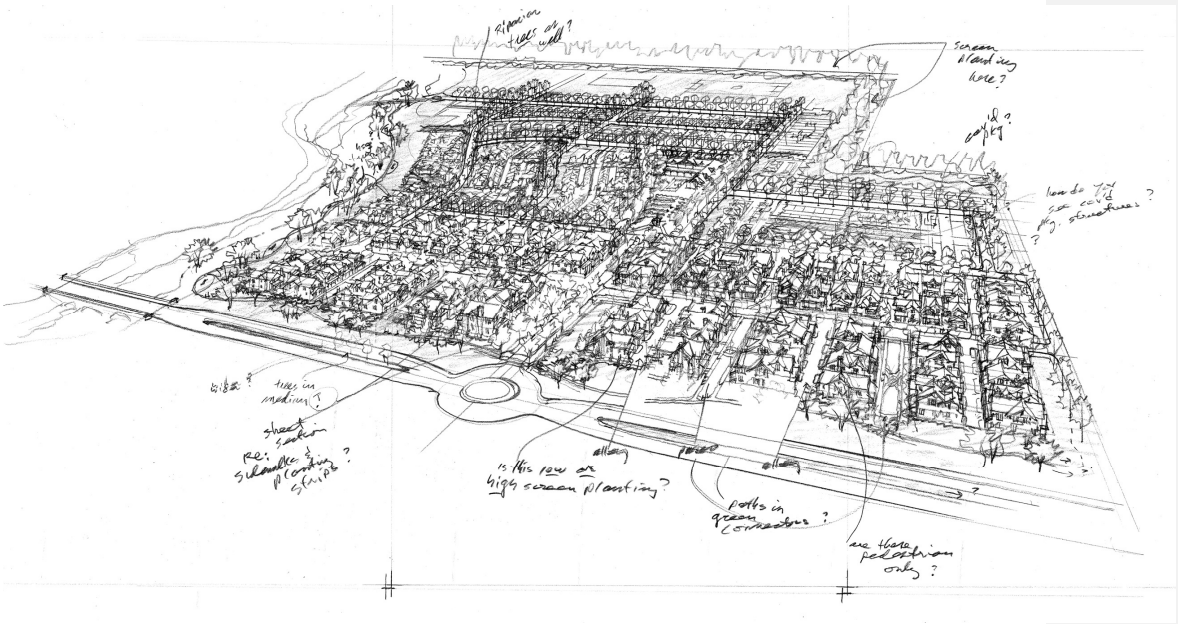

Village SPECIFIC PLAN
Community Design Framework
3

3.1 VISION FOR A NEW COMMUNITY

3.1.1 Overview

In its undeveloped state, the 703-acre Village 7 Specific Plan is comprised of rural agricultural land, mostly open, punctuated by areas of wetlands and sloughs that create a pattern of natural open space.

The development plan proposes the creation of a distinctive community organized around these open space elements and anchored by a Village Center that serves as a focal point of activity for the community.



Supported by the Village Center, the key elements of Village 7 seek to create a community based on distinct residential neighborhoods and generous open space, landscaping and public amenities, which are connected through a comprehensive pedestrian, bicycle, and vehicle circulation network. The planning goals and principles outlined in this Specific Plan are intended to set a standard for healthy community building, provide for mixed incomes and age groups, encourage diversity in housing types, incorporate sustainable design principles, and protect and enhance the sensitive natural features of the site.

The vision for Village 7 starts with respect for the natural and cultural setting of the site. This includes wetlands and sloughs, views of the Sierra Nevada, wind and sun, and proximity to downtown historic Lincoln. The proposed uses are carefully fitted into this setting through a merging of the environmental, recreational, and residential environments. In short, the vision for Village 7 is to work with the land to build on the natural quality of the site and incorporate and thread it throughout the community.

The Village 7 land plan calls for a variety of housing, ranging from single family to multi-family dwellings, organized within a series of distinct residential neighborhoods. Each of the neighborhoods is focused around a park space that provides identity to the neighborhoods and an opportunity for residents to meet and interact. Similarly, the community is anchored by a Village Center incorporating recreation, school, commercial, and high-density residential uses that provide a central activity point and identity for Village 7. Expansive areas within Village 7 will be devoted to an open space system and planned recreational amenities designed to encourage residents to get out of their cars, play, exercise, walk, ride bikes, and generally enjoy their community. In addition, a network of linear parkways and paseos connect all of Village 7's neighborhoods.

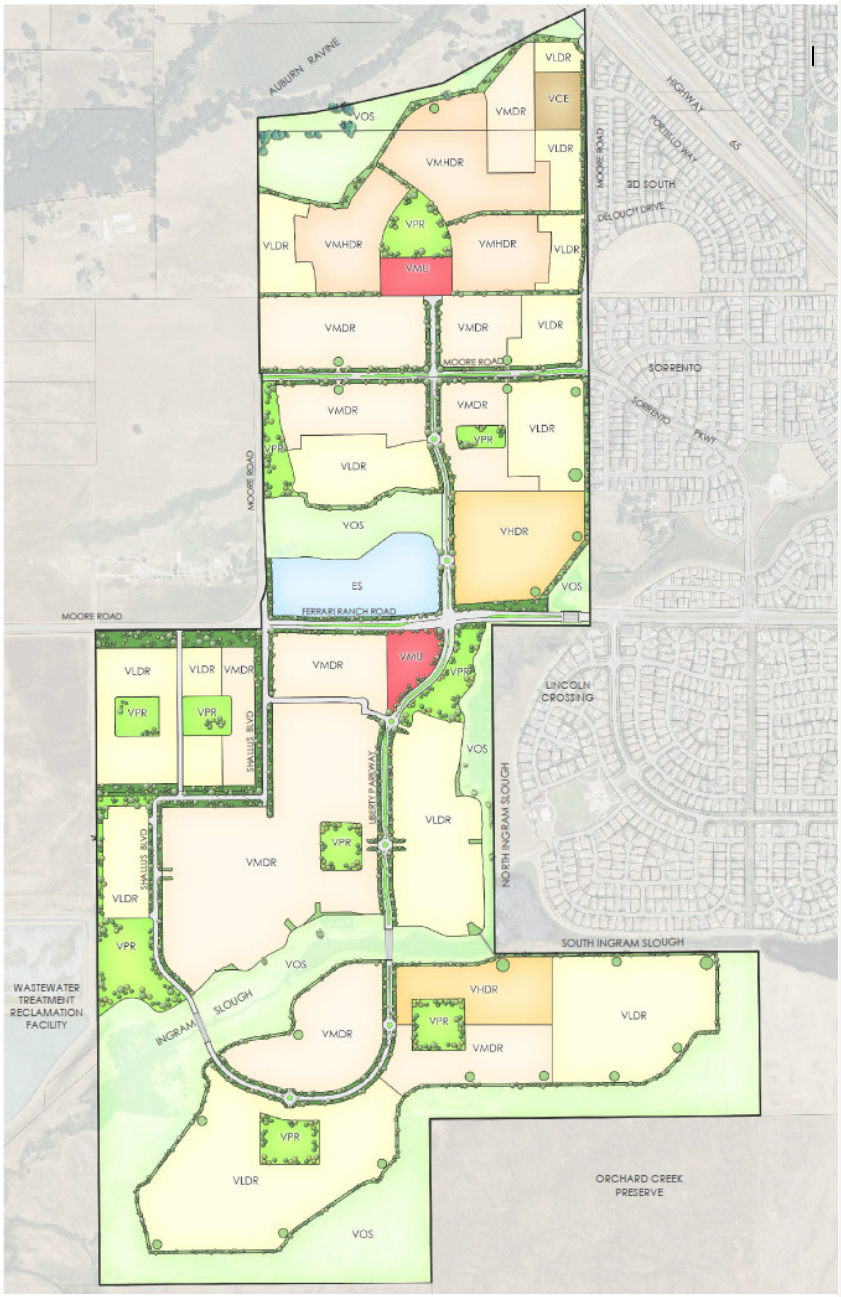
3.1.2 Organizing Principles

Village 7's planning and design principles are based on an integrative planning approach utilizing current progressive thinking from resources such as The Congress for New Urbanism, Ahwahnee Principles, Principles of Smart Growth, Urban Land Institute, SACOG, and the Local Government Commission. The principles promoted by these organizations are integral to the planning process on many levels and are the fundamental organizing principles that structure the form of the development.

These principles are incorporated throughout this Specific Plan and are summarized below.

1. The plan must have a well-defined public realm, supported by built and unbuilt environments, reflecting the region's natural ecology and culture.
2. These natural and built environments must be planned and integrated as a sustainable place for communities of people, plants, and wildlife.
3. A vibrant and sustainable built environment must be diverse in use and population, provide significant public benefits, be scaled for the pedestrian, and capable of providing alternatives to the automobile.

The approach of **"working with the land"** and **"creating community"** contributes to a genuine quality of life that is a mixture of the environment one lives in, and the unique built community created around that environment. Figure 3-1, Illustrative Land Use Plan, reflects this approach.


AUBURN RAVINE
VOS
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FOOTHILL WAY
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DELOUCH DRIVE
VLDR
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PHILLIPS BLVD
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LIBERTY PARKWAY
NORTH INGRAM SLOUGH
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SOUTH INGRAM SLOUGH
VOS
WASTEWATER TREATMENT RECLAMATION FACILITY
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ORCHARD CREEK PRESERVE
VOS

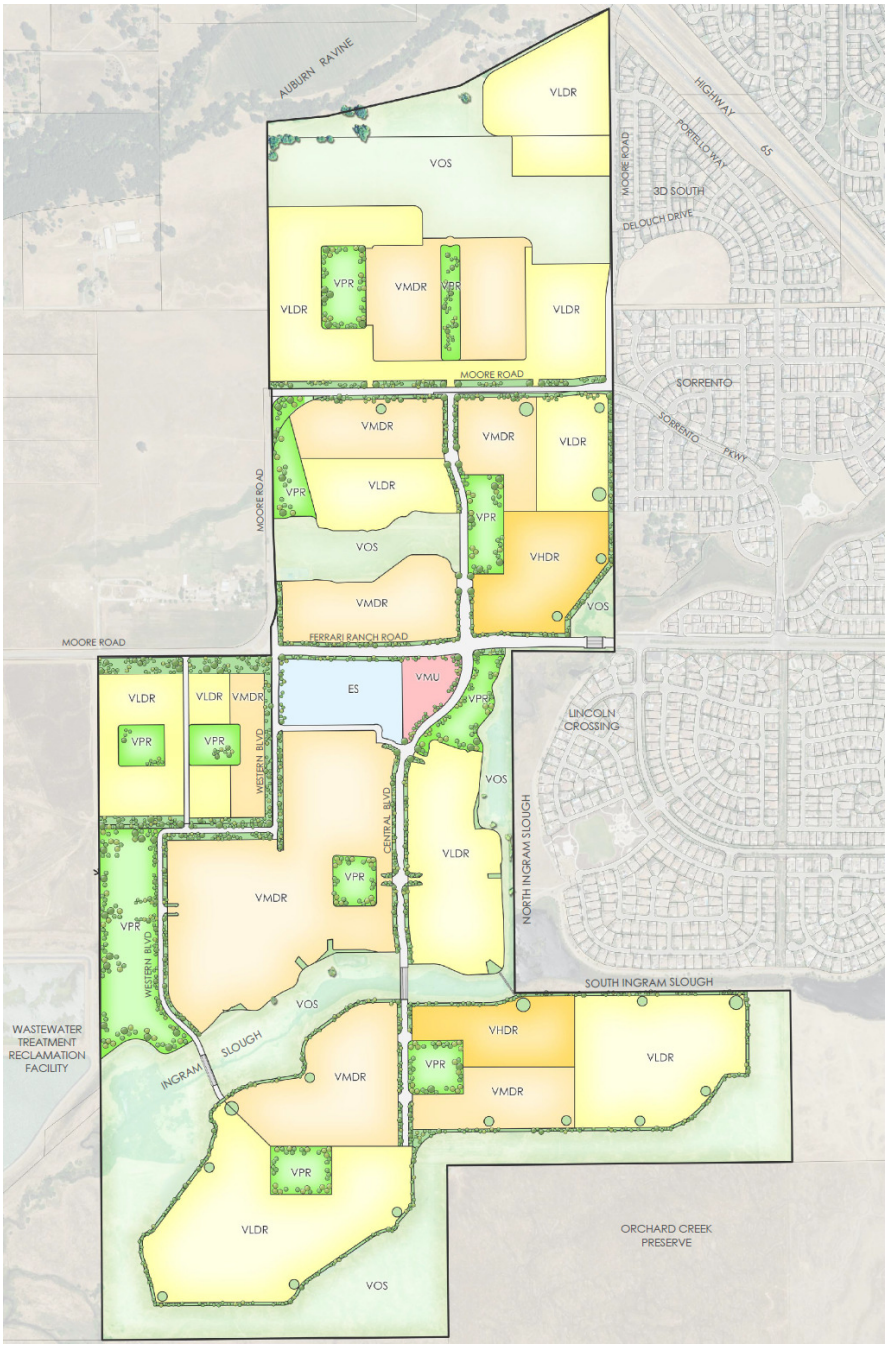


Figure 3-1: Illustrative Land Use Plan

3.2 WORKING WITH THE LAND

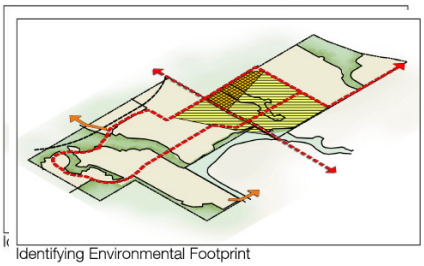
A goal for the planning of Village 7 is to create a compact and sustainable urban ecology that respects the existing natural environment and enhances many of the existing ecological functions. At the broadest level, the project land planning incorporates natural functions that define limits of developable areas and give shape to the urban form. This includes such elements as the wetlands and sloughs. These environmentally sensitive areas are to remain in their natural condition, wherever possible, and will be further enhanced under the provisions of the applicable Open Space Operations and Management Plan(s), to promote wildlife habitat and provide corridors for pedestrian circulation.





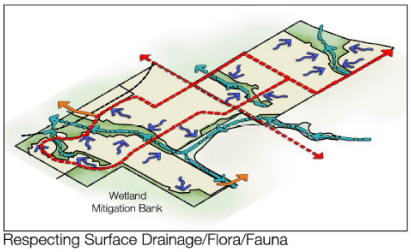
At the finest level of detail, the General Development Plan includes project-level strategies for future development within each planning area. This includes approaches such as green building design that encourages energy efficient homes, and the use of recycled and renewable products. At the landscape level, recycled water will be utilized from the City's wastewater treatment and reclamation facility as it becomes available, and plants will be selected that are water conserving, can mitigate wind, and provide for sun/shade control.

The key natural land elements and corresponding principles that have influenced the form of the development are highlighted in this section.

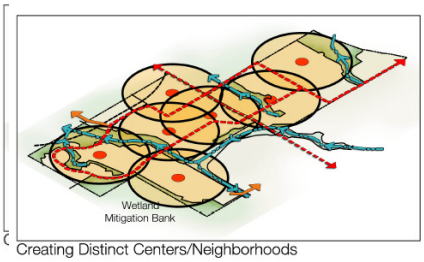


Identifying Environmental Footprint

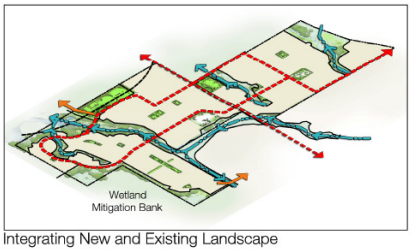
"Working with the Land"



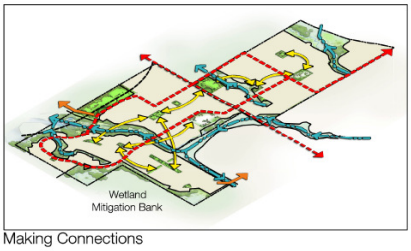
Respecting Surface Drainage/Flora/Fauna



Creating Distinct Centers/Neighborhoods

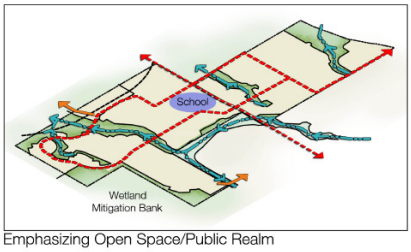


Integrating New and Existing Landscape



Making Connections

"Creating Community"



Emphasizing Open Space/Public Realm

3.2.1 Hydrology and Wetlands

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An important environmental component that shapes the character and function of Village 7 is hydrology. This includes everything from flood control and storm water management, the use of recycled water in the landscape, and the preservation of wetlands.

Hydrological principles related to the planning of ~~the Village~~Village 7 include the following.

1. Respect existing surface drainage patterns, including Ingram Slough and Auburn Ravine, and incorporate them into the plan.
2. Combine flood protection and open space recreation in a multi-functional approach, such as the use of the 100-year flood plains, sloughs, and storm water detention/retention basins, as visual and recreational amenities.
3. Integrate storm water management practices to capture and infiltrate the majority of storm water runoff on site. Protect ground water quality by providing bio-filtration of surface runoff.
4. Minimize use of underground storm drainage pipes and maximize surface drainage, where feasible.
5. Conserve water and provide watershed stewardship. Encourage the use of recycled water and water conserving plants, where appropriate.
6. Preserve and enhance the biological value of wetland resources.

3.2.2 Views

Village 7 contains significant views that are framed by the Sierra Nevada in the distance. The proposed land uses are carefully set into the site to protect and utilize the significant natural visual amenities. Numerous view corridors are incorporated throughout the development so that whether walking, bicycling, or driving visual "openings" are retained.

Principles related to the preservation of views include the following.

1. Provide view corridors to frame significant visual resources including distant views to the mountains, and local views into the open space wetlands and sloughs.

2. Ensure that views from Ferrari Ranch and Moore Roads are attractively treated by setting homes back from the road and incorporating a wide band of planting and low berms to create a rural image and a reminder of Lincoln's agrarian not-to-distant past.

3.2.3 Setbacks and Buffers

Just west of Village 7 is the City's Wastewater Treatment and Reclamation Facility (WWTRF). In April 2006, the City completed an Odor Emissions Evaluation to determine the potential effects associated with the WWTRF. The report concluded that no odor contours, which could impact residential development, would extend into Village 7. A portion of Village 7 is encumbered by an over-flight zone for the Lincoln Regional Airport, and a small portion of the southwest corner of the Lewis Property planning area is included in the one-mile residential buffer associated with the Western Regional Sanitary Landfill. The development is designed to respect these setbacks and buffers.

Principles related to the setbacks and buffers include the following.

1. Provide a community park in the western portion of the Lewis Property planning area, which would create a recreational amenity and provide a buffer between homes and the WWTRF.

2. Tailor the land uses within that portion of the site where the type and amount of uses are limited by the C1 airport over-flight zone. Pursuant to the regulations for development within the over-flight zone, uses could include a combination of very low-density single-family homes on large lots, public facilities such as a fire station, library, or neighborhood park, and open space areas such as nature preserves and drainage corridors.

3. Maintain open space use on the far southwest corner of the site influenced by the one-mile Western Regional Sanitary Landfill buffer.

3.3. CREATING COMMUNITY

The physical form of Village 7 responds to several Specific Plan objectives that seek to "create community" – a place with a clear and distinct identity through its traditional neighborhood design elements. The intent is to create a community that has a central gathering place, where homes are engaged with the public realm, streets are comfortable for walking and biking, recreational facilities are sited frequently, and paseos and linear parkways are used to create strong physical and visual linkages throughout the Plan Area.

Village 7's development framework is guided by several key elements that achieve the community's desired physical form. First and foremost, the Village Center is envisioned as the community's signature element. Sited in the heart of the new community, it functions as the central gathering space and provides a combination of higher-intensity civic, public, commercial, and/or residential uses.

From the Village Center, a series of residential neighborhoods extend outward through the Plan Area. Residential neighborhoods are anchored by a small park space and will be linked to the community via an extensive system of paseos, linear parkways, and open space corridors. As reflected on the Illustrative Land Use Plan (Figure 3-1), these elements provide the ingredients for a community where people can meet and feel a sense of civic involvement and pride in their community.

At a project-specific level, the General Development Plan incorporates provisions that promote a pedestrian friendly scale, active tree lined streets, homes with living spaces oriented to the street, and publicly engaging common areas.

The principles that guided the design of Village 7's land use framework to "create community," noted below, are described in this section.

1. Village Center
2. Residential Neighborhoods
3. Neighborhood Connectivity
4. Open Space, Landscape, and Recreation
5. Public and Civic Spaces
6. History and "Cultural Stamp"
7. Services and Implementation

3.3.1 Village Center

A defining element of the Village 7 Specific Plan is its Village Center, a district with a mix of uses that provide public gathering spaces, an elementary school, active recreation amenities, retail opportunities, and/or housing. Sited at the crossroads of Ferrari Ranch Road and Liberty Parkway (formerly ~~the~~ Central Boulevard), the Village Center is centrally located within the Specific Plan area, creating a visually defining element for the community. The Village Center fronts a major roadway and the extensive open space system. This configuration gives the Village Center significant accessibility for all forms of mobility, both internally between each site, and externally via roadways, linear parkways, bike paths, and pedestrian paths. Ultimately, this core strengthens Village 7's sense of place.





The Village Center provides a mixture of land uses intended to support Village 7's residents. A Village Mixed Use site is included in the Center's core, providing opportunities for neighborhood retail uses and recreation. Adjacent public uses provide opportunities for construction of parks and an elementary school. Finally, several medium-and-high-density residential parcels are sited adjacent to the Village Center, placing goods and services in proximity to the Plan Area's higher-density residential neighborhoods.

Principles related to the Village Center's form and function include the following.

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1. Create a sense of place by having a distinct Village Center, with definable edges and internal/external connections.
2. Provide a mixture of land uses that support Village 7's residents, that may include parks, civic uses, retail sites, a school, and housing.
3. Establish strong physical and visual connections between the Village Center's land uses, Village 7's neighborhoods, and adjacent roadway and open space systems.
4. Provide sites to accommodate community defining elements, such as active use parks, a school, and/or other public facilities.

5. Create high density housing opportunities in proximity to the Village Center's core to promote activity and facilitate walking and biking, rather than driving.





3.3.2 Residential Neighborhoods

~~The residential~~Residential neighborhoods are the base element of the community, the place where people will live and spend a good portion of their time (see Figure 3-2). Each residential neighborhood is anchored by a park space, sited at each neighborhood's entrance to create a sense of arrival. In some cases, higher-density residential blocks are located along the edges of mini parks, helping frame the public space, create a sense of enclosure, and place the park space in proximity to each neighborhood's highest residential concentration.

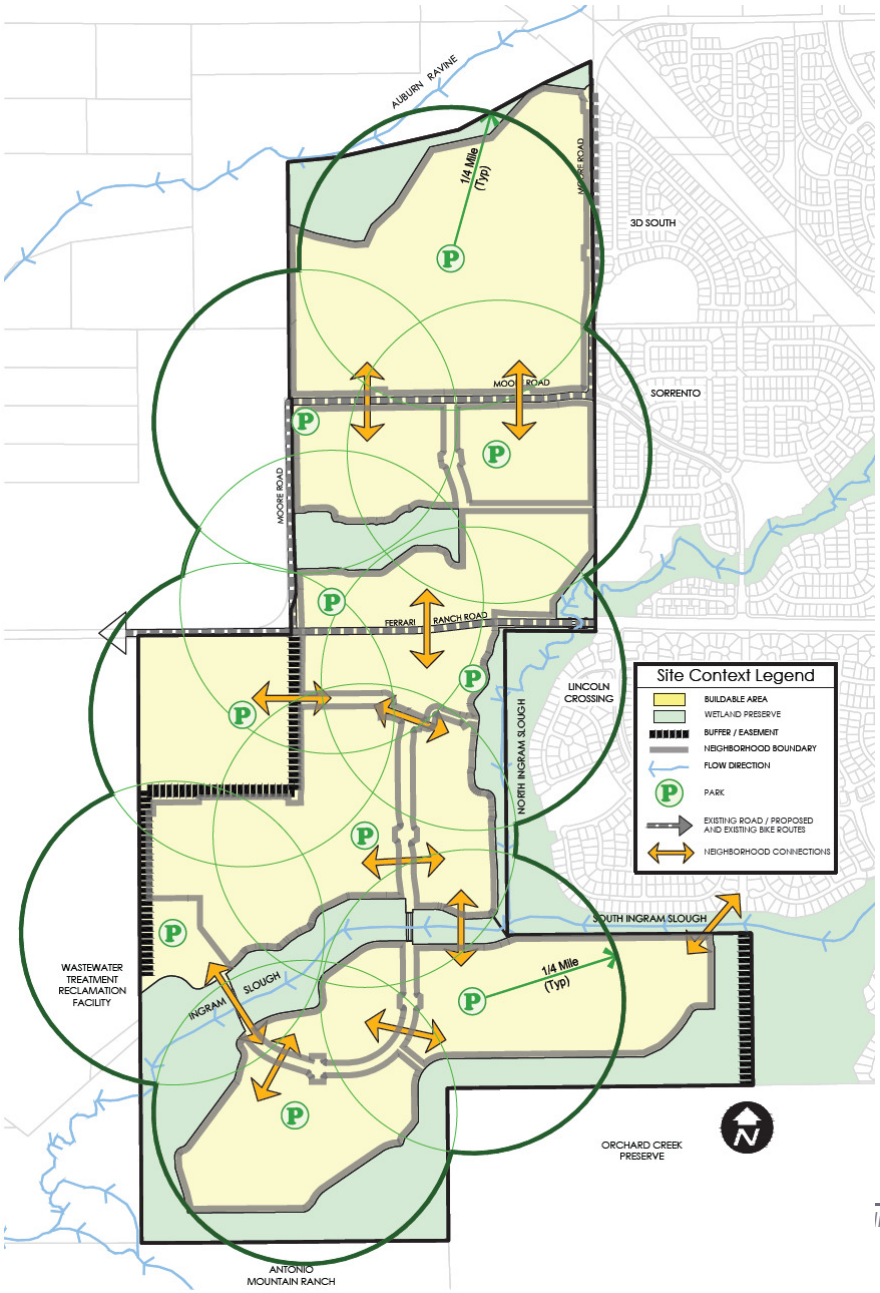
The neighborhoods are intended to offer a mix of housing types, ranging from single-family detached to higher density attached dwellings. This will provide diversity to each residential neighborhood and will also allow a range of lifestyle and pricing options. This mix will provide a high degree of choice, and will help foster a stronger sense of place, and highlight the social fabric for the community and City of Lincoln.

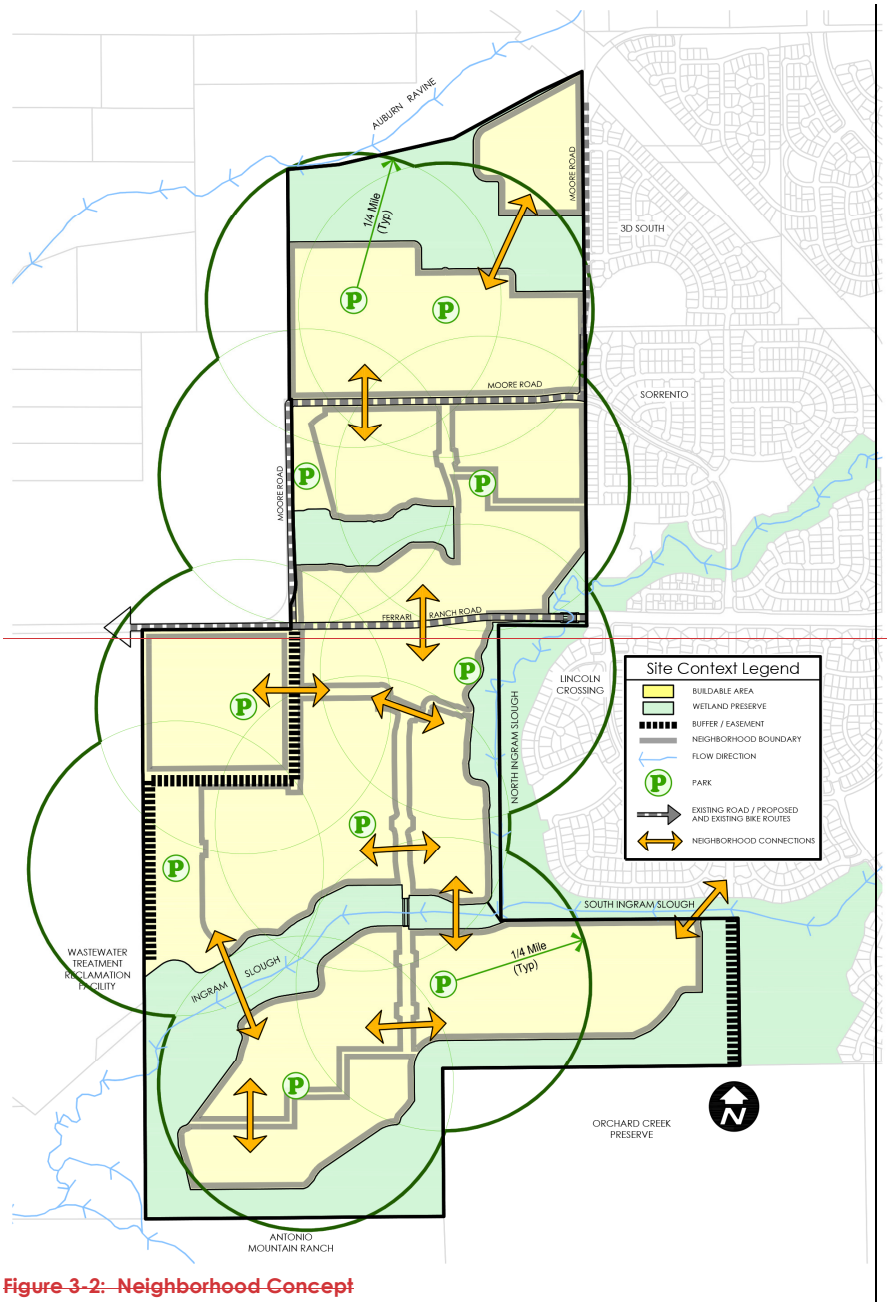
Principles related to the residential neighborhoods include the following.

1. Define neighborhood edges by the existing sloughs and wetland areas to the extent practicable.
2. Facilitate development patterns that incorporate smaller residential blocks, where breaks are provided at regular intervals, either via streets or paseos, which enhance cross-connectivity between neighborhoods.
3. Site higher-density residential uses near parks to frame the public spaces and to enhance pedestrian access to these recreational amenities.
4. Give priority to the design of the public realm by encouraging home orientation toward streets, paseos, and public spaces, creating streetscapes with landscaped parkways and large tree canopies, and providing adequate flexibility to accommodate a variety of housing types.
5. Establish a centrally located park in residential neighborhoods to function as the focal and gathering point for each neighborhood.

6. Provide opportunities for a mix of housing types within neighborhoods that meet the needs of a diversity of households, incomes, ages, and lifestyles.
7. Integrate the natural and cultural landscape into the neighborhoods.

Figure 3-2: Neighborhood Concept





~~Figure 3-2: Neighborhood Concept~~

3.3.3 Neighborhood Connectivity

One of the most significant elements that reinforces Village 7's sense of place is its high level of connectivity. All the Village 7's planning areas, and the residential neighborhoods within each, are interconnected through a combination of roadways, paseos, linear parkways, and open space areas. The intent is to provide convenient access village-wide for pedestrians, bicyclists, and automobiles. In addition, the neighborhoods have strong visual linkages with one ~~other~~another. The intent is to create a community where the residential neighborhoods are highly integrated with one another, blurring the lines between conventional subdivisions, so all residents can live and recreate in an extremely walkable environment.



The community design principles that foster Village 7's neighborhood connectivity include the following.

1. Provide a system of parks, open space, linear parkways, and paseos that can be linked together to enhance pedestrian and bicycle connectivity.
2. Utilize street design standards and traffic calming features (such as roundabouts) to moderate automobile speeds and flows in a manner that enhances pedestrian walkability and that creates a comfortable environment for bicycling.
3. Establish street networks that will provide a high degree of multi-directional connectivity within and between neighborhoods, which limit long, circuitous roads or cul-de-sacs, and provide drivers, bicyclists, and pedestrians with multiple choices for transportation routes.
4. Establish a healthy community by creating open, comfortable, and walkable streets that minimize barriers and emphasize the pedestrian over the automobile.
5. Establish pedestrian, bike, and trail loop systems with off-road and on-road routes that link each of the residential neighborhoods with Village 7's recreation areas, open space areas, the elementary school, and Village Center.
6. Connect to the City-wide trail system with links to downtown Lincoln providing an option for people to walk or bike instead of drive.
7. ~~—~~Provide electric car circulation and consider options for potential future connection to downtown Lincoln.

7.

3.3.4 Open Space, Landscape, and Recreation

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The development provides a wide range of recreation opportunities from intimate small tot lots to facilities for large groups. Most of the neighborhoods have a "green" at the heart of the neighborhood. These mini parks function as neighborhood parks and are approximately one to over three acres in size.

Principles related to open space, landscape and recreation include the following.

1. Set aside open space, recreation, and landscape areas.
2. Establish a network of open space and recreation amenities including a community park, neighborhood parks, mini parks, linear parkways, paseos, and pedestrian and bike connections throughout the site, with connections to the planned regional bikeway system along Auburn Ravine.
3. Site parks within residential neighborhoods providing ~~, which provides~~ both active and passive recreation opportunities and functions as the neighborhood's central gathering node.
4. Provide a range of passive and active recreation opportunities, such as ball fields, hard courts, trails, gathering spaces, and picnicking areas.
5. Use open space setbacks along roadways, augmented with earthen berming and vegetation, to provide noise attenuation.
6. Provide recycled water for landscape irrigation in public areas such as landscape corridors, paseos, medians, and parks, thereby allowing the opportunity to create a "greener" landscape.

7. Establish open space recreation areas in landscape setbacks with multi-use functions.

3.3.5 Public and Civic Spaces

Several public and civic spaces are provided within Village 7. In the core of the community, the Village Center includes two park sites and an elementary school, providing recreation and education opportunities. One of these park sites may provide a location for a fire station. These elements form centers of activity for the entire community.



Principles related to public and civic spaces include the following.

1. Provide civic spaces and buildings that are distinct, provide spaces for people to gather, and reinforce community identity.

   Locate an elementary school within the Village Center, creating a distinct learning and activity hub for children and adults.



2. Provide spaces for the City's use that could accommodate a fire station.

3.3.6 History and "Cultural Stamp"

Planning and design for the development use patterns and elements from the past to help define the present in ways that contribute to a sense of tradition and reinforce the identity of Village 7 as an integral part of Lincoln and the Sierra Nevada foothills.

Principles related to history and traditions include:

1. Foster a development pattern that follows the older, established residential neighborhoods of Lincoln, thereby reinforcing Village 7's connection with the city's historical context.

2. Use a pattern of tree planting throughout common areas and linear parkways to reflect the agricultural heritage of the area.

3. Create a development framework that respects the natural resources and preserves existing drainages.

3.3.7 Services and Implementation

A high level of public services is an important component of quality of life. Roadways, utilities, fire and police protection, school and park facilities need to be provided as development occurs and appropriate mechanisms need to be in place to secure such services and associated infrastructure.

Principles related to services and implementation include the following.

1. Provide and maintain services and infrastructure that meet or exceed City standards and integrate such items with other existing and planned facilities and connections.

2. Establish financing mechanisms for all public facility improvements as development occurs, in accordance with applicable Phasing Plans and Development Agreements.

3. Develop a phasing plan to facilitate the timely construction of the elementary school, parks and recreational facilities, and retail areas.


Village


Village SPECIFIC PLAN
Land Use Plan
4

4.1 OVERVIEW

Village 7 consists of a mix of complementary land uses designed to achieve the Specific Plan's vision and principles for a new community, while recognizing the environmental sensitivities of the area. The mix of uses is intended to contribute to the overall residential needs of the City of Lincoln and the region, while providing additional recreation opportunities, all within a sound, sustainable, environmental footprint.





The Village 7 land use plan incorporates the design elements needed to "create community", consistent with the community design framework described in section 3.3 of this Specific Plan. It includes a blend of residential, recreational, retail, open space, and public uses, which are organized such that traditional neighborhood design concepts guide the physical form of the community as development occurs.

The new community is organized into a series of distinct residential neighborhoods, which are each anchored by a park space and are structured to accommodate a mix of new and traditional housing types ranging from single-family to multi-family dwellings.

The centrally located Village Center is a defining element of Village 7; the site is located along Ferrari Ranch Road adjacent to ~~the Central Boulevard~~Liberty Parkway. With an interconnected mix of land uses, this district provides sites to accommodate parks, an elementary school, and neighborhood retail uses. The Village Center also includes sites for medium-and-high-density residential.

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Forty percent (40%) of the Plan Area is ~~designated~~ ~~for~~ for open space, trail, and recreational uses. Included ~~is~~are the protection and enhancement of the existing drainages, wetlands, and other significant natural features on the site. Refer to Section 4.6 in this Chapter for additional detail.

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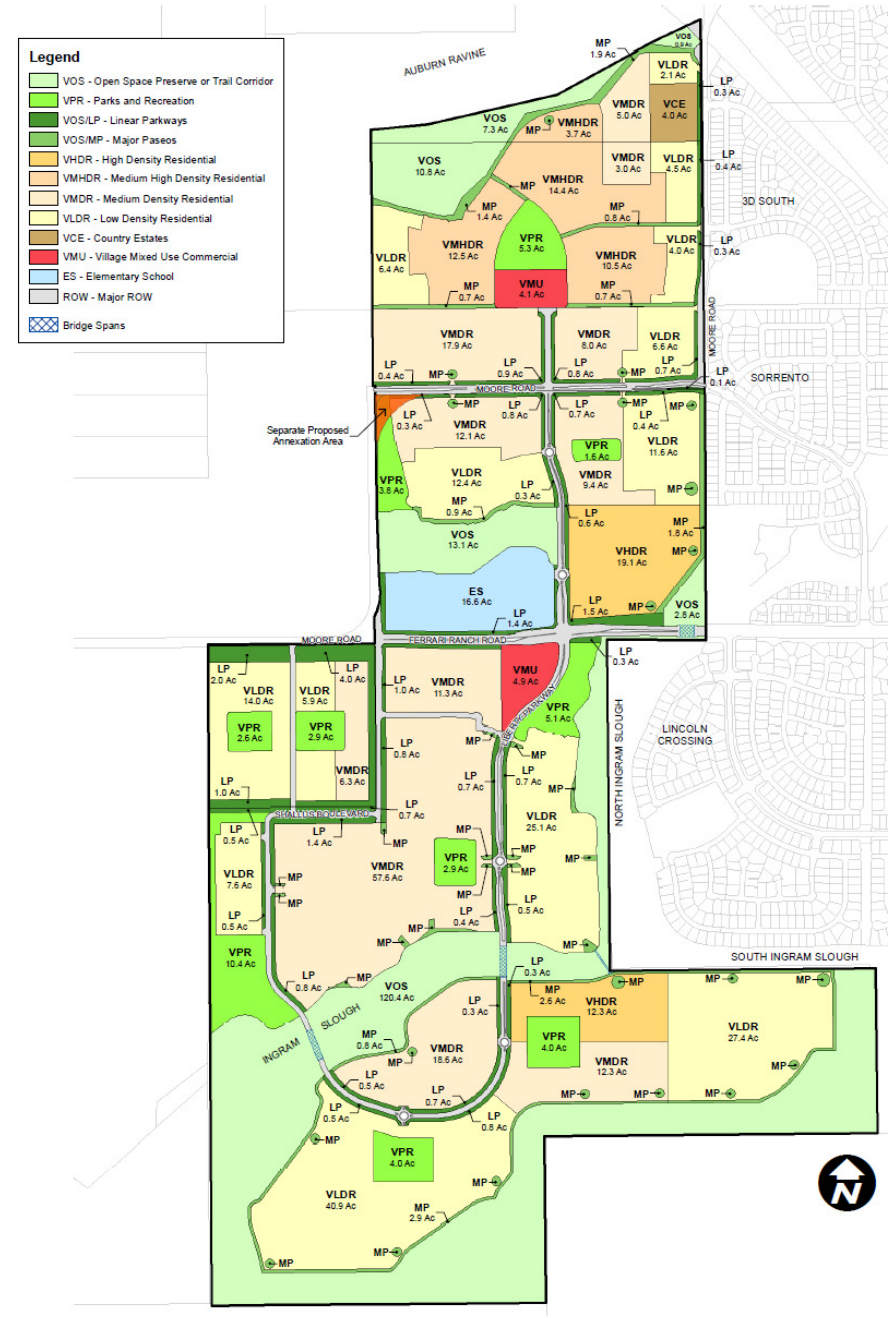
4.2 LAND USE PLAN

Village 7's land use designations are reflected on Figure 4-1 and are summarized in Table 4-1. A more detailed summary of the land uses and dwelling units located within each of Village 7's planning areas is provided in Table 4-2.

LAND USE PLAN



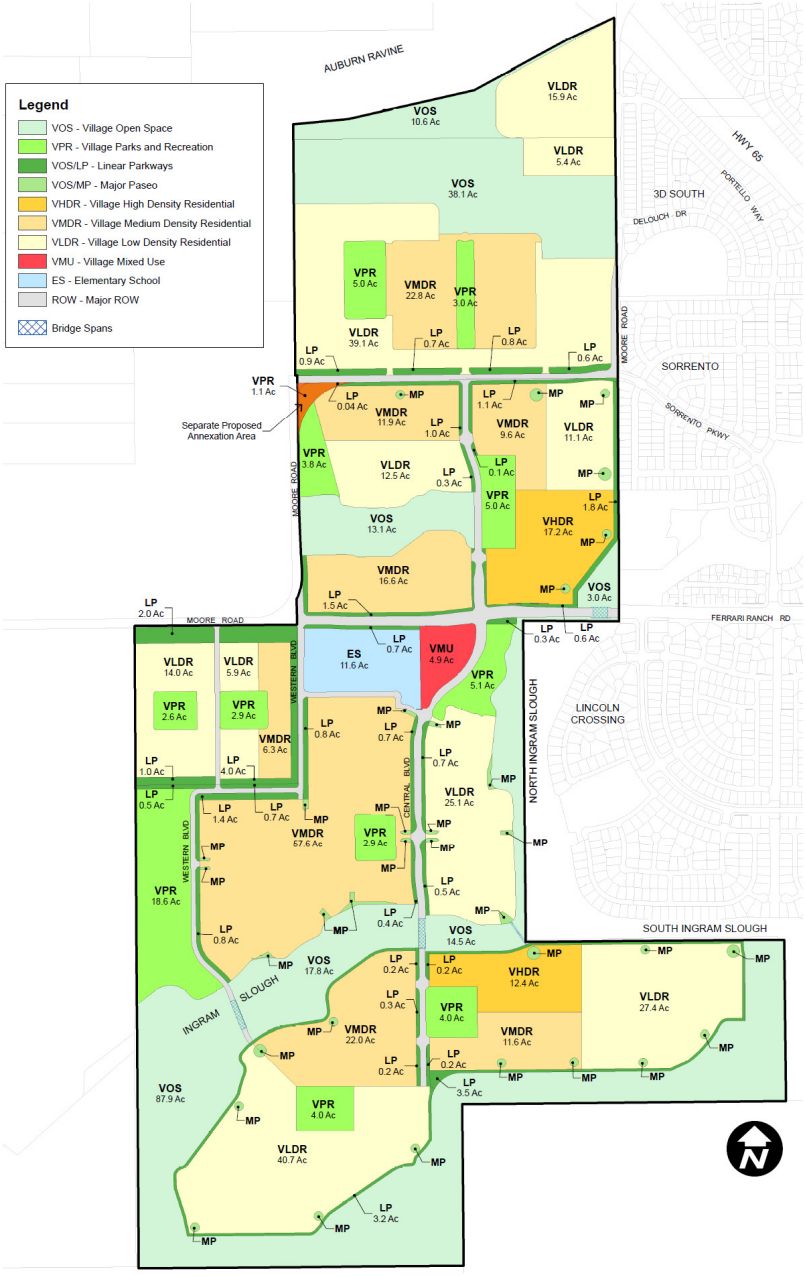


Figure 4-1: Land Use -Plan

Table 4-1: Village 7 Land Use Summary

Land Use		Acres	% of Total Acres	Units	% of Total Units
Residential					
VLDR	Village Low Density Residential	197.1	28.0%	1181	36%
VMDR	Village Medium Density Residential	158.4	22.5%	1,529	47%
VHDR	Village High Density Residential	29.6	4.2%	575	18%
Subtotal		**385.1**	**54.7%**	**3285**	**100%**
Commercial					
VMU	Village Mixed Use Commercial	4.9	0.7%		
Subtotal		**4.9**	**0.7%**		
Open Space and Parks					
VOS	Open Space Preserve	185	26.3%		
VOS	Linear Parkways	31.7	4.5%		
VOS	Major Paseos	3.9	0.6%		
VPR	Parks & Recreation	58	8.2%		
Subtotal		**278.6**	**40%**		
Public					
ES	Elementary School	11.6	1.6%		
ROW	Major Roadways	23.2	3.3%		
Subtotal		**34.8**	4.9%		
TOTAL		**703.4**	**100%**	**3285**	**100%**
NOTES:					
1	A minimum of 40% of the gross area of each specific Planning Area must be reserved for Open Space. Each Planning Area may satisfy this requirement by identifying 40% of Open Space (includes Open Space Preserves, Linear Parkways, Major Paseos, and Parks and Recreation).				
2	City of Lincoln household size assumptions are based on Lincoln Municipal Code 17.32.040. VCE & VLDR=3.6 du/hh; VMDR=2.8 du/hh; VHDR=1.8 du/hh.				

Land Use		Acres	% of Total Acres	Units	% of Total Units
Residential					
VCE	Village Country Estates	4.0	9%	11	2%
VLDR	Village Low Density Residential	168.5	24%	1,047	28%
VMDR	Village Medium Density Residential	161.5	23%	1,415	37%
VMHDR	Village Medium High Density Residential	41.1	6%	740	20%
VHDR	Village High Density Residential	31.4	4%	575	15%
Subtotal		**406.5**	**58%**	**3788**	**100%**
Commercial					
VMU	Village Mixed Use Commercial	8.9	1%		
Subtotal		**8.9**	**1%**		
Open Space and Parks					
VOS	Open Space Preserve	155.3	22%		
VOS	Linear Parkways	28.3	4%		
VOS	Major Paseos	18.6	3%		
VPR	Parks & Recreation	42.6	6%		
Subtotal (1,2)		**244.8**	**36%**		
Public					
ES	K-8/S School (3)	16.6	2%		
ROW	Major Roadways	26.6	4%		
Subtotal		**43.2**	**6%**		
TOTAL		**703.4**	**100%**	**3,788**	**100%**
NOTES:					
1	A minimum of 40% of the gross area of each specific Planning Area must be reserved for Open Space. Each Planning Area may satisfy this requirement by identifying 40% of Open Space (includes Open Space Preserves, Linear Parkways adjacent to major roadways, Major Paseos, and Parks and Recreation). Additional open space and park acreage are provided immediately adjacent to the Plan Area boundary. (Refer to Lincoln Village 7 Specific Plan Chapters 6 and 8 and General Development Plan Chapter 3 for details.)				
2	The originally-adopted, as amended, Specific Plan "Percentage of Total Planning Area Acres" for the Remainder Area shows less than the required 40% Open Space. It was intended that actual site development for this area would provide the required 40% at time of site development planning.				
3	The K-8 school site includes 8.0 acres of creditable Quimby Parkland that is not included in the total VPR acreage, however, is included in the Open Space & Parks "Percentage of Total Open Space & Parks Acres".				

Table 4-2: Land Use Acreages & Units by Planning Area

Land Use			PLANNING AREAS				
			Lewis Property (4.5)	Aitken Ranch II Property (3)	Scheiber Property (3)	Remainder Area (2)	Total
Residential (4)							
VCE	Village Country Estates	acres	0.0	0.0	4.0	0.0	4.0
		units	0	0	11	0	11
VLDR	Village Low Density Residential	acres	125	21.5	2.1	19.9	168.5
		units	743	128	12	164	1047
VMDR	Village Medium Density Residential	acres	121.3	28.9	5.0	6.3	161.5
		units	1020	267	47	81	1415
VMHDR	Village Medium High Density Residential	acres	0	37.4	3.7	0.0	41.1
		units	0	674	66	0	740
VHDR	Village High Density Residential	acres	31.4	0.0	0.0	0.0	31.4
		units	575	0	0	0	575
	Subtotal	**acres**	**277.7**	**87.8**	**14.8**	**26.2**	**406.5**
		units	**2338**	**1069**	**136**	**245**	**3788**
	% of Total Planning Area Acres	%	54%	72%	56%	66%	58%
Commercial							
VMU	Village Mixed Use Commercial	acres	4.8	4.1	0.0	0.0	8.9
	Subtotal	**acres**	**4.8**	**4.1**	**0.0**	**0.0**	**8.9**
	% of Total Planning Area Acres	%	1%	3%	0%	0%	4%
Open Space and Parks							
VOS	Open Space Preserve	acres	136.3	10.8	8.2	0.0	155.3
VOS	Linear Parkway	acres	17.4	3.6	0.3	7.0	28.3
VOS	Major Paseos	acres	12.6	4.0	2.0	0	18.6
VPR	Park & Recreation	acres	31.8	5.3	0.0	5.5	42.6
	Subtotal	**acres**	**198.1**	**23.7**	**10.5**	**12.5**	**244.8**
	% of Total Planning Area Acres (1)	%	**40%**	**20%**	**40%**	**31%**	**35%**
Public							
ES	K-8/S School (5)	acres	16.6	0.0	0.0	0.0	16.6
ROW	Major Roadways	acres	18.7	5.6	1.2	1.1	26.6
	Subtotal	**acres**	**35.3**	**5.6**	**1.2**	**1.1**	**43.2**
	% of Total Planning Area Acres	%	7%	5%	5%	3%	6%
TOTAL		**acres**	**515.9**	**121.2**	**26.5**	**39.8**	**703.4**
		units	**2338**	**1069**	**136**	**245**	**3788**

NOTES:

1	A minimum of 40% of the gross area of each specific Planning Area must be reserved for Open Space. Each Planning Area may satisfy this requirement by identifying 40% of Open Space (includes Open Space Preserves, Linear Parkways adjacent to major roadways, Major Paseos, and Parks and Recreation). Additional open space and park acreage are provided immediately adjacent to the Plan Area boundary. (Refer to Lincoln Village 7 Specific Plan Chapters 6 and 8 and General Development Plan Chapter 3 for details.)
2	The originally-adopted, as amended, Specific Plan "Percentage of Total Planning Area Acres" for the Remainder Area shows less than the required 40% Open Space. It was intended that actual site development for this area would provide the required 40% at time of site development planning.
3	City of Lincoln household size assumptions are based on Lincoln Municipal Code 17.32.040. VCE & VLDR=3.6 du/hh; VMDR=2.8 du/hh; VMHDR & VHDR=1.8 du/hh.
4	The Lewis Property Planning Area includes the Lewis Property of 514.6 acres and the Moore Road Triangle ROW of 1.3 acres.
5	The K-8 school site includes 8.0 acres of creditable Quimby Parkland that is not included in the total VPR acreage, however, is included in the Open Space & Parks "Percentage of Total Planning Area Acres".

4.3 ZONING and GENERAL DEVELOPMENT PLAN

The planned zoning designation for all areas in the Village 7 Specific Plan 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 7, which functions as the Specific Plan's primary zoning implementation tool. Application of the GDP provides flexibility in the establishment of development standards, including required yards (setbacks), lot area and width, lot coverage, and other provisions. Further, as provided in Section 18.32.020 of the Zoning Ordinance, the PD district allows "*various uses to be combined…provided that combinations of uses results in a balanced and stable environment.*"



In accordance with the PD district, the Village 7 Specific Plan ~~provides for~~provides 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 7.

Development in Village 7 is regulated through a General Development Plan and applies only to those planning areas that are incorporated into it. (As subsequent planning areas are granted development entitlements, the GDP will be amended to reflect the project-level planning for that area.) As a zoning tool, the GDP provides the land use regulatory guide, permitted uses, development standards, and design guidelines to regulate development within each planning area.

The GDP also works in conjunction with the City of Lincoln Zoning Ordinance to achieve the vision and principles of the Village 7 Specific Plan. The General Development Plan constitutes the development regulations for the overlying PD zoning districts and identifies considerations unique to the character and development objectives of each planning area in Village 7. Guidelines and standards are included to facilitate the design and review of individual development projects. All development in Village 7 is required to comply with this Specific Plan and the regulations set forth in the General Development Plan.

At the time of Specific Plan approval, the City adopted the Village 7 General Development Plan to provide regulations for the initial participating party (Lewis Property) planning area in Village 7. Amendments to the GDP will be processed for Village 7's other planning areas as full development entitlements are sought.

4.4 RESIDENTIAL NEIGHBORHOODS

4.4.1 Concept

Village 7 is organized into a series of residential neighborhoods (see Figure 3-2). The edges of the neighborhoods are defined by existing sloughs and drainages, wetland areas, other natural features, and planned roadways, which ultimately fit in the boundary established by the General Plan for Village 7. Each neighborhood includes a park space that will serve as a focal and gathering area. Neighborhoods are sized so that residents are typically no farther than an easy one-quarter mile walk from the neighborhood park space. Clear pedestrian interconnections are provided between the neighborhoods, the adjacent open space areas, and the Village Center. The intent is to create a sense of place in the neighborhoods by incorporating elements into the public realm that residents can relate to and identify as home.



The residential neighborhoods will offer a mix of new and traditional housing options that will serve a wide variety of residents. This mix will range ~~from detached single-family homes,~~from detached single-family homes to innovative attached and detached mid-range density housing products, to higher density multi-family homes.

In 2026, a new residential land use category, VMHDR, was introduced to the Plan that allows a density range of 6-18 du/ac. This wide range is intentional to allow for flexibility in market demand for housing. Refer to Figure 4-1, Land Use Plan, and Tables 4-1 and 4-2 for more detail. Refer also to the Lincoln Village 7 GDP for additional information.

The mix of housing types is reflective of the diversity of lifestyle and pricing considerations found in the evolving and ever-changing housing market, and addresses future growth anticipated in the City of Lincoln and the south Placer region. The residential neighborhoods will provide opportunities for a mix of housing types for all ages, lifestyles, and households.

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~~tial areas in the Plan Area are designated VLDR and/or range in number of possible units. In these areas, VHDR is a . This flexibility is intentional, to allow for flexibility in market ousing. Refer to Figure 4-1, Land Use Plan, and Tables 4-1 ore detail. Refer also to the Lincoln Village 7 GDP for additional information.~~

Village 7's neighborhood design emphasizes enhanced streetscapes, variable front yard setbacks, lane-loaded garage options, and an extensive system of multi-use trails and sidewalks designed to provide a walkable, pedestrian-friendly environment. One of the primary goals for Village 7 is to create housing that is both high ~~quality~~quality and varied in design. Considerable flexibility in neighborhood design is provided through the application of the PD district, which will be further guided by the General Development Plan.



The Village 7 Specific Plan includes provisions that permit the transfer of units within each planning area in response to market demand, subdivision, and/or design review considerations: see Section 9.8 for details.

4.4.2 Residential Land Use Designations

The Village 7 Specific Plan anticipates several residential land use designations: Village Country Estates (VCE), Village Low Density Residential (VLDR), Village Medium Density Residential (VMDR), Village Medium High Residential (VMHDR), and Village High Density Residential (VHDR) which is a land use overlay with unique development regulations provided in Appendix A.

These designations are generally summarized in this section, with detailed use, development standards, and design guidelines included in the General Development Plan. Other uses found within the village neighborhoods (parks, open space) are addressed in Section 4.6.

Village Country Estates (VCE)	
Density Range:	1.0 to 2.9 dwelling units per gross acre
Applied Zoning District:	PD - Planned Development
Description:	Single-family detached homes on large lots are anticipated.
Permitted Uses, Development Standards, and Design Guidelines	Per the Village 7 General Development Plan, City of Lincoln Zoning Ordinance, and Placer County Airport Land Use Compatibility Plan (where applicable).



Village Low Density Residential (VLDR)	
Density Range:	3.0 to 5.9 dwelling units per gross acre ~~(Except as noted herein and in the Lincoln Village 7 General Development Plan for F Flex Designated parcels.)~~
Applied Zoning District:	PD - Planned Development
Description:	Single-family detached homes on standard or alley-loaded lots are anticipated, but not limited to, the primary product types.
Permitted Uses, Development Standards, and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance.



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Village Medium Density Residential (VMDR)	
Density Range:	6.0 to 12.9 dwelling units per gross acre ~~(Except as noted herein and in the Lincoln Village 7 General Development Plan for F Flex Designated parcels.)~~
Applied Zoning District:	PD - Planned Development
Description:	This density allows ~~for~~ single-family detached housing, as well as alternative detached and attached housing types. Such housing types may include, but are not limited to, standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, petite, or cottage lots, garden lots, patio lots, zero-lot lines, z-shaped lots, duet/halfplex homes, brownstones, townhomes, or condominiums.
Permitted Uses, Development Standards, and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance.



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Village Medium High Density Residential (VMHDR)	
Density Range:	613.0 to 1825.0 dwelling units per gross acre
Applied Zoning District:	PD - Planned Development
Description:	This density allows single-family detached housing, as well as alternative detached and attached housing types. Such housing types may include, but are not limited to, standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, petite, or cottage lots, garden lots, patio lots, zero-lot lines, z-shaped lots, duet/halfplex homes, brownstones, townhomes, or condominiums. Also allowed attached, multi-family housing including townhomes, condominiums or apartments are anticipated, but are not limited to, the primary product types. It is possible that newer product types including detached residential units will be included as part of the VMHDR area. A mix of for sale and rental opportunities may occur in the VMHDR area.
Permitted Uses, Development Standards, and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance. ~~Where VHDR is developed in VLDR and VMDR designations, VHDR development standards shall prevail.~~

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Village High Density Residential (VHDR)	
Density Range: Applied Zoning District:	13.0 to 25.0 dwelling units per gross acre PD - Planned Development
Description:	Attached, multi-family housing including townhomes, condominiums or apartments are anticipated, but are not limited to, the primary product types. It is possible that newer product types including detached residential units will be included as part of the VHDR area. A mix of for sale and rental opportunities may occur in the VHDR area.
Permitted Uses, Development Standards, and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance.



4.5 VILLAGE MIXED USE (VMU) COMMERCIAL

4.5.1 VMU – Village Mixed-Use Commercial



~~A~~ Village Mixed Use parcels are~~is~~ located at the southwest corner of Ferrari Ranch Road a~~tnd the Central Boulevard~~Liberty Parkway and at the northern terminus of Liberty Parkway. ~~.~~ The~~i~~se sites are ~~is~~ envisioned as ~~a~~ village hubs and neighborhood-serving ~~retail and/or~~ community center/recreation areas to promote a sense of arrival into the community and a social environment to keep residents and visitors engaged and connected. These parcels may provide approximately 20,000 square feet (each) of commercial uses.

During the initial development of Village 7, the ~~commercial~~ VMU sites could also serve as ~~a~~ new home sales and marketing centers. The Village Mixed Use regulations are summarized below, with detailed use, development standards and design guidelines included in the Village 7 General Development Plan.

Village Mixed Use (VMU)	
Applied Zoning District:	PD - Planned Development
Description:	These~~is~~ sites will yield up to approximately 20,000 square feet (each) of commercial space, which could support a mix of uses, including small-scale neighborhood-serving community/recreation areas ~~retail, service, and office~~. ~~The~~ VMU sites may have similar uses to those provided for by the Commercial (C) district (Zoning Ordinance Section 18.22). The types of uses envisioned could include bakery, barber shop, beauty shop, café, day care center, drug store, dry cleaners, general store, office, personal services, postal annex, stationary store, sales office, and other small-scale neighborhood ~~scale~~ uses.
Permitted Uses, Development Standards and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance.

4.6 OPEN SPACE, PARKS, AND PUBLIC USES

4.6.1 Open Space, Parks, and Public Uses Concept

Multiple areas within Village 7 will be devoted to open space and recreation uses with amenities designed to encourage residents to get out of their cars, play, exercise, walk, ride bikes, and generally enjoy their community. The land use plan includes sites designated for Village Open Space Preserve (VOS), Village Park and Recreation (VPR), Linear Parkways (VOS), and Major Paseos (VOS). In addition, land for an Elementary School (ES) site has been provided within Village 7. The combination of open space, parks, and a school site is intended to provide opportunities for extended learning and continuing education for the community, reinforcing the concept of a community gathering place.

As a part of the Project's on-going participation with the Placer County Conservation Program (PCCP) for preservation of high-quality open space lands, and to offset the reduced acreage of PCCP-deemed lessor quality open space in the Aitken Ranch and Scheiber portions of the project, approximately 29.1 acres of additional open space (including 9.2 acres of parkland dedication) are provided in the Lincoln Village 5 Specific Plan Area, adjacent to the Lincoln Village 7 Specific Plan Area boundary. Portions of this area have been re-designated and re-zoned via separate and concurrent Specific Plan and General Development Plan Amendments.

Additionally, as a component of the Village 7 Specific Plan, a 162.0-acre offsite preserve was established immediately west of the plan area and north of the City of Lincoln Wastewater Treatment and Reclamation Facility. The establishment of the preserve was required to mitigate wetland and species impacts associated with the development of Village 7. The preserve area is not a part of an existing or planned specific plan area but contributes to the Village 7 total open space allocation of 50.7% which exceeds the required 40% of allocated open space.

Refer to Section 4.6.3 in this Chapter and Chapter 6 Section 6.2 for additional detail.

Village Open Space (Preserve)

Open space, and its associated natural functions, helps shape the visual character and urban form of Village 7. (Refer to tables 4.1 and 4.2 for specific details on open space preserve areas in Village 7.)

The Specific Plan includes a broad system of public and private open space encompassing significant environmental resources such as drainages, wetlands, grasslands, and riparian woodlands. Environmentally sensitive areas are to remain in their natural condition, wherever possible, and will be enhanced to promote wildlife habitat. Open space allows for multi-use functions including passive recreation opportunities, corridors for pedestrian and bicycle trails, water quality treatment, and flood water conveyance. In addition, open space is used to help define Village 7's boundaries and neighborhood edges, as well as provide setbacks from the City's WWTRF and residential buffers from the Western Regional Sanitary Landfill.

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The elementary school site includes 8.0 acres of public park that receives Quimby Credit. Refer to Figure 4-1, Land Use Plan and Land Use Tables in this Chapter for more detail. Refer also to Chapter 6 Public Services Plan for more Detail.

Village Parks and Recreation

Various park sites are designated in Village 7, including a variety of community and neighborhood level parks, classified in three categories (community park, neighborhood park, and mini park). These parks are linked to the Village 7's pedestrian/ bicycle trail loop system to provide high accessibility for residents. Parks are generally located within neighborhoods creating a local focal point and activity amenity.





The placement and sizing of parks will provide a range of recreation opportunities, passive and active, that will serve all age groups from small children to seniors, and is reflective of community need, General Plan policy, proximity to users, ability to promote joint use activities, and existence of natural resources.



Village Linear Parkways

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Linear parkways are included in Village 7 and provide widened ~~landscaped~~landscape corridors along Ferrari Ranch Road, Moore Road, ~~and the north-south collector streets~~Liberty Parkway, and Shallus Boulevard. These corridors range in width and contain landscaping and multi-use paths that will link to Village 7's overall pedestrian and bikeway trail network and provide passive recreation opportunities.





Village Major Paseos

Major paseos are located throughout Village 7, ~~which strive~~and help to achieve key objectives for village-wide neighborhood connectivity and the provision of community-wide open space. First, they provide pedestrian and bikeway linkages from the residential neighborhoods to parks, linear parkways, and open space areas. Second, they are part of larger view corridors within residential neighborhoods, providing visual linkages from the neighborhood interiors to open space areas.

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Major paseos include trail corridors along open space edges and within residential neighborhoods. The width of these features will vary depending on location and adjacent uses. Paseos will include landscaping and other features appropriate to achieve their design intent.

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Elementary School

A sense of community is reinforced in Village 7 by the inclusion of an elementary school site in the Village Center of the plan area. The elementary school site ~~is located in~~is in proximity to parks and open space and connect~~ed~~ to adjoining areas by linear parkways and sidewalks to maximize synergies between land uses thereby providing an outstanding educational opportunity and activity hub for the community. Together these elements help form one of the community's focal points.

The elementary school is part of the Western Placer Unified School District and will include school facilities, playgrounds, and parking lots.

While an elementary school site is specifically located on the Village 7 Specific Plan Land Use Plan, public schools are permitted in any residential and park designated parcel (see General Development Plan Tables 4-1 and 4-25.) If the school site is relocated to another parcel (or parcels), the land uses in the affected parcels would essentially 'swap' and would be considered a Minor Revision to the Specific Plan, (see Specific Plan Section 9.8.3.) Note that Lincoln General Plan park dedication requirements are still required to be met. Alternatives to ~~the~~ a land use 'swap' may also be considered if appropriate and as determined by the Community Development Director (see also Specific Plan Section 9.8.4.) If the planned elementary school is relocated outside of the Village 7 Plan Area, the school site may be converted to VLDR with a Minor Amendment of the Specific Plan. Residential units allocated to the Plan Area may be transferred between Plan Area parcels in accordance with the Specific Plan such

that the total number of dwelling units allocated to the Specific Plan are not exceeded (see also Specific Plan Section 9.8.2).

4.6.2 Open Space, Parks, and Public Uses Designations

The Village 7 Specific Plan includes ~~five~~ open space, parks, and public use designations: Open Space Preserve (OS), Park and Recreation (PR), Linear Parkway (OS/LP), Major Paseos (OS/MP), and Elementary School (ES). These districts are generally summarized in this section, with detailed use, development standards, and design guidelines included in each General Development Plan.

Village Open Space Preserve (VOS)	
Applied Zoning District:	PD - Planned Development
Description:	This land use includes drainages, wetlands, and other significant environmental resources. Uses may include resource protection and enhancement, passive recreation, water quality treatment, and flood control. Additional information on open space resources is included in Section 8, Resource Management Plan.
Permitted Uses, Development Standards and Design Guidelines	Per the General Development Plan, Resource Agency Permits, Monitoring and Maintenance Plans, and Development CC&Rs for each planning area and City of Lincoln Zoning Ordinance.



Village Park and Recreation (VPR)	
Applied Zoning District:	PD - Planned Development
Description:	Includes a community park, neighborhood parks, and mini parks. Uses include passive recreation, active recreation, and flood control. Additional information on parks and recreation is included in Section 6, Public Services Plan.
Permitted Uses, Development Standards and Design Guidelines	Per the Village 7 General Development Plan, City of Lincoln Zoning Ordinance, and Placer County Airport Land Use Compatibility Plan (where applicable).





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~~Village Open Space Linear Parkway (VOS/LP)~~ Village Open Space Linear Parkway (VOS/LP)	
~~Applied Zoning District:~~ **Applied Zoning District:**	~~PD - Planned Development~~ PD - Planned Development
~~Description:~~ **Description:**	~~Linear parkways include the landscaped corridors along Ferrari Ranch Road, Moore Road, and the Central Boulevard, and include multi-use paths that link to the Village 7's pedestrian and bikeway network. Uses include passive recreation and water quality measures. Additional information on linear parkways is included in Section 6, Public Services Plan.~~ Linear parkways include the landscaped corridors along Ferrari Ranch Road, Moore Road, Shallus Boulevard, and Liberty Parkway and include multi-use paths that link to Village 7's pedestrian and bikeway network. Uses include passive recreation and water quality measures. Additional information on linear parkways is included in Section 6, Public Services Plan.
~~Permitted Uses, Development Standards and Design Guidelines~~ **Permitted Uses, Development Standards and Design Guidelines**	~~Per the General Development Plan and City of Lincoln Zoning Ordinance.~~ Per the General Development Plan and City of Lincoln Zoning Ordinance.

~~Village Major Paseos (VOS/MP)~~	
~~Applied Zoning District:~~	~~PD - Planned Development~~
~~Description:~~	~~Major paseos are corridors within residential neighborhoods that provide pedestrian and bikeway linkages to parks, linear parkways, and open space areas. The width of these features varies depending on the location and adjacent uses and has landscaping and other features as outlined in the General Development Plan.~~
~~Permitted Uses, Development Standards and Design Guidelines~~	~~Per the General Development Plan and City of Lincoln Zoning Ordinance.~~

~~Elementary School (ES)~~	
~~Applied Zoning District:~~	~~PD - Planned Development~~
~~Description:~~	~~The elementary school site is located within the Village Center. The use, design, and development of this site will be regulated by the Western Placer Unified School District. Additional information on the elementary school is included in Section 6, Public Services Plan.~~
~~Permitted Uses, Development Standards and Design Guidelines~~	~~Per the General Development Plan and City of Lincoln Zoning Ordinance.~~

Village Major Paseos (VOS/MP)	
Applied Zoning District:	PD - Planned Development
Description:	Major paseos are corridors within residential neighborhoods that provide pedestrian and bikeway linkages to parks, linear parkways, and open space areas. The width of these features varies depending on the location and adjacent uses and has landscaping and other features as outlined in the General Development Plan.
Permitted Uses, Development Standards and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance.

Elementary School (ES)	
Applied Zoning District:	PD - Planned Development
Description:	The elementary school site is located within the Village Center. The use, design, and development of this site will be regulated by the Western Placer Unified School District. Additional information on the elementary school is included in Section 6, Public Services Plan.
Permitted Uses, Development Standards and Design Guidelines	Per the General Development Plan and City of Lincoln Zoning Ordinance.

4.6.3 City of Lincoln Open Space Compliance

The following information is taken from a memo prepared by ECORP Consulting, Inc. dated October 3, 2025, with slight edits.

As a component of the Village 7 Specific Plan, the Lewis Project established an offsite preserve, providing an additional 162.0-acre offsite preserve (natural open space), immediately to the west of the Lewis Project and the Village 7 Specific Plan considering the Village 7 Specific Plan, and all open space designated as part of the component projects, Village 7 provides 50.7 percent of the land area as open space, which far exceeds the requirement of the City of Lincoln's General Plan Policy *(Refer to the table below.)*

Table 1. Open Space Areas within the Village 7 Specific Plan Area

Open Space Designation	Units	Liberty Project[1]	Scheiber Project[2]	WWTF Offsite Preserve[3]	Total
Planning Area	acres	496.5	181.2	162.0	839.7
Open Space Areas					
Natural Open Space (VOS)	acres	136.3[1]	38.4	162.0	
Linear Parkways	acres	24.6	5.4	-	
Major Paseos	acres	3.9	4.4	-	
Parks & Recreation	acres	36.3	14.5	-	
Subtotal	acres	201.1	62.7	162.0	425.8
Open Space Provided (%)	%	**40.5**	**34.6**	**-**	**50.7 %**

1. This total includes the Liberty @ Lincoln Onsite Preserve
2. The Scheiber Project includes a combination of properties within the Village 7 and Village 5 Specific Plan areas (e.g. Scheiber, Aitken Ranch II, and Village 5). See Appendix A for more details.
3. Offsite Open Space Preserve established as part of the Liberty @ Lincoln Project.

In addition, the Scheiber Project will mitigate land conversion and wetland impacts through the Placer County Conservation Program (PCCP). The PCCP mitigates land conversion and wetland impacts through the program by establishing large, interconnected reserve systems with fees collected from development within the Plan area, further adding open space dedication within Placer County. On average, the PCCP preserves 1.5 acres of natural open space for every acre of land conversion within the plan area. For the Scheiber Project (~180 acres), mitigation fees collected would go towards the conservation of approximately 270 acres of natural open space within Placer County.

Furthermore, this approach emphasizes the establishment of large preserve areas and mitigating through the PCCP to facilitate landscape level conservation rather than creating or manufacturing open space areas or corridors. In the conservation world, landscape level conservation supports habitat connectivity, increases in biodiversity, as well as maintenance of ecosystem processes and ecosystem services, which benefit both human and wildland communities (Goncalves-Souza et al. 2025). In fact, regulatory agencies such as the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife, and the U.S. Army Corps of Engineers, mandate landscape level conservation as part of project mitigation rather than preservation of smaller disconnected pieces of open space. This includes the PCCP, which includes landscape-level biological goals and objectives to protect ecological processes that occur at the county scale (Placer County 2020). A requirement of 40 percent open space on an individual project basis could result in uncoordinated preservation of open space areas, contributing to large scale habitat fragmentation, counter to community accepted best conservation management practices.

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Village
SPECIFIC PLAN
Mobility Plan
5

5.1 OVERVIEW

The Village 7 Specific Plan circulation system includes a hierarchy of roads, an extensive pedestrian and bikeway network, and public transit options. Emphasis is placed on ensuring connectivity between uses and in creating a safe and efficient circulation system that complies with City policies and allows for new and innovative transportation alternatives.



Walking and bicycling, rather than the automobile, are envisioned as the significant mode by which people will travel within Village 7. The mobility plan incorporates neighborhood-oriented tree-lined streets creating safe and walkable neighborhoods that minimize barriers. Land uses are sited to provide proximity between housing, open space, recreation, and the elementary school site. These community elements are designed as part of an extensive interconnected system of multi-use trails and sidewalks. The intent is to create a pedestrian-friendly, walkable, and bikeable environment that encourages residents to get out of their cars and enjoy their community.

5.2 ROADWAYS

Primary vehicular access to Village 7 will be from an extension of Ferrari Ranch Road through the center of the Plan area. This roadway will ultimately connect with State Route 65 to the east and Fiddyment Road to the west.

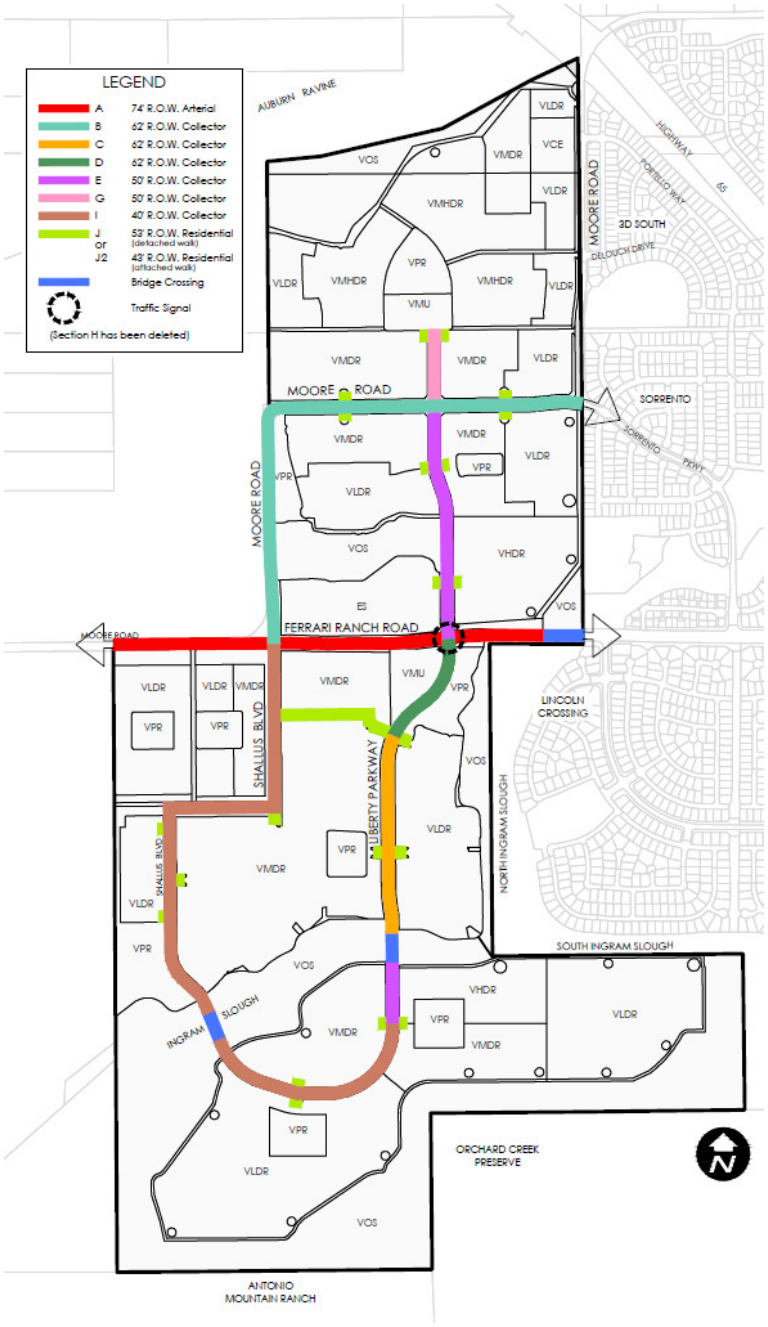
Two collector roadways provide north-south vehicular access through Village 7, each intersecting with Ferrari Ranch Road to link with the local neighborhood roadway system. The vehicular roadway and streetscape network is intended to provide a safe and efficient system for vehicles, as well as a pleasant pedestrian experience.

The local roadways are a critical component in establishing the character of the neighborhoods and help to define the public realm. Village 7's local street system is intended to promote walkability and pedestrian activity through incorporation of sidewalks, tree lined streets, pedestrian scale lighting, pedestrian crossings, and residential structures with street-forward building orientations (entries, porches, windows, etc.). The local street pattern strives to maximize connectivity and, to the extent feasible, eliminate barriers among housing, parks, the elementary school site, open space, and other uses.



Village 7's Roadway Plan provides a comprehensive network of collector and local roadways that emphasize multi-directional connectivity. This is illustrated in Figure 5-1 with lane capacity, right-of-way, and other requirements summarized in Table 5-1.

Linear parkways along roadways and major paseos will be incorporated and will vary in width to create a more natural setting. The parkways will be landscape lots that will be dedicated to the City. Landscaping standards, bridge, entry, and other design details are included within the General Development Plan. Phasing and funding obligations are detailed in the Development Agreement for each planning area.


LEGEND
A 74' R.O.W. Arterial
B 62' R.O.W. Collector
C 62' R.O.W. Collector
D 62' R.O.W. Collector
E 50' R.O.W. Collector
G 50' R.O.W. Collector
I 40' R.O.W. Collector
J or J2 53' R.O.W. Residential (detached walk) 43' R.O.W. Residential (attached walk)
Bridge Crossing
Traffic Signal
(Section H has been deleted)
AUBURN RAVINE
MOORE ROAD
FERRARI RANCH ROAD
SORRENTO
SORRENTO PKWY
HIGHWAY 65
FOOTHILL WAY
DELOACH DRIVE
3D SOUTH
SHALLUS BLVD
LIBERTY PARKWAY
NORTH INGRAM SLOUGH
SOUTH INGRAM SLOUGH
INGRAM SLOUGH
LINCOLN CROSSING
ORCHARD CREEK PRESERVE
ANTONIO MOUNTAIN RANCH
VLDR
VCE
VMDR
VMHDR
VHDR
VMU
VPR
VOS
ES

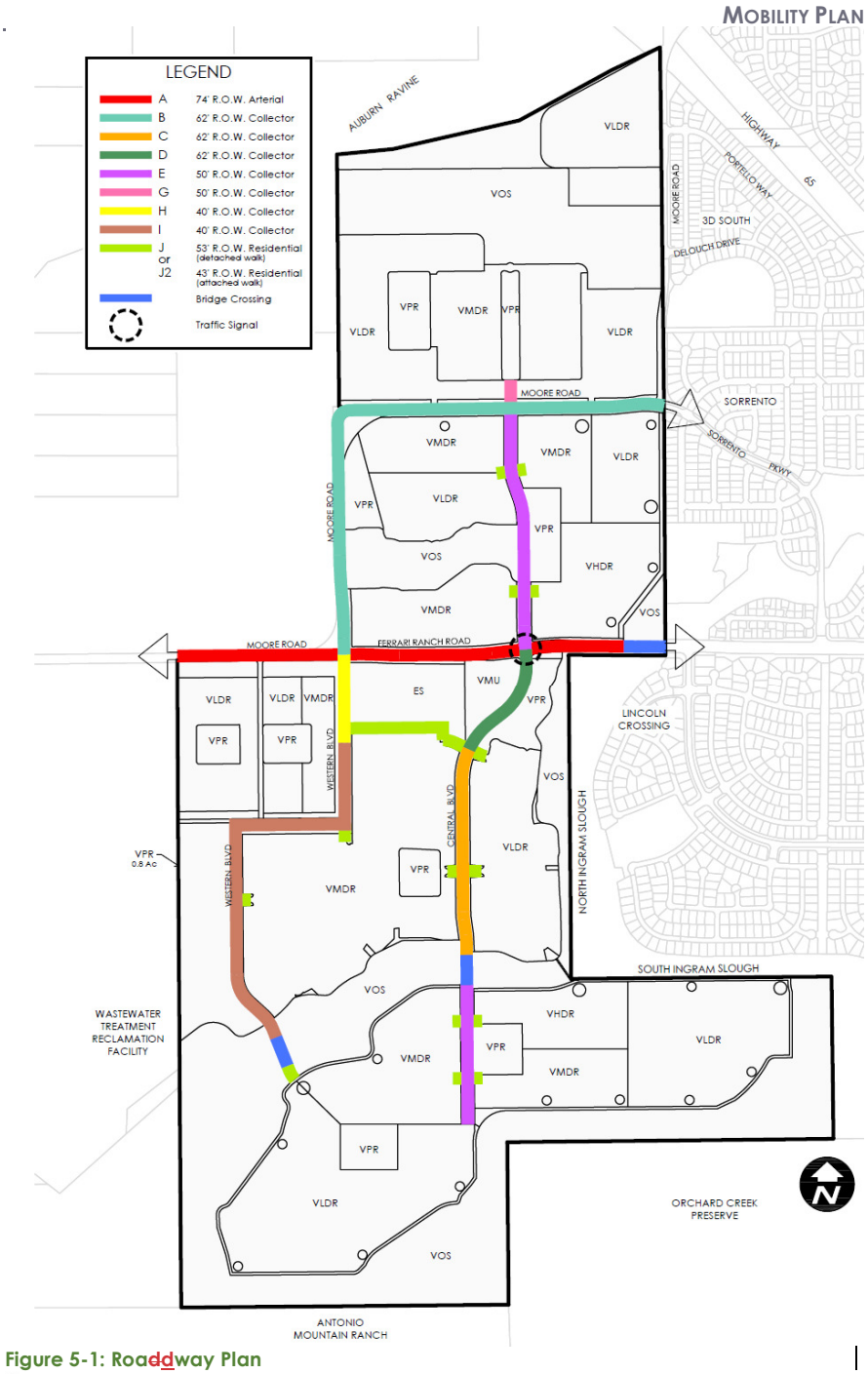


Figure 5-1: Roaddway Plan

Table 5-1: Village 7 Specific Plan Roadway Summary

Type	Roadway			Linear Parkway	Path/ Sidewalk
	Lanes	Right-of-way	Median		
Arterial Roadway					
Ferrari Ranch Road (A)	4	74'	12'	30'	10'
Collector Roadway					
Moore Road (B)	2	62'	22'	55'	10'
Collector~~Central Boulevard~~ (C)	2	62'	22'	30'	10'
Collector~~Central Boulevard~~ (D)	2	62'	22'	N/A [2]	10'
Collector~~Central Boulevard~~ (E)	2	50'	10'	30'	10'
Collector (G)	2	50'	10'	35'	10'
~~Collector (H)~~	~~2~~	~~50'~~	~~N/A~~	~~N/A~~	~~5'~~ [6]
Collector (I)	2	40'	N/A	35' [3]	10'
~~Collector (I2)~~	~~2~~	~~40'~~	~~N/A~~	~~30'~~	~~10'~~
Local Roadways					
Residential (J) Separated s/w	2	53'	N/A	N/A	5'
Residential (J2) Attached s/w	2	43'	N/A	N/A	5'
Residential at OS (K) Separated s/w	2	40'	N/A	N/A	5' [4]
Residential at OS (K2) Attached s/w	2	35'	N/A	N/A	5' [4]
One-Way Street at Park (L)	1	31' [5]	N/A	N/A	5'
Garage Lane (M)	2	21'	N/A	N/A	N/A

1 Street Section F and H ha~~s~~ves been deleted.
2 17' landscape easement along street frontage.
3 Adjacent to VLDR & VMDR frontage.
4 14' open space trail (10' path with 2' shoulders) along open space frontage.
5 On each side of park. Sidewalk may be attached on residential frontage reducing the ROW accordingly.
~~6 10' attached sidewalk at school frontage.~~
6~~7~~. Dimension of striped NEV lane is measured to back of curb as shown on the street sections.
NOTE: Deviations from this table are permitted at the time of Tentative Map with review and approval by the Community Development Director~~Planning Director~~.

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5.2.1 Ferrari Ranch Road

The arterial roadway serving Village 7 and connecting it to Highway 65 is Ferrari Ranch Road. This road extends through the development in an east-west direction, originating from the Sorrento and Lincoln Crossing developments to the east, to Moore Road to the west, which ultimately intersects with Fiddyment Road. Ferrari Ranch Road is planned as a four-lane arterial roadway with a landscape median (see Figure 5-2). No parking is allowed along Ferrari Ranch Road. A traffic signal is planned at the intersection of Ferrari Ranch Road and ~~the~~ Liberty Parkway~~Central Boulevard~~.

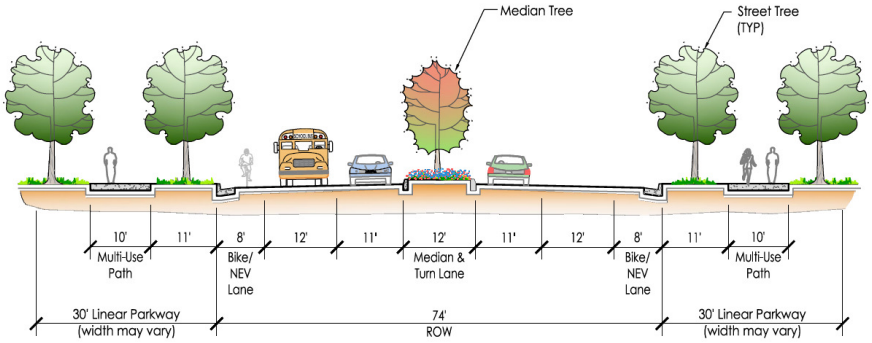


Figure 5-2: Ferrari Ranch Road (Section A)

A wide linear parkway/acoustic setback is planned on each side of Ferrari Ranch Road. The scenic linear parkway and roadway median include formal and linear groupings of large-scale trees to form a continuous canopy over the roadway. Ground plane plantings include shrubs, turf, and other groundcovers.

The landscape treatment along this linear parkway is intended to create an aesthetic arrival to the community, reduce roadway sound levels, and reduce the prominence of soundwalls. This approach will create an open and attractive frontage and grand entry into Village 7.

The linear parkways along Ferrari Ranch Road include multi-use paths, which link to Village 7's overall pedestrian and bikeway trail network. Specific landscaping and entry detail is included in the General Development Plan.

5.2.2 Moore Road

Existing Moore Road through Village 7 will be improved as the community builds out, providing a roadway connection to residential neighborhoods to the east and ultimately linking Ferrari Ranch Road to the south. Moore Road is planned as a two-lane collector roadway with a landscape median, with no on-street parking permitted (see Figure 5-3).

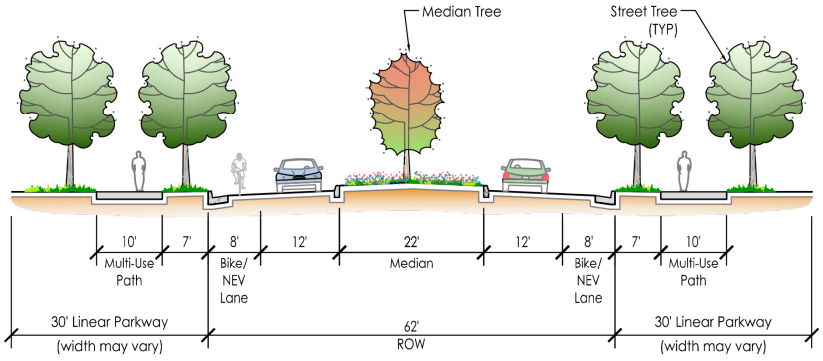


Figure 5-3: Moore Road (Section B)

The linear parkway treatments along Moore Road will have an informal character and an open appearance. Like the landscape pattern along Ferrari Ranch Road, adequate distance and landscape treatments have been included to reduce the prominence of sound walls. Landscaping will include berms with informal groves of large-scale trees with turf, other groundcovers, and shrubs. Adjacent residential uses will be screened with privacy walls and/or fencing behind generous plantings.

5.2.3 Collector Streets

Connecting to arterial streets are the collector streets in Village 7, including Liberty Parkway~~Central Boulevard~~. Collector streets act as secondary circulation routes that distribute trips from Ferrari Ranch Road to the local neighborhood street system. The volume of trips on each collector streets changes as vehicles move into and out of the residential neighborhoods. As a result, the right-of-way for the collectors will range in width. Refer to Table 5-1 Roadway Summary Table for more detail.

Landscape medians will be installed along ~~the~~ Liberty Parkway~~Central Boulevard~~. Multi-use paths, which will provide for pedestrian and bicycle use, will connect with the Village 7's overall trail system. On-street parking will be prohibited.

The linear parkway treatments along the collector roadway will have an informal character and an open appearance. Like Ferrari Ranch Road, adequate distance and landscape treatments have been included to minimize the prominence of sound walls. Landscaping will include berms with informal groves of large-scale trees with turf, other groundcovers, and shrubs. Adjacent residential uses will be screened with privacy walls or fencing behind generous plantings.

~~The~~ Liberty Parkway ~~Central Boulevard~~ will include a series of roundabouts to allow for a steady flow of vehicular traffic from side streets at relatively low speeds. This will enhance walkability and compatibility with bicyclists. The roundabouts will also allow full access to each of the internal intersections and eliminate the need for turn pockets.



Specific landscaping and roundabout detail are included in the General Development Plan.

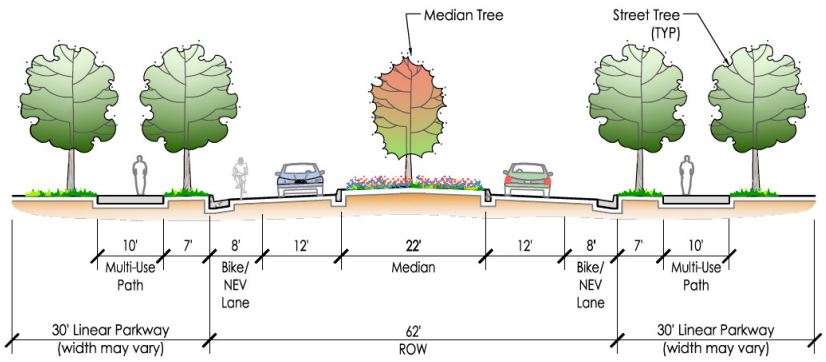


Figure 5-4: Collector Roadway ~~Central Boulevard~~ (Section C)

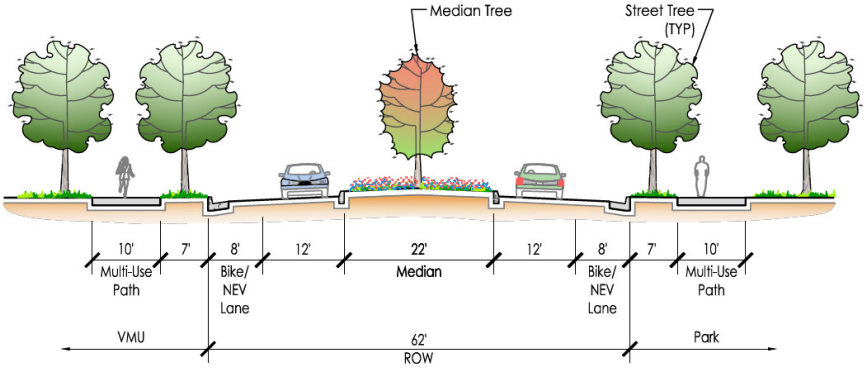
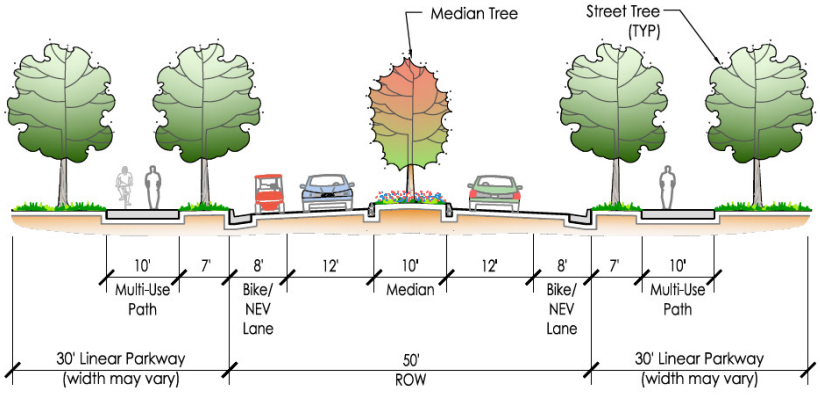


Figure 5-5: Collector Roadway ~~Central Boulevard~~ (Section D)



Note: Frontage may have attached sw and LS easement

Figure 5-6: ~~Collector~~~~Centra~~Collector Roadway ~~l Boulevard~~ (Section E)

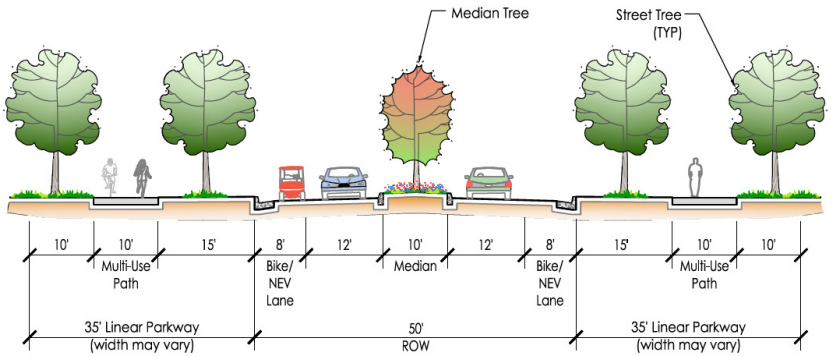
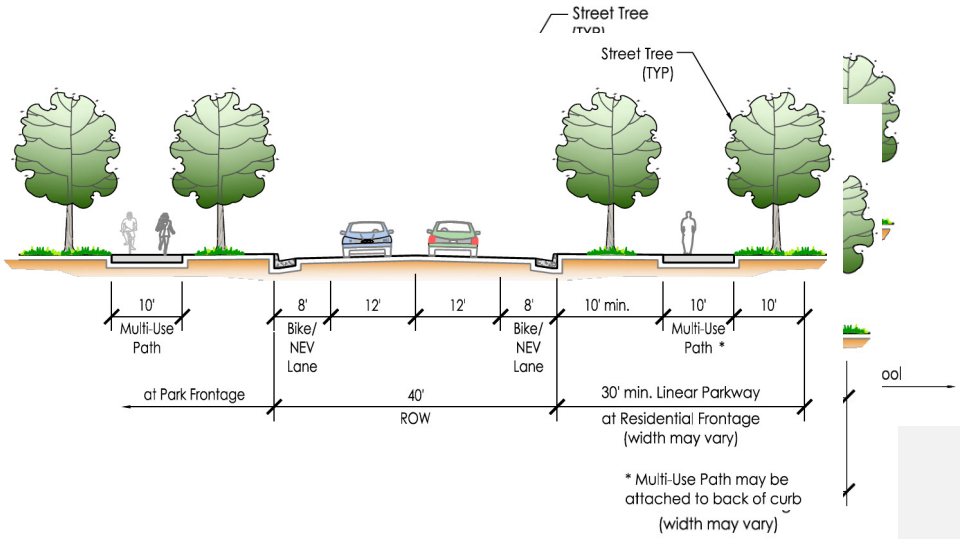


Figure 5-7: Collector Roadway (Section G)



~~Figure 5-8: Collector Roadway (Section H)~~

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Figure 5-~~89~~: Collector Roadway (Section I)

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5.2.4 Local Roadways

Local roadways provide direct access to homes and will connect to the collector roadways. In general, local roadways are designed to incorporate "traffic calming" principles such as narrower street pavement widths, reduced turning radii, and on-street parking. Local roadways may include: (1) residential streets, (2) one-way streets at parks, and (3) garage lanes.

Residential Streets are envisioned to be formal in character and will reinforce the informal grid system of the residential layout. Residential streets include two travel lanes within a typical right-of-way. Residential streets may incorporate sidewalks separated from the roadway by landscape greenways, however, may also have attached sidewalks. Street trees will be planted in a regularly spaced pattern to produce a strong street edge and shade for pedestrians and parked cars. In addition, an alternative residential street section is provided for locations where a residential street abuts an open space area.

One-Way Streets at Parks may be used at certain locations to direct traffic around linear park and mini park amenities within Village 7. These streets will be split by the parks, which will act as enlarged medians. The one-way streets are narrow in width and have on-street parking to provide traffic calming around the parks. The outside edge of the roadways may include a sidewalk separated from the street by a landscape greenway.



Garage Lanes may be utilized to provide rear loading and service areas for residential ~~lots, and~~lots and thus reduce the presence of garages and driveways along the local streets. Garage lanes will have two travel lanes with landscaped edges and garage aprons.

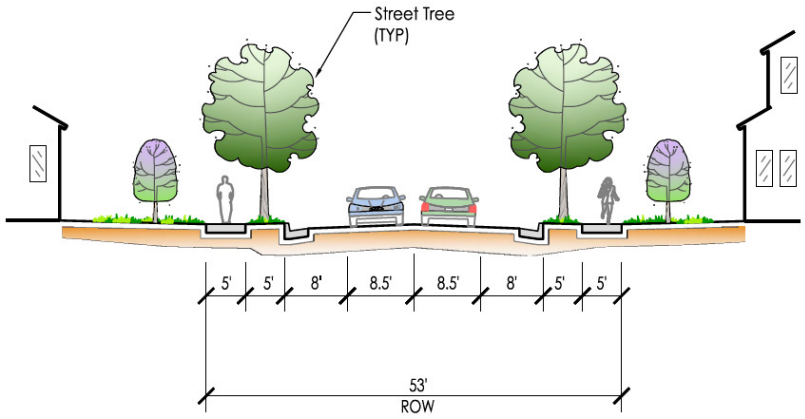


Figure 5-~~9~~10: Residential Street w/ Separated Sidewalk (Section J)

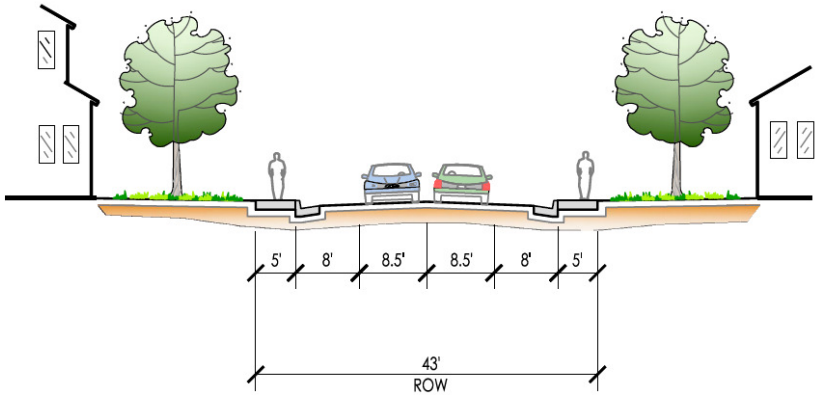
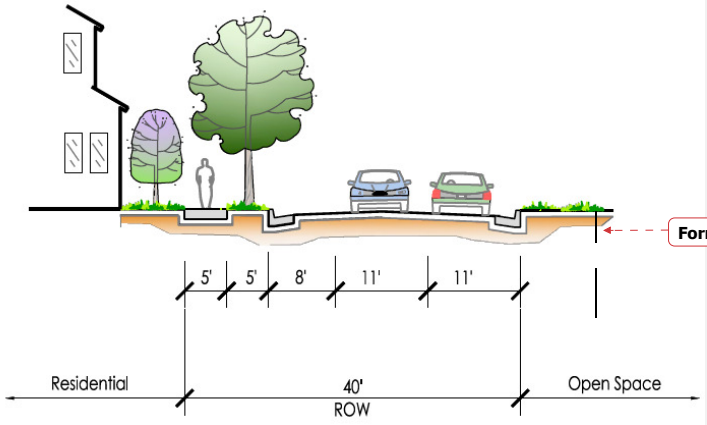


Figure 5-1~~0~~1: Residential Street w/ Attached Sidewalk (Section J2)

Figure 5-1~~1~~2: Residential Street at Open Space w/ Separated Sidewalk (Parking on one side only) (Section K)



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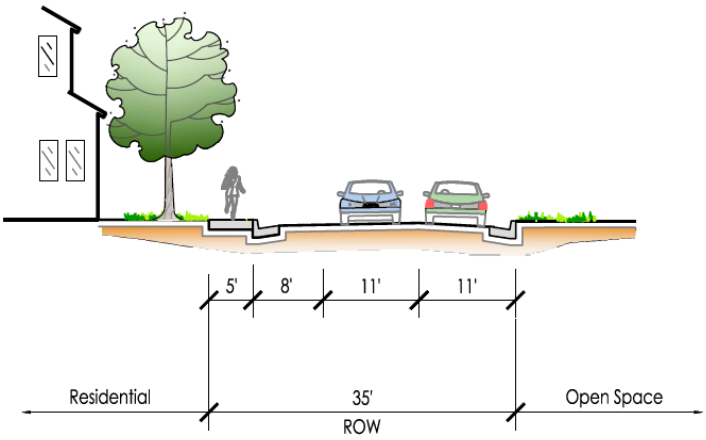
5'
8'
11'
11'
Residential
35'
ROW
Open Space

Figure 5-123: Residential Street at Open Space w/ Attached Sidewalk (Parking on one side only) (Section K2)

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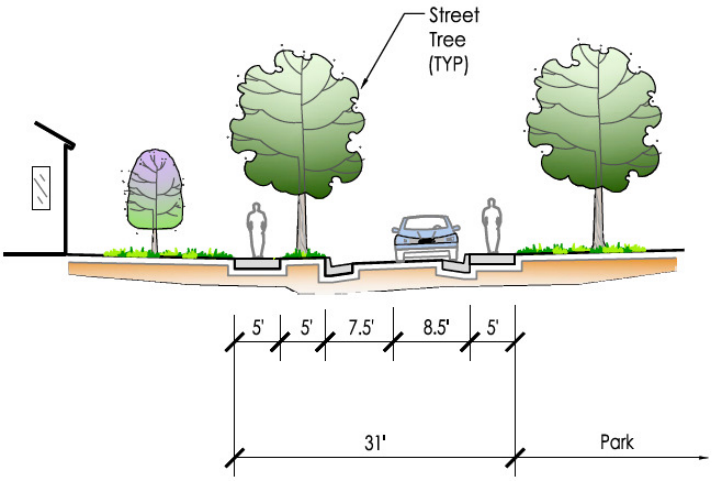
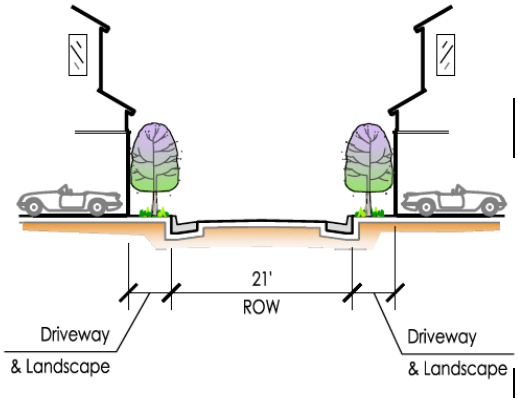


Figure 5-134: One-Way Street at Parks (No Parking) (Section L)

Figure 5-145: Garage Lane (No Parking) (Section M)





Local streets are designed to be pedestrian friendly and interconnected, with the use of cul-de-sacs and dead ends to be minimized. Where a cul-de-sac is provided, its design will consider emergency, fire, and residential access needs, as well as aesthetics. Generally, cul-de-sacs will be designed to provide view corridors, as well as access to open space, recreation facilities, and the trail system.

The pattern of local streets is intended to provide a high degree of multi-directional connectivity throughout Village 7, providing numerous mobility options between and through neighborhoods. Gated subdivisions may be approved within Village 7, if mechanisms are established to ensure maintenance of private streets, and that gating does not inhibit public access to parks, fire access, the elementary school site, trails, or open space areas.

5.2.5 Vehicular & Pedestrian Bridges

Several bridges are planned throughout Village 7, some serving vehicular traffic and some serving pedestrians and emergency access vehicles. These bridges are needed to cross Ingram Slough in various locations to provide vehicular and pedestrian access in the southern-most areas of Village 7.



5.2.6 Neighborhood Electric Vehicles

Village 7's roadway system has been designed to allow the safe and convenient use of neighborhood electric vehicles (NEVs). These vehicles are efficient, particularly for local trips, and reduce the consumption of fossil fuels, have zero emissions at the point of use, and are less noisy than gas vehicles. Electric vehicles can be used on all roadways with a speed limit of 35 miles per hour or less.

5.3

NON-MOTORIZED CIRCULATION

A key goal of the Village 7 Specific Plan is to create a pedestrian-friendly, walkable, and bikeable environment. To this end, sidewalk, bike, and trail loop systems with off-road and on-road routes are included throughout Village 7 to link the residential neighborhoods together and connect to common activity nodes. This system takes advantage of the extensive open space and recreational amenities found on the site, which are incorporated into the land use plan, and provides the opportunity to connect to the City-wide trail system that links to downtown Lincoln.

In general, the community has been scaled for the pedestrian and cyclist, thus ~~providing for~~providing alternatives to the automobile. Each of the residential neighborhoods are organized so that residents are typically no farther than an easy one-quarter mile walk from the focal gathering point for each neighborhood – the mini park and/or open space element (see Figure 3-2). In addition, the Village Center is strategically located centrally within Village 7 along the open space trail system. These elements support the objective of establishing a healthy, comfortable, and walkable community that minimizes barriers and emphasizes the pedestrian over the automobile.

Village 7 includes approximately eighteen (18) miles of integrated path and trail systems to facilitate pedestrian and bicycle travel as illustrated on Figure 5-15. The network consists of approximately 7.8 miles of Multi-use Paths and Sidewalks, of which 1.2 miles are accessible to NEVs (along Ferrari Ranch Road), nearly 6 miles of Class 1 Off-street Bike Paths, and over 4 miles of Main Pedestrian Routes.

Multi-Use Paths and Sidewalks will be provided along all arterial, collector, and residential roadways. These include the interconnected and continuous walkable "grid" of typically detached and attached sidewalks with greenways along neighborhood streets. The local sidewalks are intended to emphasize the pedestrian and encourage a sense of neighborhood. In addition, multi-use paths are included within linear parkways along the collectors and along Ferrari Ranch Road. The multi-use paths provide a comfortable route for pedestrians and bicyclists to access the larger regional path and trail systems.

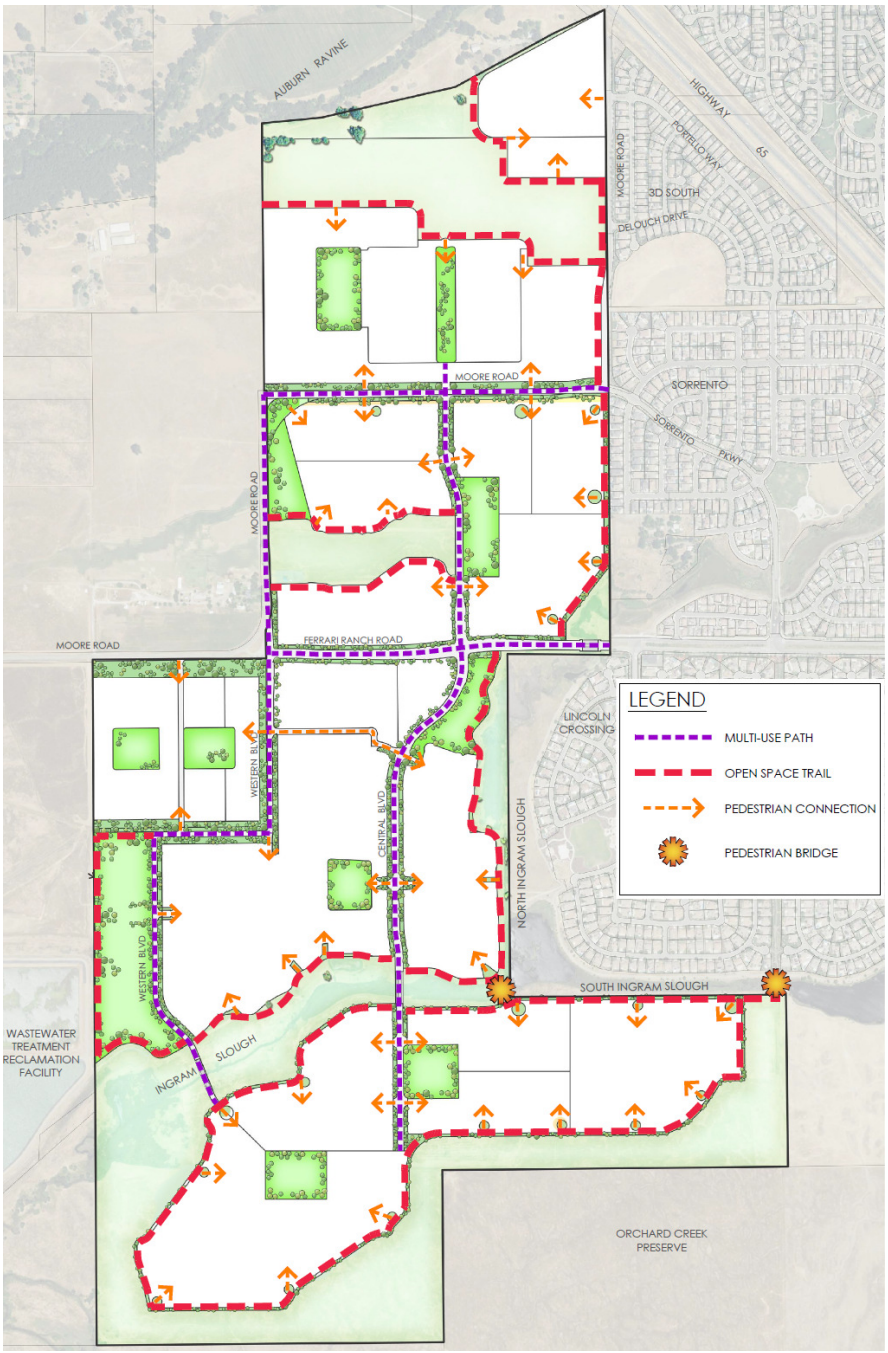


Figure 5-1~~5~~6: Pedestrian/Bike System

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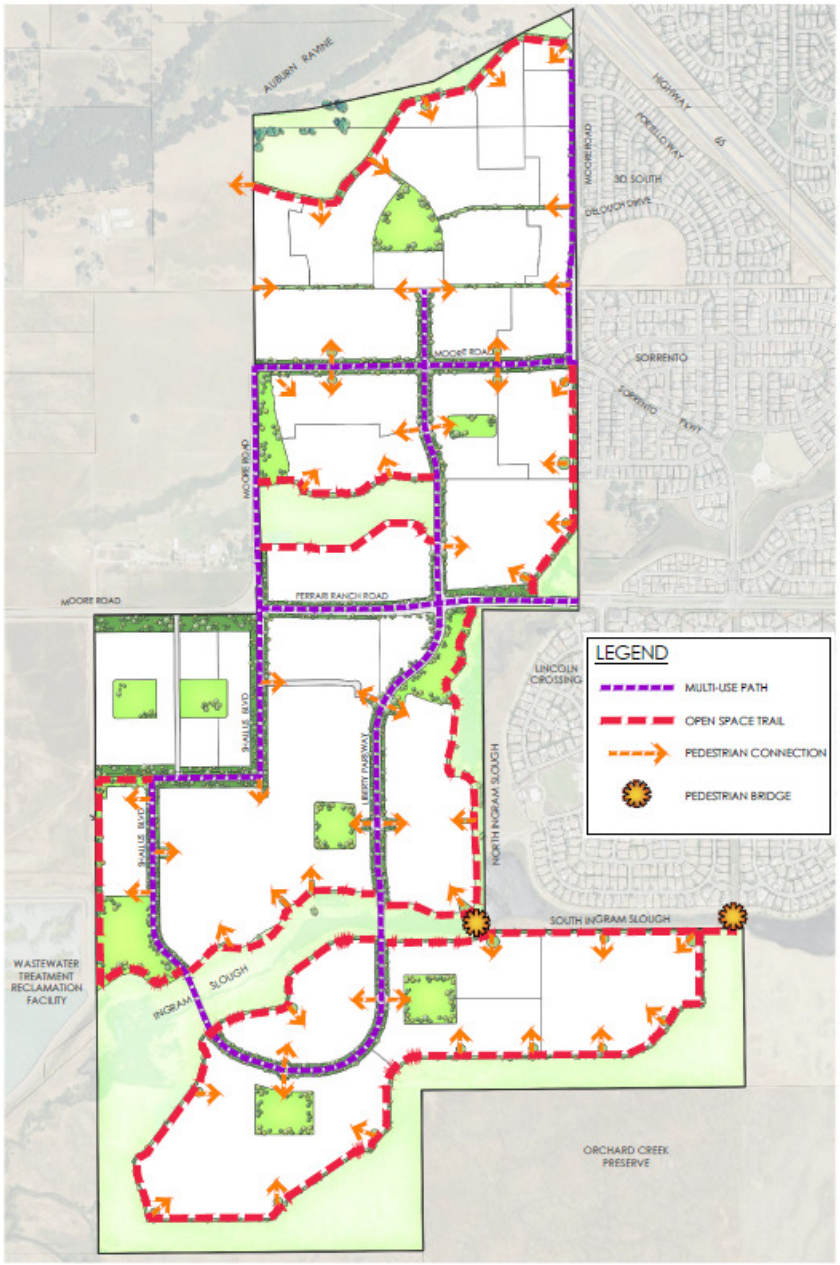


Open Space Trails (class 1 trails) loop throughout the open space areas, including the north, south, and main branches of Ingram Slough, Auburn Ravine, the North Orchard Creek Tributary, the community park, and along the southern and western open space edges of Village 7. These bike paths enhance park and open space accessibility, provide a continuous system for pedestrians and cyclists with minimal roadway interruptions, and are designed to integrate with the Lincoln 2001 Bikeway Master Plan. Class I trails will typically consist of 10 feet of pavement with a 2-foot-wide decomposed granite/ gravel shoulder on each side and may also accommodate emergency and maintenance vehicles.

Main Pedestrian Routes connect through and provide linkages between residential neighborhoods and their mini parks, as well as to the Class 1 trails and multi-use paths (sidewalks). This hybrid system consists of a combination of sidewalks and multi-use paths within park areas. The main pedestrian routes will be highlighted and differentiated by unique tree and landscaping treatments, and signage. Where incorporated within each planning area, the General Development Plan provides additional detail.

Pedestrian Bridges are planned in the southern portion of Village 7, which will span the wetland~~s~~ areas of Ingram Slough. These bridges are intended to facilitate pedestrian mobility between residential neighborhoods in Village 7, as well as between existing neighborhoods in the Lincoln Crossing development to the east. In addition, they provide emergency vehicle access connections between these same areas. The neighborhood bridges are intended to create a rural, natural, and informal feeling designed to a comfortable pedestrian scale.

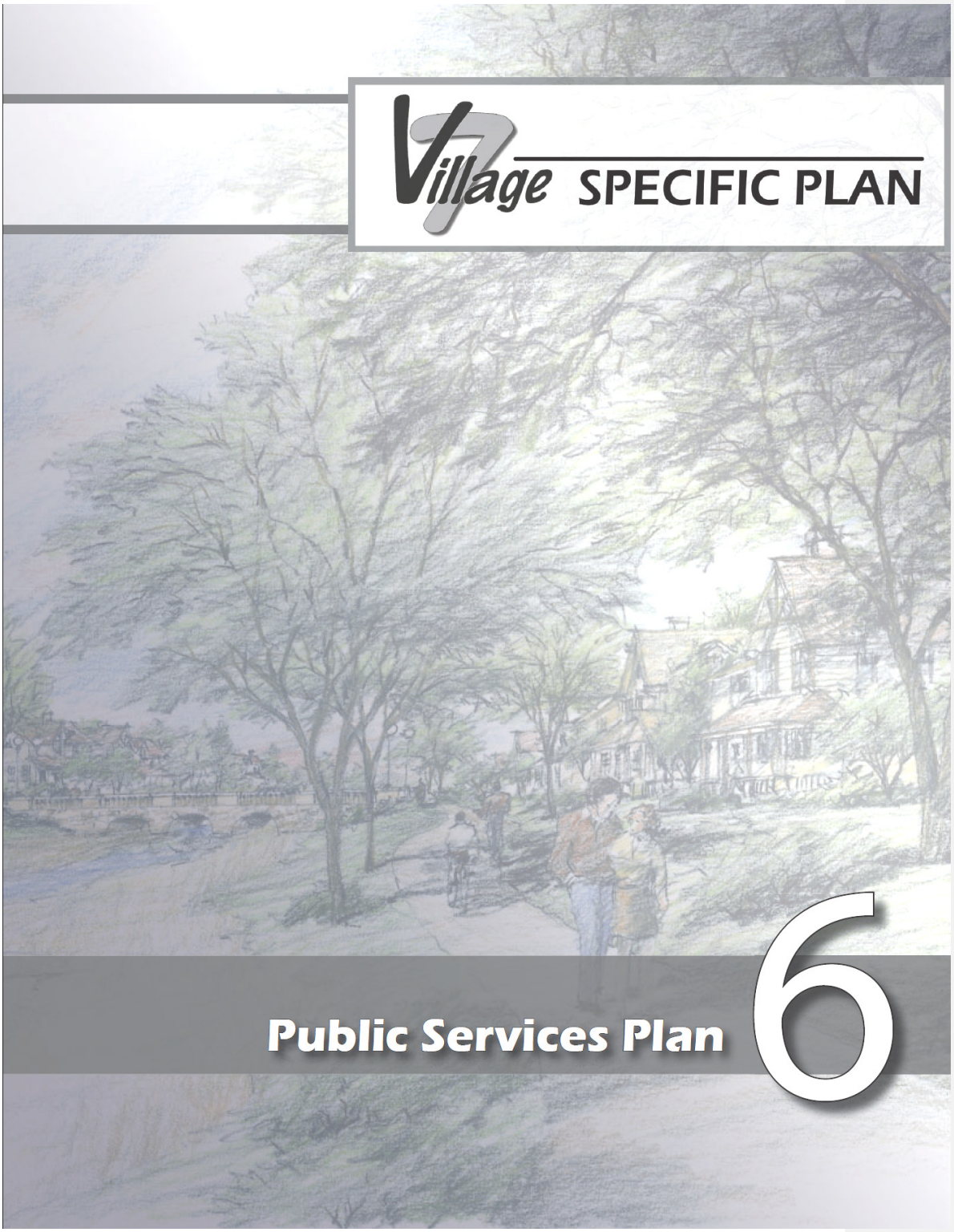
5.4 PUBLIC TRANSPORTATION

The City of Lincoln provides fixed-route and demand-responsive public transit service to residents. The fixed route service consists of scheduled bus routes that converge in downtown Lincoln. The demand-responsive service consists of a curb-to-curb Dial-A-Ride service which picks up and drops off passengers anywhere within the City limits.

Placer County Transit (PCT) provides weekday AM and PM commuter service along Interstate 80 from Colfax to downtown Sacramento. PCT service also includes a route along State Route 65 from downtown Lincoln to stops where connections to Roseville Transit and Sacramento Regional Transit are available.

At the time of Specific Plan approval, newly developing residential areas generally west of Industrial Boulevard between Moore Road and Athens Avenue in the City, including Village 7, were not served by scheduled fixed-route bus service. Such service will be expanded to the area based upon demand and funding. Bus turnouts and transit shelters on roadways that are to be served by bus transit in the future will be identified and constructed in accordance with City improvement standards and as otherwise required by the City. Such facilities are anticipated along Ferrari Ranch Road and ~~the~~ Liberty Parkway~~Central Boulevard~~.

Dial-A-Ride transit services will be available to Village 7's residents as demand for this service occurs.


Village
SPECIFIC PLAN
Public Services Plan
6

6.1 OVERVIEW

Schools, parks and recreation, libraries, public safety, and other services are an important component of quality of life. The Village 7 Specific Plan supports the provision and maintenance of the public services necessary to meet the needs of the Village's residents as development occurs. These services are structured to satisfy City standards and are intended to integrate with other existing and planned City services and facilities. Table 6-1 summarizes the public service providers for Village 7.



Table 6-1: Village 7 Specific Plan Service Providers

Service	Provider
Parks and Recreation	City of Lincoln
Schools	Western Placer Unified School District
Library	City of Lincoln
Police Protection	City of Lincoln
Fire Protection	City of Lincoln

Phasing and financing obligations relating to public services are outlined in the Development Agreement for each planning area of the Village 7 Specific Plan.

6.2 PARKS AND RECREATION

6.2.1 Overview

Parks and open space comprise a significant portion of the Village 7 Specific Plan. Forty percent (40%) of Village 7 will be devoted to varied park and open space amenities including a community park, neighborhood parks, mini parks, open space areas (natural open space, linear parkways, and paseos), and other elements. The open space areas and the parks within each neighborhood are interconnected by a network of pedestrian and bicycle routes. Together, the park and open space amenities provide a full range of active and passive recreational opportunities that meet or exceed the City's General Plan requirements.

Parks are generally provided within each neighborhood in a central location, creating a local focal point and activity amenity. 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 such as floodplain, riparian habitat, and wetlands.



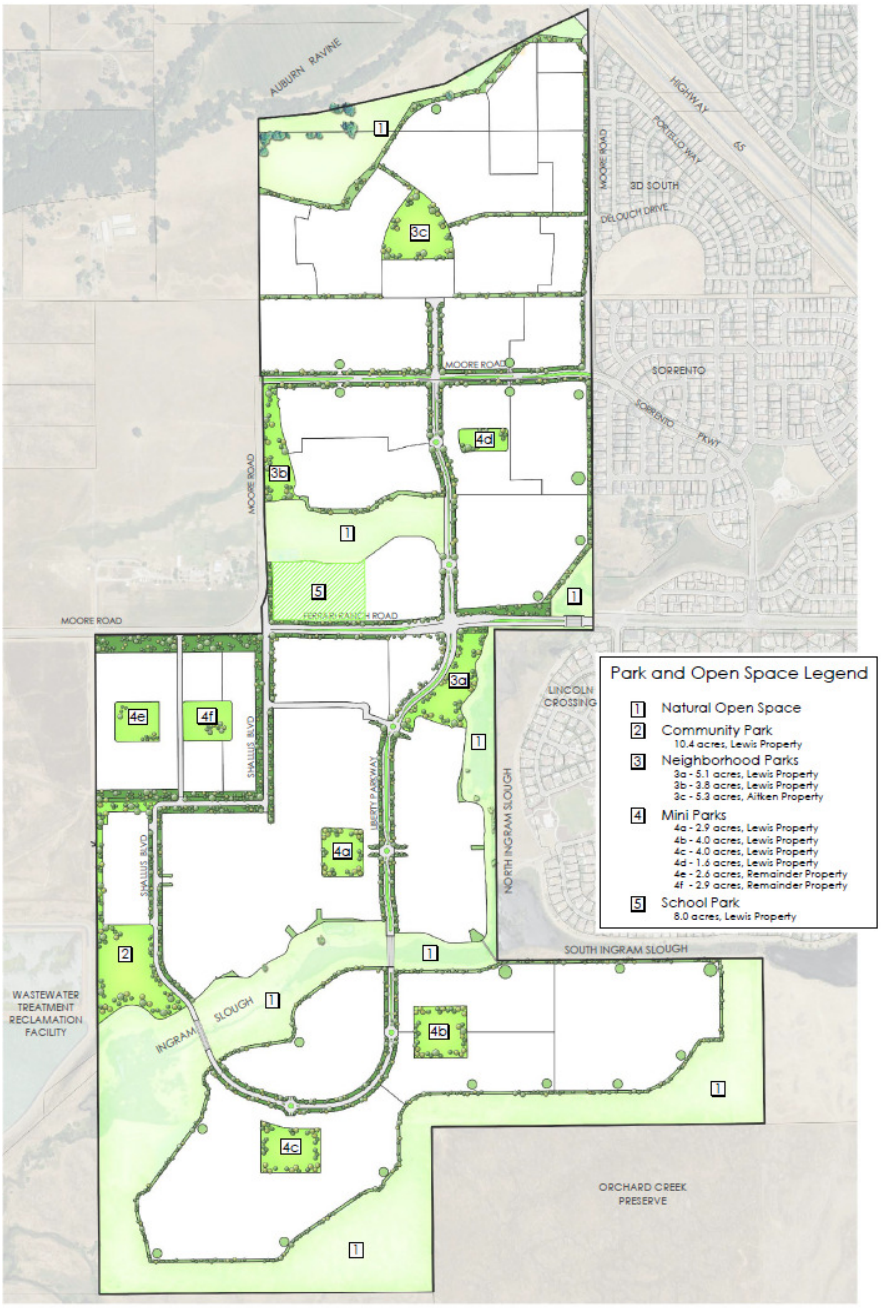
The general location of Village 7's parks and open space is shown on Figure 6-1. Details relating to dedication, operation, funding, phasing, and construction are included in each planning area's Development Agreement. Each acre set aside for park use is credited towards meeting the General Plan park requirement.

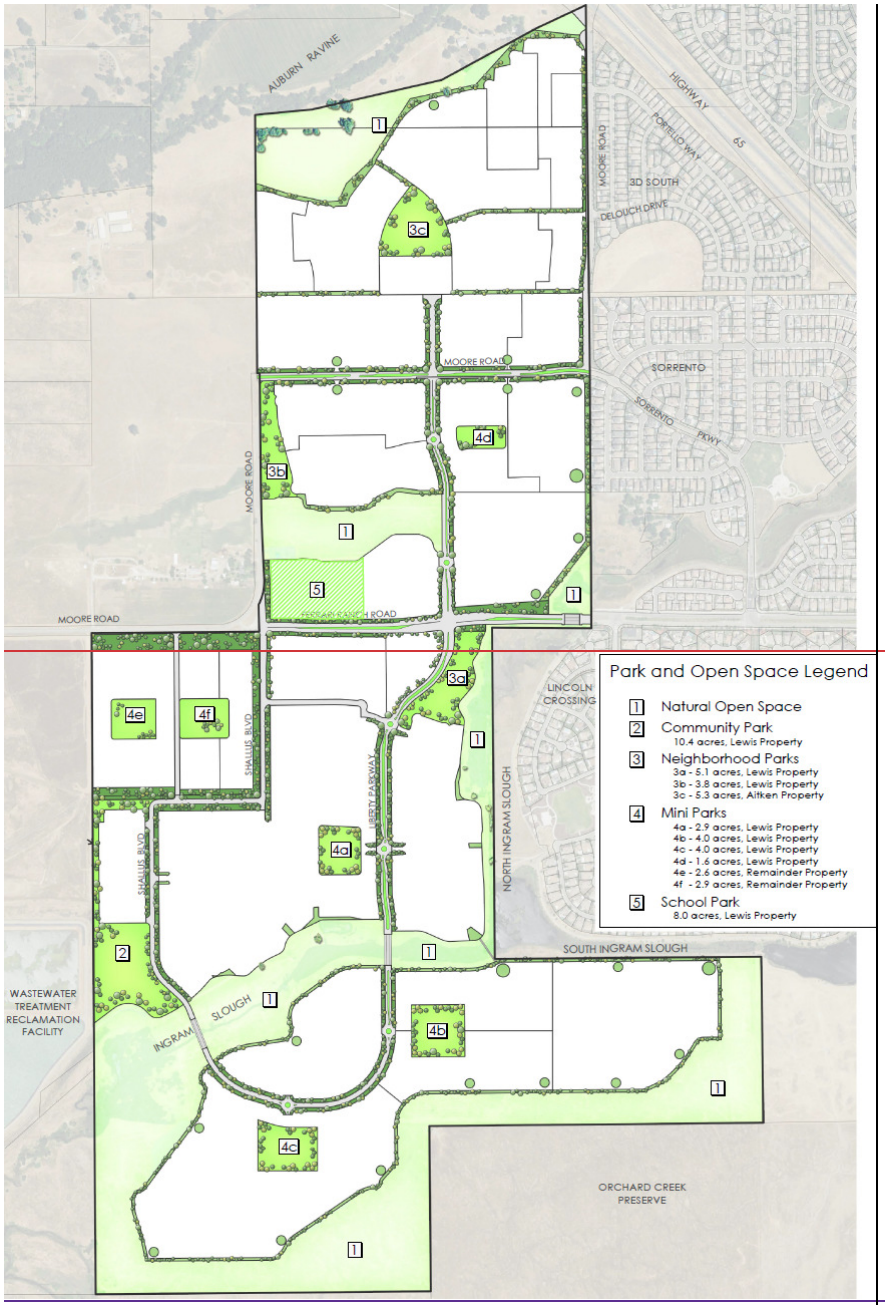


Partial credit is granted to open space areas and linear parkways, as these areas provide pedestrian and bicycle trail systems, informal recreation facilities, and open space amenities. The General Plan provides for a credit ratio ranging from 10:1 to 5:1, meaning that 1 acre of park credit may be granted for every 5 to 10 acres of open space provided. The Village 7 Specific Plan's parks and open space program provides for a range of active and passive recreational opportunities that greatly exceeds the City's General Plan requirements. Total park and open space acres and associated credits are summarized in Table 6-3.



In addition to these park requirements, the General Plan also includes a policy that the City strive to provide one mile of pedestrian/bicycle trails per 2,500 population. As noted in Section 5.3, the Village 7 Specific Plan includes plans for approximately eighteen (18) miles of pedestrian/bicycle paths and trails, which far exceeds the General Plan goal.


AUBURN RAVINE
HIGHWAY 65
FOOTHILL WAY
MOORE ROAD
3D SOUTH
DELOACH DRIVE
SORRENTO
SORRENTO PKWY
MOORE ROAD
FERRARI RANCH ROAD
LINCOLN CROSSING
SHALLUS BLVD
LIBERTY PARKWAY
NORTH INGRAM SLOUGH
SOUTH INGRAM SLOUGH
WASTEWATER TREATMENT RECLAMATION FACILITY
INGRAM SLOUGH
ORCHARD CREEK PRESERVE
Park and Open Space Legend
1 Natural Open Space
2 Community Park
10.4 acres, Lewis Property
3 Neighborhood Parks
3a - 5.1 acres, Lewis Property
3b - 3.8 acres, Lewis Property
3c - 5.3 acres, Aitken Property
4 Mini Parks
4a - 2.9 acres, Lewis Property
4b - 4.0 acres, Lewis Property
4c - 4.0 acres, Lewis Property
4d - 1.6 acres, Lewis Property
4e - 2.6 acres, Remainder Property
4f - 2.9 acres, Remainder Property
5 School Park
8.0 acres, Lewis Property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MOORE ROAD
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DELOUCH DRIVE
SORRENTO
SORRENTO PKWY
MOORE ROAD
MOORE ROAD
LINCOLN CROSSING
SHALLUE BLVD
LIBERTY PARKWAY
NORTH INGRAM SLOUGH
SOUTH INGRAM SLOUGH
WASTEWATER TREATMENT RECLAMATION FACILITY
INGRAM SLOUGH
ORCHARD CREEK PRESERVE
Park and Open Space Legend
1 Natural Open Space
2 Community Park
10.4 acres, Lewis Property
3 Neighborhood Parks
3a - 5.1 acres, Lewis Property
3b - 3.8 acres, Lewis Property
3c - 8.3 acres, Aitken Property
4 Mini Parks
4a - 2.9 acres, Lewis Property
4b - 4.0 acres, Lewis Property
4c - 4.0 acres, Lewis Property
4d - 1.6 acres, Lewis Property
4e - 2.6 acres, Remainder Property
4f - 2.9 acres, Remainder Property
5 School Park
8.0 acres, Lewis Property

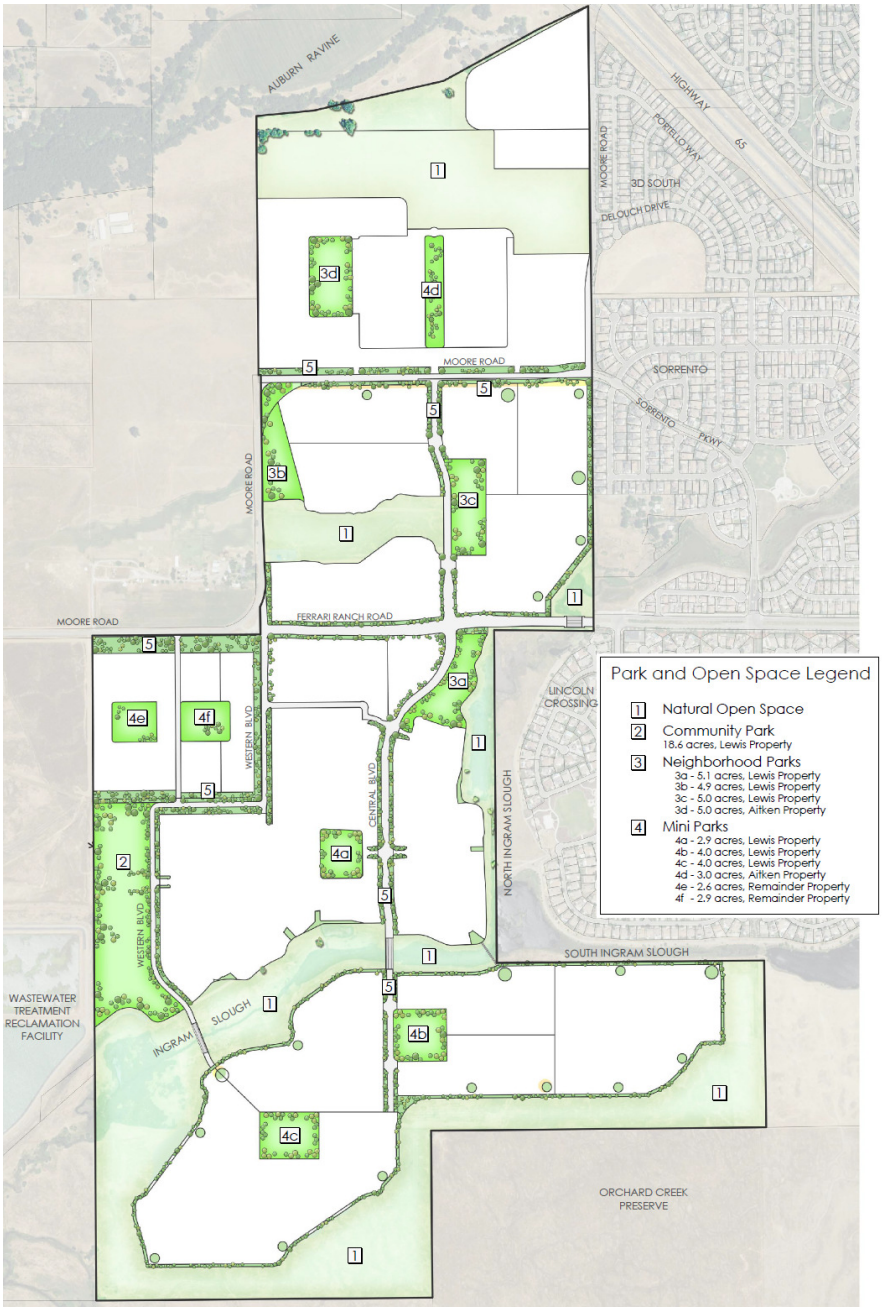

Figure 6-1: Park and Open Space Plan

6.2.2 Parkland Requirements and Credits

The City's General Plan Public Facilities Element (Policy OSC-7.1) requires six acres of active parkland and three acres of passive open space per 1,000 residents. These requirements are summarized in the table below:

Table 6-2: Parkland Requirements

Land Use		Units	Household Size / DU (1)	Population Estimate	Active Park Requirement (2)	Open Space Requirement (3)
VCE	Village Country Estates	11	3.6	40	0.24	0.12
VLDR	Village Low Density Residential	1047	3.6	3769	22.62	11.31
VMDR	Village Medium Density Residential	1,415	2.8	3962	23.77	11.89
VMHDR	Village Medium High Density Residential	740	1.8	1332	7.99	4.00
VHDR	Village High Density Residential	575	1.8	1035	6.21	3.11
Total		**3788**	**-**	**10138**	**60.83**	**30.41**

NOTES:

1. City of Lincoln household size assumptions are based on Lincoln Municipal Code 17.32.040. VCE and VLDR=3.6 du/hh; VMDR=2.8 du/hh; VMHDR & VHDR=1.8 du/hh.
2. Active park generation rate based on a requirement of 6 acres per 1,000 residents., per 2050 General Plan, Goals and Policies Report, Appendix B. The population generation rate is based on Lincoln Municipal Code.
3. Open space generation rate based on a requirement of 3 acres per 1,000 residents, per 2050 General Plan, Goals and Policies Report, Appendix B. The population generation rate is based on Lincoln Municipal Code.
4. The allocated parkland is based on the estimated number of residential units for each density category, which may or may not be achieved. Minor land use plan amendments will be processed in the future to increase or decrease identified parks to adjust for any shortfall or surplus park land acres as future residential tentative subdivision maps and/or site development plans are approved. This will ensure the Plan meets the City of Lincoln parkland dedication requirement which is based on actual residential units provided.

As a part of the Project's on-going participation with the Placer County Conservation Program (PCCP) for preservation of high-quality open space lands, and to offset the reduced acreage of PCCP-deemed lesser quality open space in the Aitken Ranch and Scheiber portions of the project, approximately 29.1 acres of additional open space (including 9.2 acres of parkland dedication) are provided in the Lincoln Village 5 Specific Plan Area, adjacent to the Lincoln Village 7 Specific Plan Area boundary. Portions of this area have been re-designated and re-zoned via separate and concurrent Specific Plan and General Development Plan Amendments.

Additionally, as a component of the Village 7 Specific Plan, a 162.0-acre offsite preserve was established immediately west of the plan area and north of the City of Lincoln Wastewater Treatment and Reclamation Facility. The establishment of the preserve was required to mitigate wetland and species impacts associated with the development of Village 7. The preserve area is not a part of an existing or planned specific plan area but contributes to the Village 7 total open space allocation of 50.7% which exceeds the required 40% of allocated open space.

Refer to Chapter 4 Section 4.6 of this Specific Plan for additional detail.

~~4 adjust for any shortfall or surplus park land acres as future residential tentative subdivision maps and/or site development plans are approved. This will ensure the Plan meets the City of Lincoln parkland dedication requirement which is based on actual residential units provided.~~

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Table 6-3: Park and Open

Park Type	Acres	Credit Ratio	Credited Acreage
Active Park			
Community Park (VPR)			
Lewis Property	10.4	1:1	10.4
Subtotal Community Park	**10.4**	**1:1**	**10.4**
Neighborhood Parks (VPR)			
Lewis Property	8.9	1:1	8.9
Aitken Ranch II Property	5.3	1:1	5.3
Subtotal Neighborhood Parks	**14.2**	**1:1**	**14.2**
Mini Parks (VPR)			
Lewis Property	12.5	1:1	12.5
Aitken Ranch II Property	0.0	1:1	0.0
Remainder Area	5.5	1:1	5.5
Subtotal Mini Parks	**18.0**	**1:1**	**18**
School Parks (ES)			
Lewis Property	8.0	1:1	8.0
Subtotal School Parks	**8.0**	**1:1**	**8.0**
Subtotal Active Park	**50.6**	**-**	**50.6**
Open Space			
Open Space Preserves (VOS)			
Lewis Property	136.3	10:1	13.63
Aitken Ranch II Property	10.8	10:1	1.08
Scheiber Property	8.2	10:1	0.82
Subtotal Open Space Preserves	**155.3**	**10:1**	**15.53**
Linear Parkways (VOS)			
Lewis Property	17.4	5:1	3.48
Aitken Ranch II Property	3.6	5:1	0.72
Scheiber Property	0.3	5:1	0.06
Remainder Area	7.0	5:1	1.40
Subtotal Linear Parkways	**28.3**	**5:1**	**5.66**
Major Paseos (VOS)			
Lewis Property	12.6	5:1	2.52
Aitken Ranch II Property	4.0	5:1	0.80
Scheiber Property	2.0	5:1	0.40
Subtotal Major Paseos	**18.6**	**5:1**	3.72
Subtotal All Open Space	**202.2**	**-**	**24.91**
TOTAL (All Park and Open Space)	**252.8**	**-**	**75.51**

NOTES:

1. The K-8/s school site includes 8.0 acres of creditable Quimby Parkland that is not included in the total VPR acreage.

2. Total creditable park acres indicated above does not inckude the 9.2 acres of parkland in Lincoln Village 5 that was re-designated in 2026 concurrent with the 2026 Lincoln Village 7 SP/GDP Amendment. (see Specific Plan Chapter 4 Section 4.6 and Chapter 6 Section 6.2 for more information).

3. The allocated parkland is based on the estimated number of residential units for each density category, which may or may not be achieved. Minor land use plan amendments will be processed in the future to increase or decrease identified parks to adjust for any shortfall or surplus park land acres as future residential tentative subdivision maps and/or site development plans are approved. This will ensure the Plan meets the City of Lincoln parkland dedication requirement which is based on actual residential units provided.

Space Credits by Planning Area

Park Type	Acres	Credit Ratio	Credited Acreage
Active Park			
Community Park			
Lewis Property	18.6	1:1	18.6
Subtotal Community Park	**18.6**	**1:1**	**18.6**
Neighborhood Parks			
Lewis Property	15.0	1:1	15
Aitken Ranch II Property	5.0	1:1	5.0
Subtotal Neighborhood Parks	**20**	**1:1**	**20**
Mini Parks			
Lewis Property	10.9	1:1	10.9
Aitken Ranch II Property	3.0	1:1	3.0
Remainder Area	5.5	1:1	5.5
Subtotal Mini Parks	**19.4**	**1:1**	**19.4**
Subtotal All Active Park	**58**	**-**	**58**
Open Space			
Open Space Preserves			
Lewis Property	136.3	10:1	13.63
Aitken Ranch II Property	38.1	10:1	3.81
Scheiber Property	10.6	10:1	1.06
Subtotal Open Space Preserves	**185.0**	**10:1**	**18.50**
Linear Parkways			
Lewis Property	21.7	5:1	4.34
Aitken Ranch II Property	3.0	5:1	0.60
Remainder Area	7.0	5:1	1.40
Subtotal Linear Parkways	**31.7**	**5:1**	**6.34**
Major Paseos			
Lewis Property	3.9	5:1	0.78
Subtotal Major Paseos	**3.9**	**5:1**	0.78
Subtotal All Open Space	**220.6**	**-**	**25.62**
TOTAL (All Park and Open Space)	**278.6**	**-**	**83.62**

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6.2.3 Park and Recreation Descriptions



The following provides a brief overview of the various components that constitute Village 7's park and open space program. Village 7 park designs will incorporate an agrarian zone which includes undulating berms in heights planted with stands of flowering ornamental trees planted in rhythmic patterns reminiscent of the orchards of the region. This is intended to reflect the rich agricultural heritage of the area. The edges of the agrarian zone will be planted with pyramidal tree species planted in irregular patterns, or less formal groupings.

The final design of all park facilities is subject to approval of the City of Lincoln. Park plans shown on the following pages are for illustrative purposes only; final designs to be determined at the time of future park improvement plans. Park programming is included in the General Development Plan.

A portion of the school site is a joint-use public park site and receives Quimby credit. Refer to Figure 6-1 and Table 6-3 for detail.

Community Park

A community park site has been designated at the western edge of the plan area, adjacent to Ingram Slough.

This community park will be used both actively and passively. Facilities that may be provided include active playfields for organized sports such as baseball and soccer, sports courts, pedestrian and bicycle trails, informal turf areas, seating and picnic facilities, and other amenities. The community park will be connected to the residential neighborhoods through the pedestrian and bicycle trail system.



Neighborhood Parks

Neighborhood parks are provided in Village 7 as shown on Figure 6.1. One of Village 7's neighborhood parks is in the Village Center south of Ferrari Ranch Road. This neighborhood park is intended to provide a central open space with a sense of shared identity for the entire community, which complements the mix of uses in the Village Center. A range of both active and passive recreation will be accommodated, including play areas for small children, areas for organized sports, picnic areas, and flexible opportunities for small to large groups of people to gather and recreate.

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Another neighborhood park is located north of Ferrari Ranch Road. This park site is anticipated to contain a variety of active and passive recreation facilities including active playfields for organized sports, sports courts, informal turf areas, picnic grounds, a small parking lot, and other facilities. ~~Refer also to 6-3 Schools for additional information.~~

Mini Parks

Several mini park facilities will be located throughout Village 7's neighborhoods to provide localized recreation, open space, and trail amenities within each residential neighborhood.

These park spaces are in the heart of the residential neighborhoods, typically sited near the entrance of the neighborhood. They serve as one of the major community spaces for each of the neighborhoods, provide visual breaks, and create an identity and sense of place. Mini parks are sized to accommodate a variety of passive and informal active uses and may accommodate seating areas as well as play equipment for small children.

Open Space Preserves

Open space areas have been designated in Village 7. This includes a broad system of public and private open space encompassing significant environmental resources such as drainages, wetlands, grasslands, and riparian woodlands. This open space provides a substantial amenity that will be preserved or enhanced to continue the natural storm water pattern, provide for bio-filtration, improve wildlife movement and habitat, provide passive recreation opportunities, and allow for a visual separation between homes. Pedestrian and bicycle trails have been included throughout the open space areas to provide interconnectivity and to allow residents to walk, jog, or bike through Village 7. Other facilities may be incorporated, including rest stops, benches, overlooks, and habitat interpretation areas. In many cases, the open space adjoins and compliments other more active recreational facilities.

Linear Parkways

Linear parkways are included in Village 7. These features consist of widened open space corridors along Ferrari Ranch Road, Moore Road, ~~and the north-south collector stree~~Liberty Parkway, and Shallus Boulevard~~s~~. These corridors range in width and contain landscaping and multi-use paths that will link to Village 7's overall pedestrian and bikeway trail network and provide passive recreation opportunities.

Major Paseos

Major paseos are included throughout Village 7. These paseos provide pedestrian and bikeway linkages from the residential neighborhoods to parks,

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linear parkways, and open space areas. Major paseos include trail corridors along open space edges and within residential neighborhoods. The width of these features varies depending on their location and adjacent uses but are a target minimum of 3035'-wide. Paseos may ~~will~~ include landscaping and other natural features.

6.3 SCHOOLS

An elementary school site is provided within Village 7 in the Village Center, north ~~south~~ of Ferrari Ranch Road. The location of the school site provides a central, easily accessible site that may be reached by pedestrian, bicycle, bus, or auto. Extensive off-road trail connections to the school will encourage a convenient, walkable community environment that helps promote a healthy lifestyle. (See also Village 7 Specific Plan Section 4.6 and General Development Plan Sections 4.2 and 4.4 for more detail.)

The school site in Village 7 is envisioned to include the appropriate educational facilities, playgrounds, parking lots, and pedestrian loading areas for drop-off by parents and buses.

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~~A portion of the school site is intended to be a joint use park site and, as such, requires Quimby credit~~

The key goal of the neighborhood school is to help create a socially responsible, active, and involved community. At the heart of this goal, a community school represents an important foundation for realizing the "social capital" desired by families of all socio-economic and ethnic backgrounds. The elementary school, along with the adjacent park and community center, forms a hub of learning and activity that reinforces community identity.

Village 7 is within the boundaries of the Western Placer Unified School District (grades K-12). Based on the mix of single and multi-family dwelling units, Village 7 will generate an estimated student population, as shown in Table 6-4.

						APPROVED SPECIFIC PLAN + SCHOOL/PARK MAM	
Units by Type	**2,473**	**1315**	**Total Units**	**3,788**		**Total Units**	**3,285**
Land Use	**Single Family Units (school demand factor per unit)**	**Multi-Family Units (school demand factor per unit)**	**Students Generated**	**School Capacity**	**Schools Required**	**Students Generated**	**Schools Required**
Elementary School	0.307	0.425	1,318	900	1.46	1,076	1.20
Middle School	0.064	0.075	257	1,100	0.23	217	0.20
High School	0.072	0.1	310	1,800	0.17	253	0.14
NOTES:			**1,885**			**1,546**	
1. Student Generation Factors based Western Placer Unified School District as shown in the adopted Village 7 Specific Plan.						**NOTES:**	
						Approved Specific Plan data shown above is from the 2024 amended Lincoln Village 7 Specific Plan (Resolution #2024-074) plus the 2025 School/Park Minor Administrative Modification.	

Table 6-4: Village Student Generation

Units by Type	2,473	1315	Total Units 3,788		
Land Use	**Single Family Units (school demand factor per unit)**	**Multi-Family Units (school demand factor per unit)**	**Students Generated**	**School Capacity**	**Schools Required**
Elementary School	0.307	0.425	1,318	900	1.46
Middle School	0.064	0.075	257	1,100	0.23
High School	0.072	0.1	310	1,800	0.17
NOTES:			**1,885**		

1. Student Generation Factors based Western Placer Unified School District as shown in the adopted Village 7 Specific Plan.

Approved Specific Plan data shown above is from the 2024 amended Lincoln Village 7 Specific Plan (Resolution #2024-074) plus the 2025 School/Park Minor Administrative Modification.

Development within Village 7 will be required to pay school impact fees in accordance with State law. Facility planning and the sequencing of development of the school sites will be determined by the District. Middle school and high school students in Village 7 will be accommodated in existing and/or planned schools outside of the Plan Area within the District. A middle school will be in the adjacent Lincoln Crossing development, and the District is currently evaluating its future high school needs, which includes students from Village 7.

6.4 LIBRARY

The City of Lincoln operates a public library system that includes the existing library in downtown Lincoln. A new library, a joint venture between the City of Lincoln, the Western Placer Unified School District, and Sierra Community College, is in the Twelve Bridges development in the southern portion of the City. The City's downtown library, a Carnegie library that first opened in 1909, is approximately 2,000 square feet and is a historic register-listed building.



At the time of the Lincoln Village 7 Specific Plan adoption, the City's 2006 Public Facilities Fee Program requires .70 square feet of library building space per 1,000 residents. To help meet the increased demands for library services associated with build-out of the Village 7 Specific Plan, the City's Public Facilities Fee will be assessed, a portion of which contributes to the provision of additional library services.

6.5 POLICE PROTECTION

The Lincoln Police Department will serve Village 7. The Police Department provides all operations and patrols out of its central station located at 7th and H Streets in downtown Lincoln, approximately 2.5 miles from the Specific Plan area. The western extension of Ferrari Ranch Road will provide a direct route to Village 7.

CFD 2018-02 requires 0.85 police officers per 1,000 residents, and 475 square feet of building space per police department staff. The Village 7 Specific Plan will comply with City of Lincoln Police Department recommendations regarding safety and security, and will pay the City's Public Facilities Fee, a portion of which applies to the development of police facilities.

6.6

FIRE PROTECTION

The Lincoln Fire Department will provide fire protection, suppression, emergency medical services and hazardous materials management to Village 7. At the time of specific plan adoption, the City Fire Department operates three stations, with the closest station approximately 3.2 miles from the Specific Plan area. As discussed above, the extension of Ferrari Ranch Road from Lincoln Crossing and into Village 7 will provide a direct route for emergency vehicles. 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.
The neighborhood park site north of Ferrari Ranch Road in the Lewis Property planning area is located centrally in Village 7, which the City could potentially use to accommodate a new fire station.

CFD 2018-02 requires 0.66 firefighters per 1,000 residents and approximately 917 square feet of fire station building space per firefighter. Village 7 has also been designed in consultation with the City's Fire Department to ensure adequate access is provided in the event of a fire or an evacuation.

The Village 7 Specific Plan will comply with City of Lincoln Fire Department recommendations for fire protection, and will pay the City's Public Facilities Fee, a portion of which applies to construction of a new fire station. In addition, a Wildfire Management Plan will be prepared for each Planning Area of Village 7, which will be implemented by the Fire Department in accordance with the Plan Area's Operations and Management Plan for open space areas.


Village SPECIFIC PLAN
Utilities Plan
7

7.1 OVERVIEW

The Village 7 Specific Plan includes a full array of utility infrastructure designed to support the buildout of the project. Table 7-1 identifies those entities providing utilities to Village 7. Phasing and infrastructure funding obligations are detailed in the Development Agreements for each planning area within the Specific Plan.



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Table 7-1: Village 7 Specific Plan Utility Providers

Utility	Provider
Water	City of Lincoln
Reclaimed Water	Lincoln-Sewer Maintenance District 1 Wastewater Authority~~City of Lincoln~~
Wastewater (treatment)	~~City of Lincoln~~Lincoln-Sewer Maintenance District 1 Wastewater Authority
Wastewater (collection)	City of Lincoln
Drainage and Flood Control	City of Lincoln
Electric Service	Pacific Gas and Electric
Natural Gas	Pacific Gas and Electric
Communications	Surewest, AT&T & Wave Broadband
Solid Waste Disposal	City of Lincoln

~~s~~Infrastructure will be constructed to ensure compliance with all applicable service and improvement standards, and state and federal laws and regulations.

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7.2 WATER

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7.2.1 Water Overview

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The City of Lincoln is the municipal water purveyor for Village 7. Potable water for the development will include surface supply from the Placer County Water Agency (PCWA) and backup groundwater from City wells. Reclaimed water for irrigation uses will supplement the potable water supply (see Section 7.3). The infrastructure system includes a looped connection to existing City transmission mains, with internally looped domestic water mains. Pursuant to the Water

Master Plan for the City of Lincoln approved in 2017, the City has adequate water supply available through PCWA and municipal wells to serve Village 7.

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7.2.2 Existing Water Supply and Facilities

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

Village 7 currently has several water infrastructure systems in place (see Figures 7-1 and 7-2) including three City municipal wells located within or near Village 7. An 18-inch transmission line located in Ferrari Ranch Road is available to serve Village 7 as well as deliver water to other parts of the City. In addition, there is a planned 18-inch transmission line (built by adjoining development) to be located near the southeast corner of Village 7 that will originate from the Lincoln Crossing development. This line will ultimately provide a loop system to better serve Village 7 as well as the southwestern portion of the City.

The City has an Urban Water Management Plan (UWMP) that was adopted in 2021. The UWMP evaluates the anticipated growth of the City and the associated water demands and future water supplies through 2045. In addition, the Village 7 WSA approved in 2017 identifies a long-term water supply strategy to serve buildout of the Plan Area.

7.2.3 Specific Plan Water Demand and Supply

The City of Lincoln's Design Criteria and Procedures Manual governs the design of domestic water systems operated by the City. The Manual includes residential demand factors to be used in the design of new systems. Special consideration is to be given to schools and commercial development. Based on the demand factors for the Village 7 Specific Plan (Village 7 EIR, 2009), the total average water demand for Village 7 is projected to be approximately 2,055 acre-feet per year at buildout. Consistent with its current water delivery contracts, the City of Lincoln will have adequate water supply through PCWA and municipal wells to serve Village 7.

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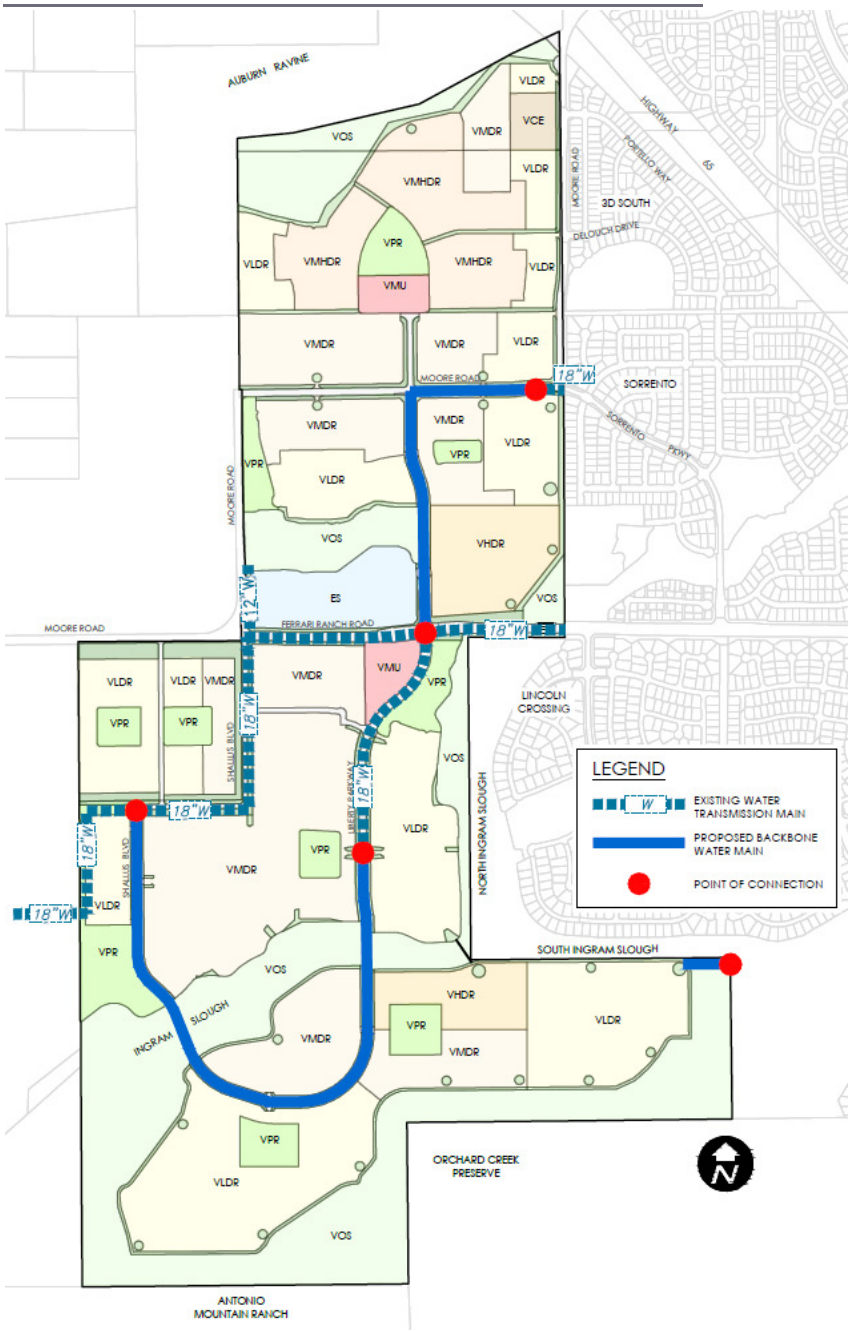
7.2.4 Specific Plan Water Improvements

The development will be required to connect to the existing transmission mains and complete a transmission loop through the site. The existing transmission mains through and adjacent to Village 7 have adequate capacity to serve Village 7. Consequently, the water distribution infrastructure

for Village 7 will not require significant improvements to the existing City system.


AUBURN RAVINE
MOORE ROAD
FERRARI RANCH ROAD
SORRENTO
SORRENTO FWY
HIGHWAY 65
PORTELO WAY
DELOUCH DRIVE
3D SOUTH
LINCOLN CROSSING
NORTH INGRAM SLOUGH
SOUTH INGRAM SLOUGH
INGRAM SLOUGH
SHALUS BLVD
WEST PARKWAY
ORCHARD CREEK PRESERVE
ANTONIO MOUNTAIN RANCH
VLDR
VCE
VMDR
VMHDR
VHDR
VPR
VMU
VOS
ES
18"W
12"W
LEGEND
EXISTING WATER TRANSMISSION MAIN
PROPOSED BACKBONE WATER MAIN
POINT OF CONNECTION

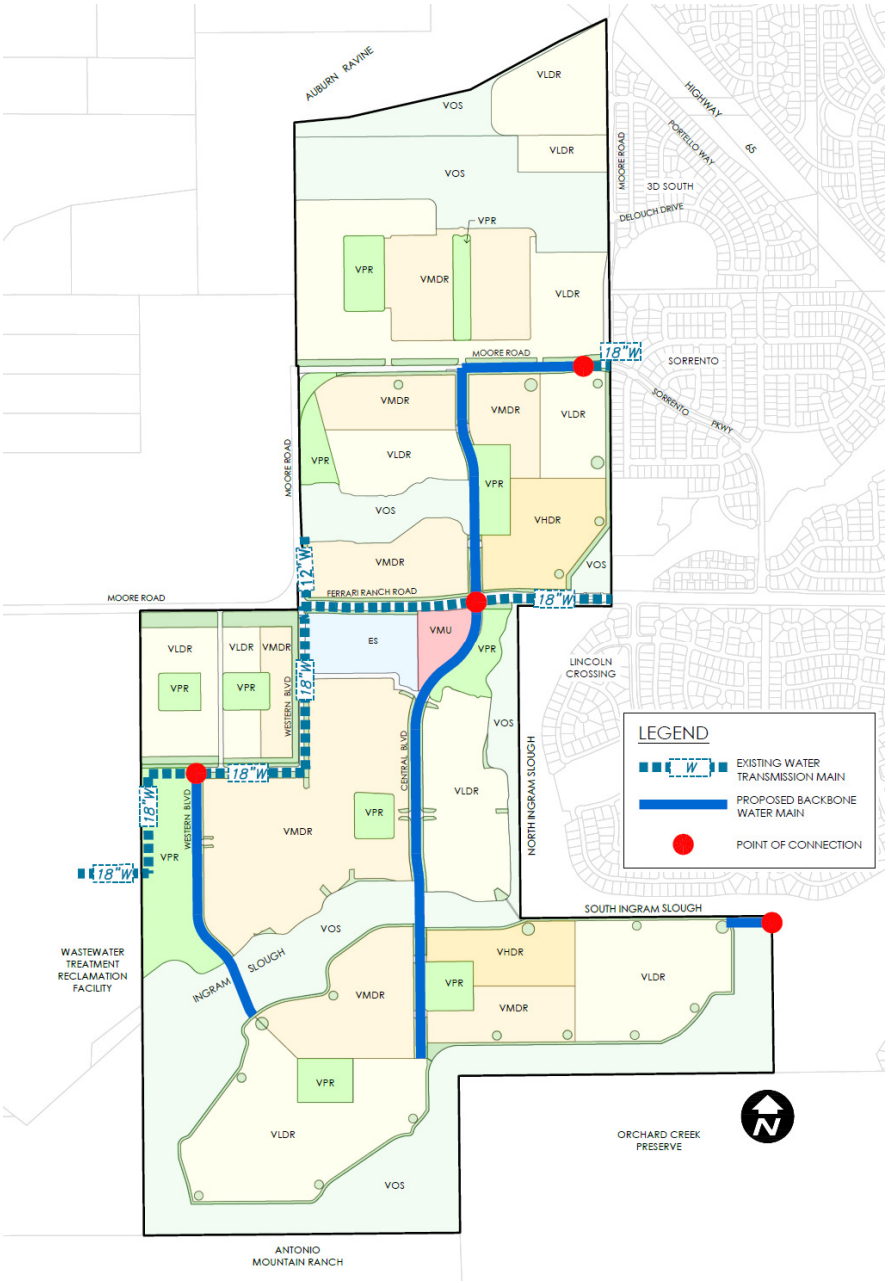


Figure 7-1: Backbone Water System

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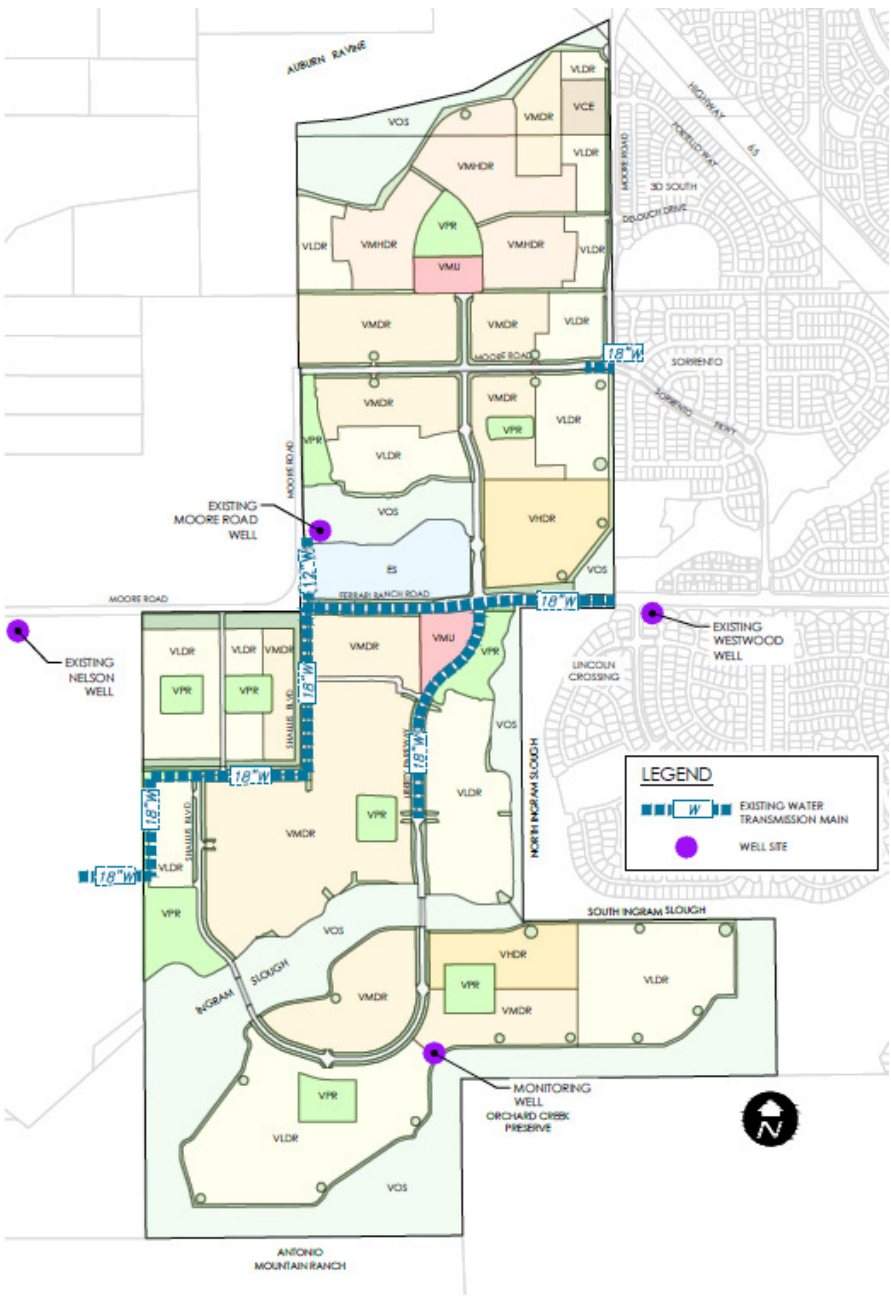

Figure 7-2: Well Locations

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A Backbone Water Infrastructure Plan has been prepared for Village 7 to provide information on the infrastructure needed to serve domestic water t the project area. The Plan is based on a City-wide model to ensure that adequate pressures and delivery are provided to Village 7 without adverse impacting the existing system. The backbone water infrastructure plan is illustrated in Figure 7-1. Well locations are illustrated on Figure 7-2, which includes a groundwater well on the neighboring park site (north of Ferrari Ranch Road). A monitoring well located in an open space area at the southern terminus of ~~the Central Boulevard~~Liberty Parkway will be abandoned.

In addition to the transmission main connection and extension through the site, internally looped domestic water mains are planned to provide water service connections within the development.

7.3 RECLAIMED WATER

7.3.1 Reclaimed Water Overview

The ~~City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF)~~Lincoln-Sewer Maintenance District 1 Wastewater Authority (LiSWA, Regional WWTRF) is located just west of Village 7. The proximity of this facility presents an opportunity to utilize reclaimed water. ~~Consistent with the City's Integrated Water Management Plan, the City will provide reclaimed water for~~LiSWA generates reclaimed water which may be available for use in Village 7's various irrigation needs including, but not limited to, landscape medians, linear parkways, and parks. Reclaimed water would be transported via the City's transmission lines. This use of reclaimed water is intended to ~~help the City meet its treated effluent discharge requirements and to~~ reduce the development's potable water demand.

7.3.2 Existing Reclaimed Water Facilities and Supply

Reclaimed water refers to wastewater treatment plant effluent that has received a level of treatment that meets the State requirements for direct nonpotable re-use, such as for irrigation of landscaping. The use of reclaimed water is regulated by the Regional Water Quality Control Board, which applies stringent water quality, treatment, and disinfection standards.

The WWTRF will produce recycled water available for use in the City. Ultimately, up to 25,000 acre-feet of reclaimed water could be made available by the plant annually, a portion of which will be made available to Village 7's irrigation needs.

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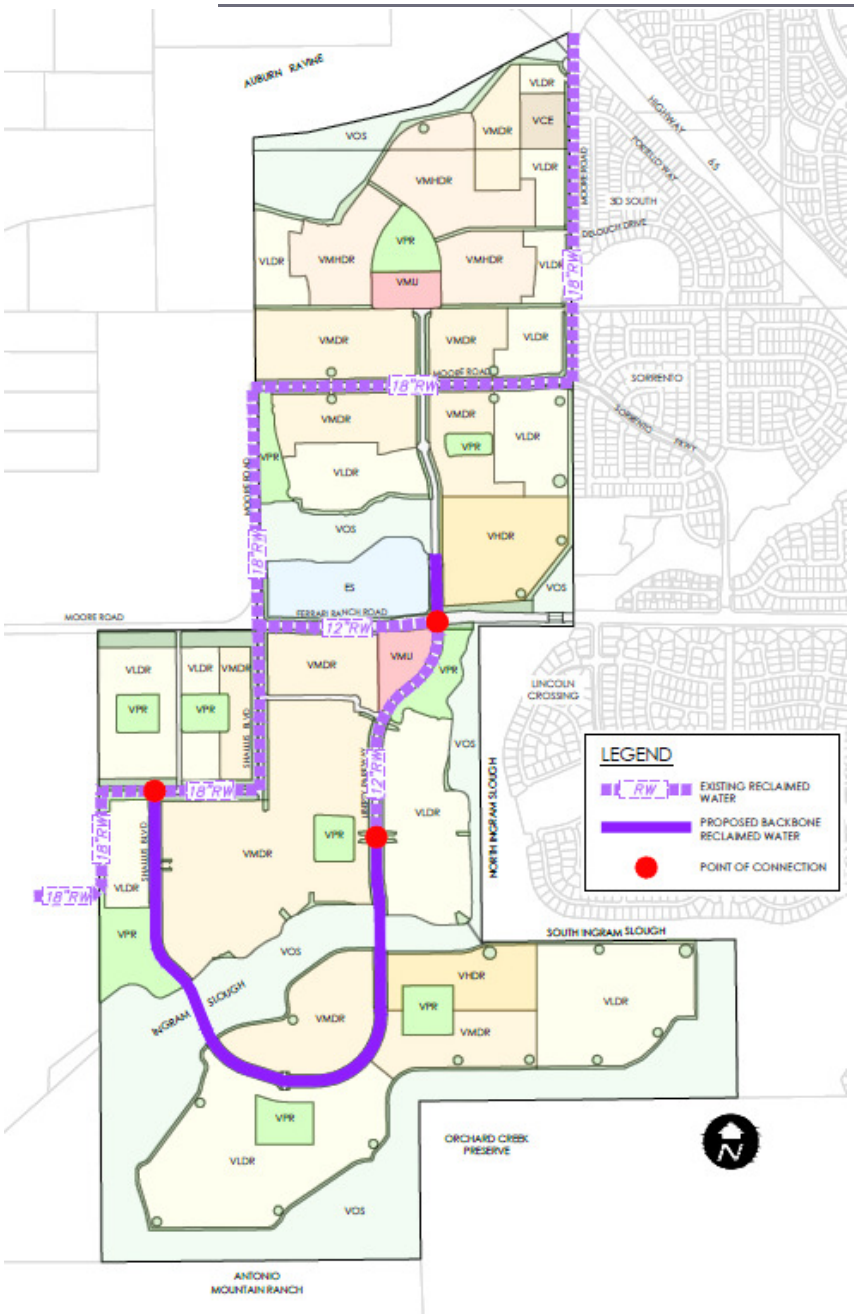
Existing facilities in Village 7 include an 18-inch. Existing facilities in Village 7 include an 18-inch reclaimed water transmission main that will deliver reclaimed water to parks, open space, paseos and recreational areas in the City of Lincoln.

UTILITIES PLAN



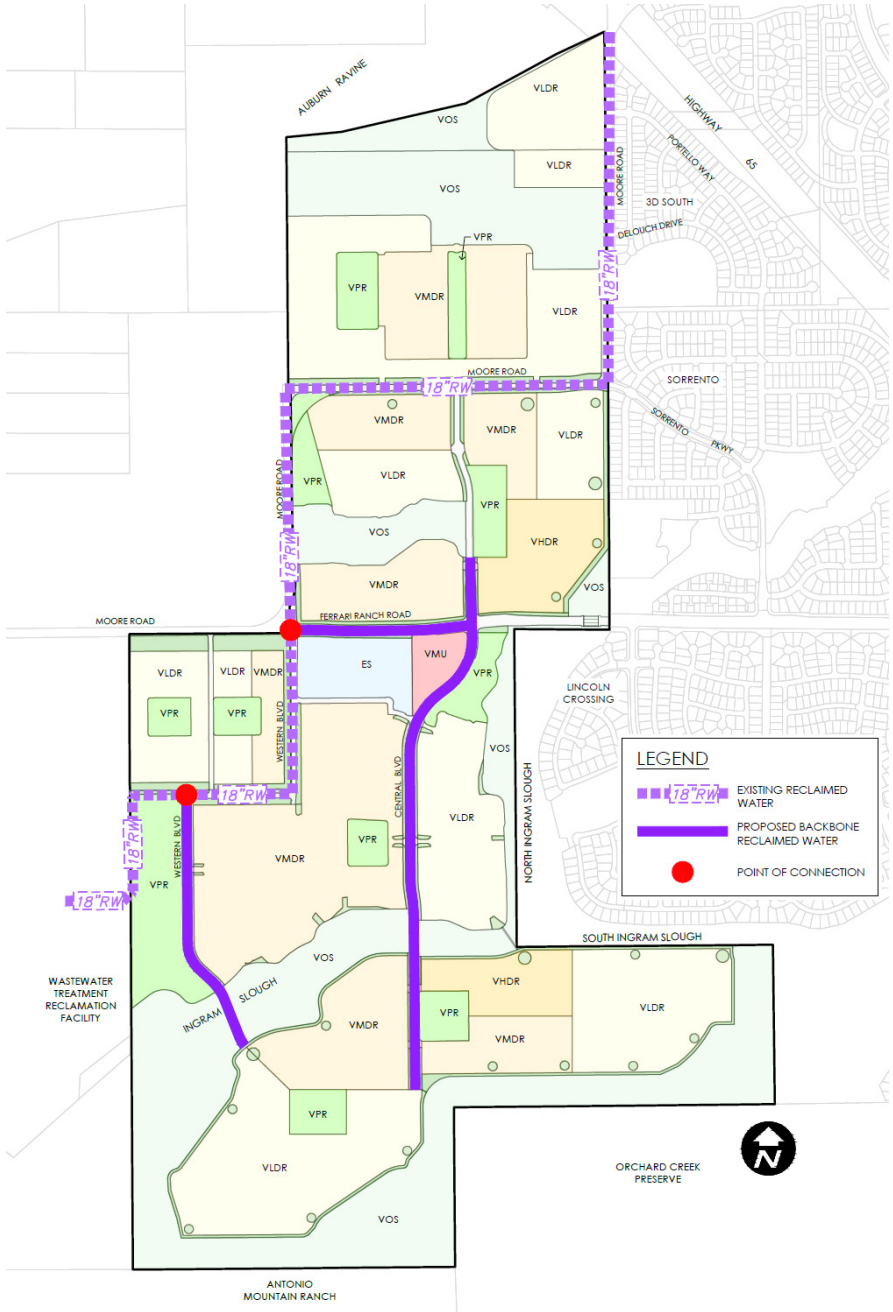


Figure 7-3: Backbone Reclaimed Water Distribution System

7.3.3 Specific Plan Reclaimed Water Demand

At the time of Specific Plan approval, the City of Lincoln's Design Criteria and Procedures Manual did not have reclaimed water demand use rates for various land use categories. Reclaimed water demands for Village 7 have been estimated using other studies from similar projects in the region as a guide. Based on these demands and the projected supply to be generated by the WWTRF, the City has determined that there is sufficient reclaimed water capacity to serve the irrigation needs throughout Village 7.

Reclaimed water was not used in the water demand/supply calculations conducted for the development, but reclaimed water has the potential of meeting a portion of the Village 7's irrigation needs. Based on the Water Supply Assessment prepared for the project (Village 7 EIR, Appendix H), Village 7 is projected to use approximately 486 acre-feet per year of recycled water at buildout.

7.3.4 Specific Plan Reclaimed Water Improvements

Village 7's reclaimed water distribution system is illustrated on Figure 7-3, with areas where reclaimed water may be used noted in color. The development will be required to connect to the existing transmission mains and complete service laterals to parks, open space, landscapes, paseos, etc. A backbone of dedicated reclaimed water lines will be installed within applicable major internal roadways. In addition, as part of the backbone water system, backflow devices and cross-connection controls will be installed and tested by the City annually to prevent cross-connections and/or contamination of the domestic potable supply.

Reclaimed water demands associated with the buildout of Village 7 will not require significant improvements to the existing City system.

7.4 WASTEWATER

7.4.1 Wastewater Overview

The City of Lincoln will provide sanitary sewer service to Village 7. The City's treatment system will use the ~~Regional Wastewater Treatment and Reclamation Facility (WWTRF~~LiSWA facility~~)~~ to the west of the development. Village 7's infrastructure system will consist of a series of gravity pipelines connecting to an on-site existing interceptor. The City has adequate wastewater treatment and interceptor capacity to accommodate the development.

7.4.2 Existing Wastewater Facilities

The City of Lincoln WWTRF became operational in July 2004. This state-of-the-art facility will provide wastewater treatment for Village 7 and can expand for future development. The WWTRF includes planning for up to 12 mgd of wastewater and will ultimately serve as a regional plant with capacity up to 30 mgd. A 66-inch-diameter sewer interceptor line which conveys both regional and local wastewater flows to the plant is located within the future alignment of Ferrari Ranch Road, which bisects Village 7, then turns south to follow the western property boundary to the WWTRF.

7.4.3 Specific Plan Wastewater Collection and Treatment Demand

At the time of adoption of the Lincoln Village 7 Specific Plan, design flows used to size the onsite sewer system were based on the City of Lincoln Amended Public Facilities Element (October 1998). In September 200~~0~~42~~,~~ the City approved new design standards for influent gravity sewer design. These new standards (~~City of Lincoln WWTRF Influent Sewer Design Standards~~Design Criteria and Procedures Manual) supplement the City's existing improvement standards. Based on the City's design standards, the total peak flow generation for Village 7 is estimated to be approximately 2.2 mgd. The City of Lincoln's master plan for the WWTRF has reserved capacity to serve buildout of Village 7.

7.4.4 Specific Plan Wastewater Improvements

Village 7 will be served by gravity lateral collector facilities connected to the regional interceptor. The planned backbone sewer system has been located within existing and proposed road rights-of-way. There are three primary wastewater shed areas within Village 7. Each shed will utilize backbone infrastructure lines in the residential and collector street systems to collect wastewater and transfer it to the 66-inch interceptor in Ferrari

Ranch Road and ~~Western~~ Shallus Boulevard, which connects to the WWTRF. Figure 7-4 illustrates Village 7's wastewater collection system.

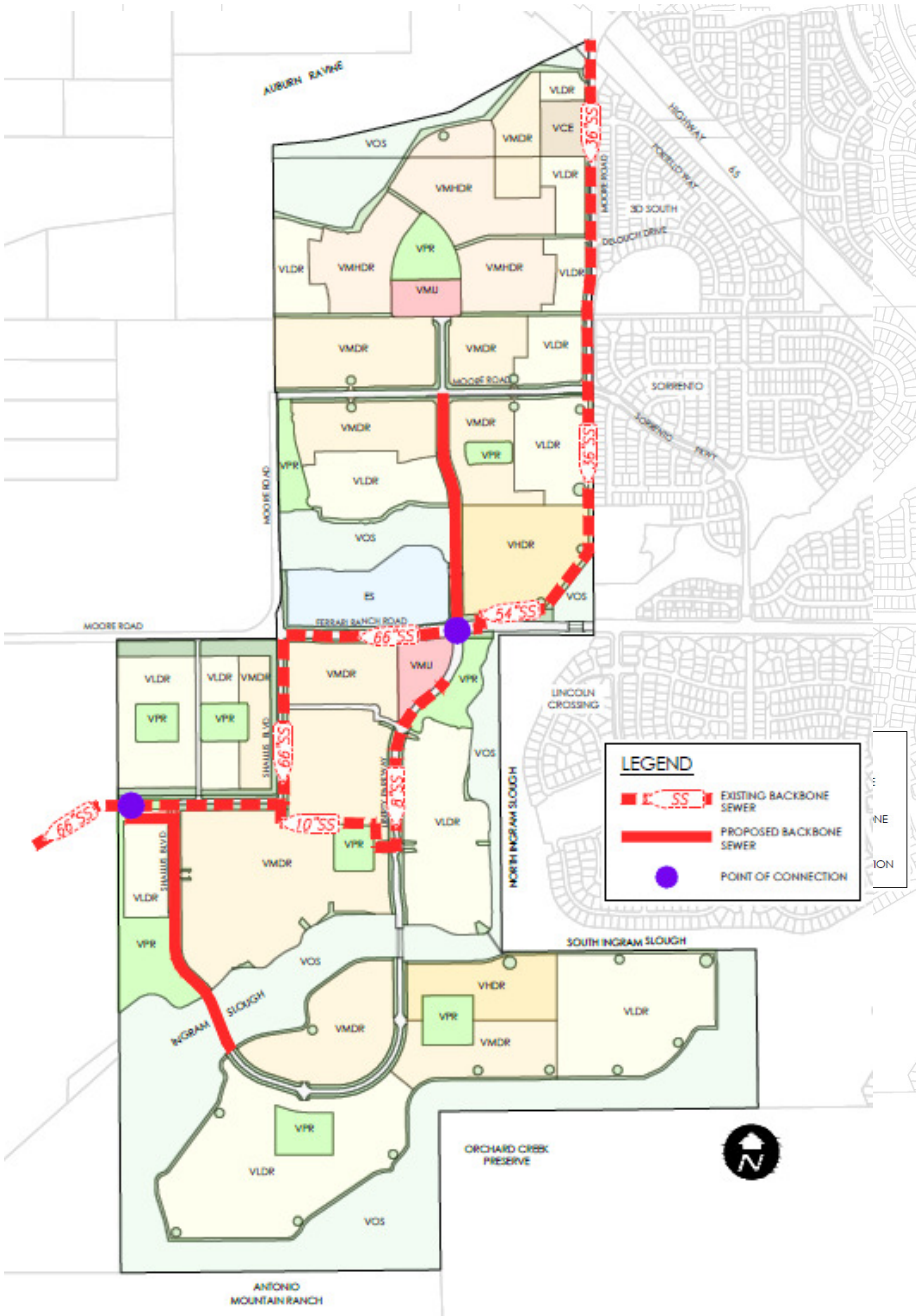


Figure 7-4: Backbone Wastewater Collection System

7.5 DRAINAGE AND FLOOD CONTROL

7.5.1 Drainage Overview

Village 7's drainage improvements include a combination of conventional subsurface and surface drainage systems including enhancement of existing channels, construction of pipe conveyance systems and outfalls, and inclusion of culverts and bridges over creek and tributary crossings. Retention and detention facilities are included to reduce post-project impacts to the existing downstream drainage system. In addition, the development incorporates extensive water quality treatment methods for stormwater and other urban ~~n~~

runoff (see Section 8.4, Water Quality).

7.5.2 Existing Site Hydrology

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Village 7 includes approximately six drainage sheds located within the Auburn Ravine, Ingram Slough, and Orchard Creek watersheds. The Ingram Slough and Orchard Creek watersheds are tributaries to the Auburn Ravine watershed. Note that minor changes to the existing drainage sheds occurs due to constructed and/or planned development patterns, for example, at the southwest corner of Moore Road and Shallus Boulevard.

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The drainage sheds in Village 7 are illustrated on Figure 7-5. Sheds "A" and "B" drain to the North Orchard Creek Tributary. Shed "C" is bisected by, and drains directly into, Ingram Slough. Shed "D" drains southwest toward Orchard Creek. Shed "E" drains south towards Shed "C", which discharges into Ingram Slough. Finally, Shed "F" (Scheiber Property) drains to Auburn Ravine.

Portions of Village 7's open space system are within the 100-year floodplain (see Figure 7-5). The existing 100-year floodplain elevations for the north branch of Ingram Slough vary from 128 feet on the north to 124 feet msl at the confluence. The 100-year water surface elevations for the south branch of Ingram Slough vary from 124 feet on the east to 120 feet msl at the confluence. The 100-year water surface of Ingram Slough at the western boundary of Village 7 is 112 feet msl.

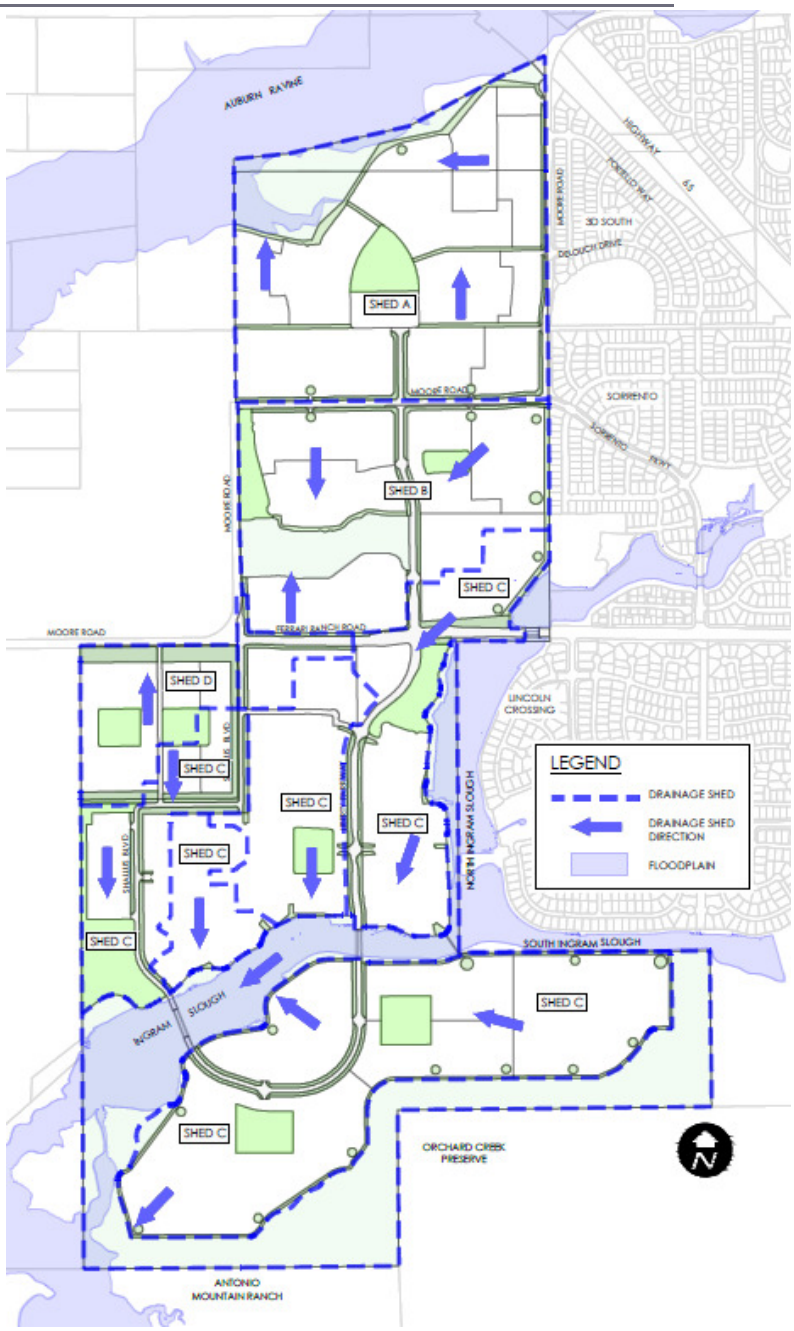
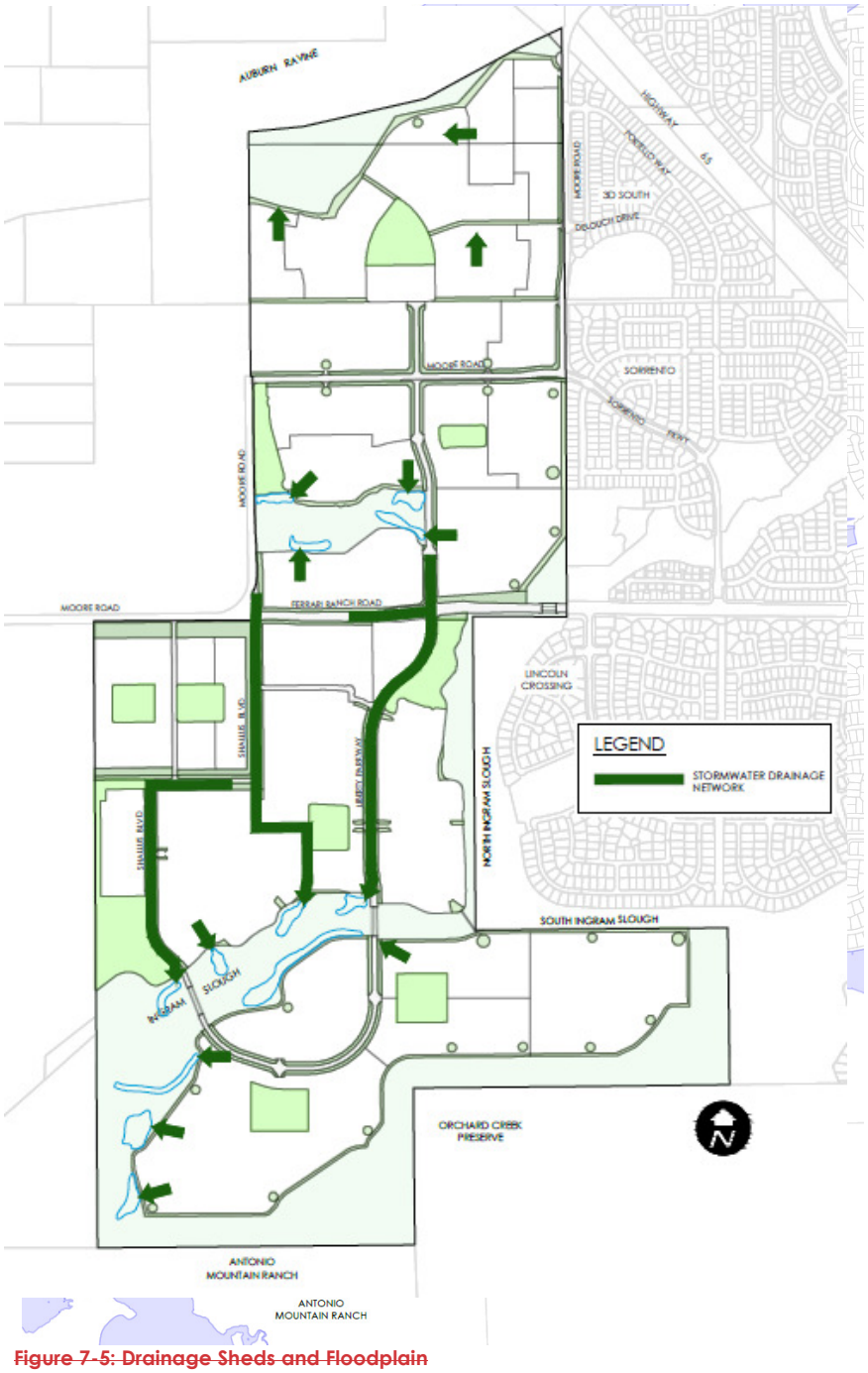


Figure 7-5: Drainage Sheds and Floodplain



~~Figure 7-5: Drainage Sheds and Floodplain~~

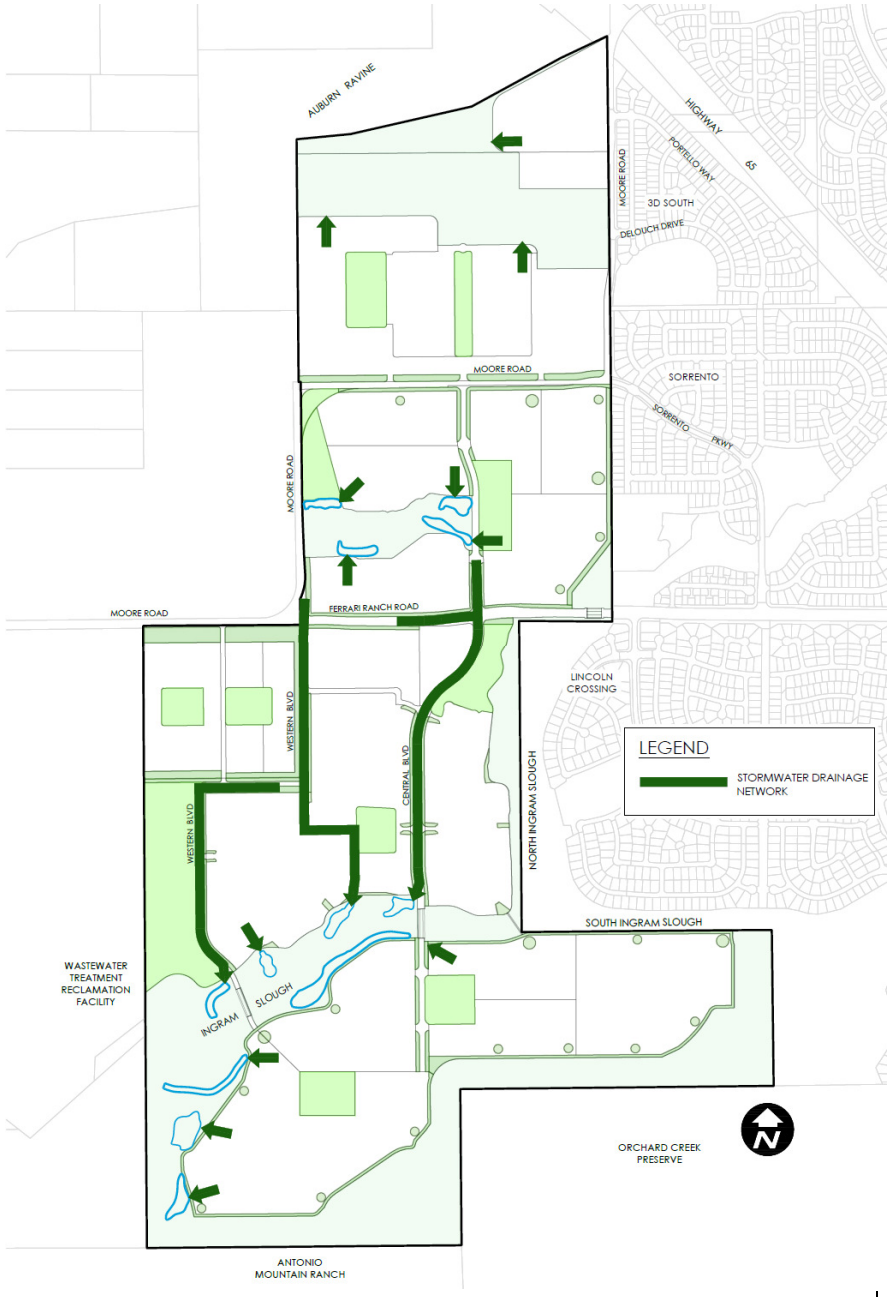


Figure 7-6: Backbone Drainage System

7.5.3 Specific Plan Drainage and Flood Control Improvements

Village 7's drainage improvements are illustrated on Figure 7-6, which are subject to refinement when a project-level Storm Water Master Plan is prepared. Stormwater will be collected and piped from development areas and discharged through outfalls into the open space drainage corridors. The drainage system is a gravity system and will be designed and constructed in accordance with City of Lincoln Improvement Standards. The number and location of outfalls shown on Figure 7-6 are based upon best available information subject to refinement through the subdivision map and improvement plan approval process. Drainage improvements will be coordinated with the preserve area Operations and Management Plans, a requirement of the Clean Water Act 404 permit (see Section 8, Resource Management Plan, for additional discussion on wetland resources and permitting).

The Village 7 Specific Plan incorporates plans for on-site detention basins to reduce pre-project versus post-project peak flows to the existing downstream drainage system. In addition, improvements are proposed to portions of the open space area adjacent to Ingram Slough which will provide stormwater drainage capacity and protect surface water quality.

The Specific Plan incorporates storm water quality treatment through the implementation of grassy swales at pipe outfalls to remove pollutants by filtration. Oil/water grit separators will be provided as required on non-residential projects and in areas of discharge where other water quality facilities are deemed infeasible (see Section 8, Resource Management Plan, for additional discussion on water quality).

Ingram Slough Enhancements

The channel of Ingram Slough was previously enhanced through deepening and widening performed by the developers of the Lincoln Crossing project. Their work included increasing the capacity of Ingram Slough so it would be able to satisfy the future drainage requirements for the Village 7 Specific Plan area when the Village 7 Specific Plan area was developed. The enhancement work that the Lincoln Crossing developers performed on Ingram Slough consisted of deepening and widening the existing north and south sloughs where they pass through the area. Developers of the Village 7 Specific Plan will only be constructing water quality drainage swales outside of the existing channel of Ingram Slough to treat the project's stormwater run-off. The Village 7 project will also be constructing two stormwater detention basins in upland areas. The drainage improvements for the Proposed Project are shown in Figure 7-6.

Retention

The Village 7 Specific Plan's need for stormwater retention will be accommodated by the City's stormwater retention system, which is an off-site facility known as 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 needs of Village 7. Onside stormwater retention is an option should the Lakeview Farms facility not be available.

Detention

Based on the South Lincoln Master Drainage Plan (Montgomery Watson and Civil Solutions, August 15, 2000), detention basins for the Ingram Slough and Orchard Creek watersheds located upstream of Village 7 satisfy regional detention requirements to mitigate overall development peak flows. As a result, on-site detention mitigation is not required for Sheds "C", "D", or "E."

For sheds "A", "B" and "F" (the Scheiber Property), water detention facilities are needed to mitigate peak stormwater flows generated by buildout of the development. Based on Hydrologic (HEC-1) modeling completed for Village 7, detention basins are needed in the open space areas of Auburn Ravine and the North Orchard Creek Tributary to stabilize peak flow drainage to pre-existing conditions and help reduce local impacts to properties immediately downstream.

7.6 DRY UTILITIES

7.6.1 Electricity

Pacific Gas & Electric Company (PG&E) provides underground electric service within all new subdivisions in the City of Lincoln and will provide service to the development. PG&E's long-range plans provide for availability of electric service to accommodate increased demand. Service will be provided to the development from existing infrastructure adjacent to Village 7.

7.6.2 Natural Gas

PG&E will provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the development from existing infrastructure adjacent to Village 7.

7.6.3 Communications

The Village 7 Specific Plan is within the service areas of AT&T and Wave Broadband. Together, these providers offer both voice and data communication services to Village 7. Distribution lines to individual parcels will be extended 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 7 at the time subdivision improvement plans are prepared.

7.6.4 Telecommunications Facility

A portion of the planned Community Park includes a telecommunications facility, which supports wireless voice and data services in the immediate vicinity. Through the final design plans for the Community Park, the telecommunications facility will be integrated into the park and visually buffered, as appropriate.

7.7 SOLID WASTE

The City of Lincoln Department of Public Works provides solid and green waste collection services within the City. All waste is collected at curbside, typically in 960-gallon toters supplied by the City. Multi-family and commercial collection is typically provided with the use of larger receptacle bins. Waste is transported to the Western Placer Waste Management Authority's (WPWMA) 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. Through the years 2001 to 2006, the City reclaimed between 55 and 74% of its waste, which exceeds state-mandated requirements.

In May 2003, the WPWMA approved a Capacity Enhancement Project, which allowed staff to pursue revisions to existing permits to increase the landfill and MRF capacity. The permit revision was approved in August 2003 by the California Integrated Waste Management Board. The current permitted maximum allowable daily tonnage is 1,900 tons/day, and the permitted MRF tonnage is 1,750 tons/day. Projected solid waste generation from Village 7 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.



Village SPECIFIC PLAN

Resource Management Plan 8

8.1 OVERVIEW

The majority of Village 7's land area is generally flat and has historically been used for agriculture and ranching. The natural undeveloped character of the site consists primarily of non-native annual grasslands. Interspersed within the grassland areas are various ephemeral and perennial aquatic features including vernal pools, seasonal wetlands, drainage swales, intermittent drainages, freshwater marsh, a stock pond, Ingram Slough, and a branch of Auburn Ravine. Native trees are somewhat limited and are present along portions of Ingram Slough and Auburn Ravine.





A goal for the planning of Village 7 is to create a community that respects the existing natural environment and enhances many of the existing ecological functions. Environmentally sensitive areas will remain in their natural condition, whenever possible, and enhanced to promote wildlife habitat and provide corridors for pedestrian circulation. It is a guiding principle of the Village 7 Specific Plan that the natural environment and constructed environments be planned and integrated as a sustainable place for communities of people, plants, and wildlife.

Village 7 promotes an overall ecosystem-level conservation strategy that will be both ecologically viable and compatible with Placer County's regional conservation goals. These goals will be met through the preservation and enhancement of natural habitat on site, combined with off-site mitigation and compensation. Village 7 establishes interconnected open space areas that are driven by the protection of significant natural resources and allow for potential connectivity with larger-scale, regional conservation efforts. These open space corridors and associated resources serve as a defining element of Village 7.

Figure 8-1 identifies Village 7's open space and resource areas. The Village 7 land use plan and resource management approach have been appreciably influenced by early consultation with appropriate federal, state, and local resource agencies.

Specific resource conservation strategies for Village 7's four planning areas are provided in the GDP. Additional resource discussions are included in the Village 7 Specific Plan EIR and supporting documents.

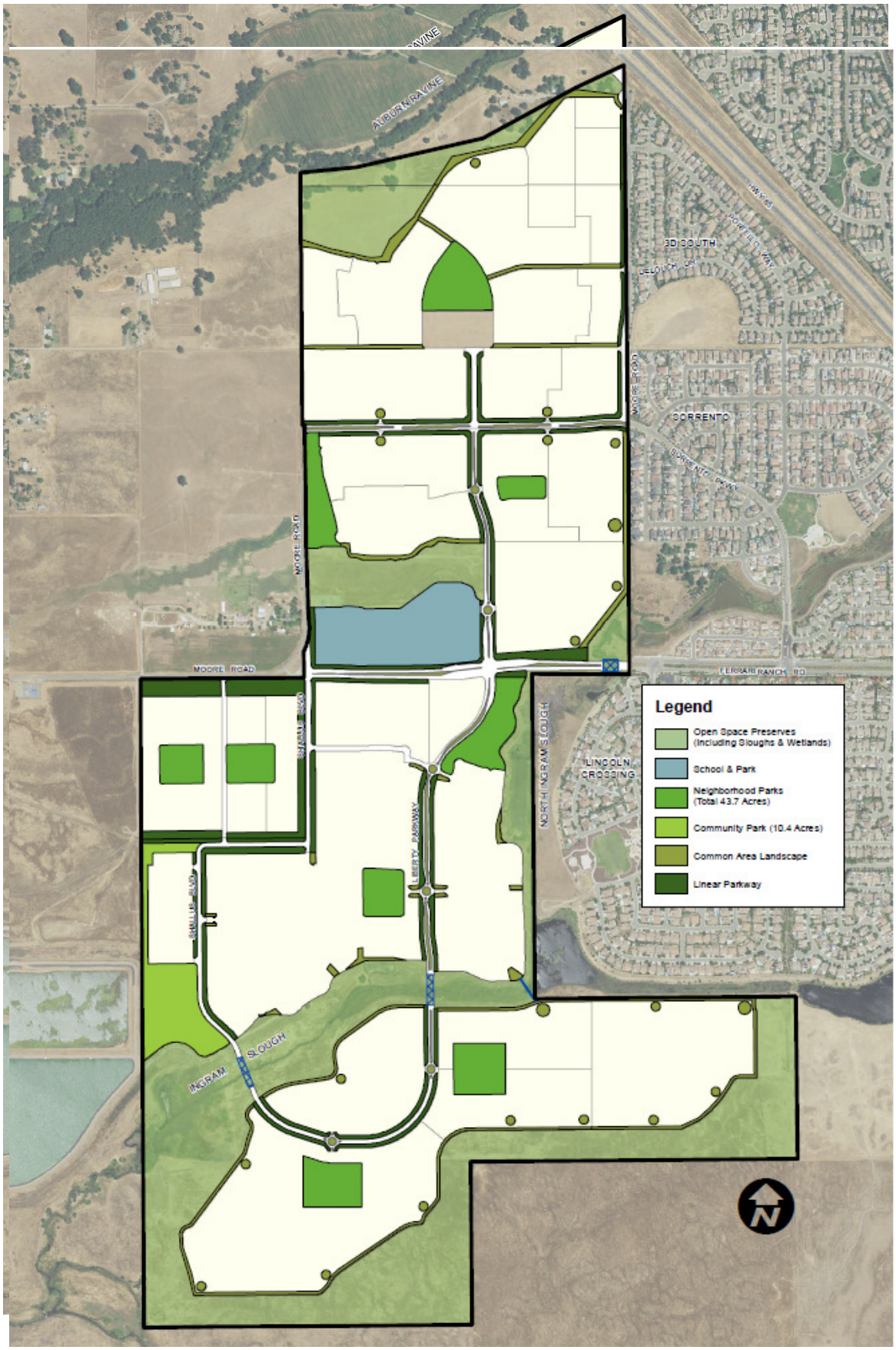


Figure 8-1: Open Space and Resource Areas

8.2 WETLAND RESOURCES

Wetlands, and their associated hydrology, are an important environmental component that shapes the character and function of Village 7. It is a principle of the Village 7 Specific Plan to preserve and enhance the biological value of wetland resources where feasible.



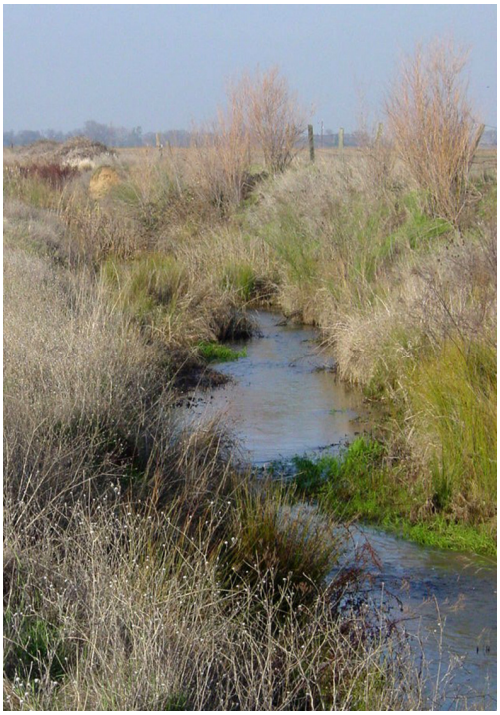
8.2.1 Wetland Features

Several wetland features have been identified in Village 7's pre-development state. Many of these occur as isolated basins within the site, while others are associated with interconnected drainages that occur throughout the site. Section 404 of the Clean Water Act requires that permits be obtained from the Army Corps of Engineers for activities associated with the discharge of dredged or fill materials into wetlands. The primary types of wetlands typical to Village 7 are described below.

Seasonal Wetlands/Drainage Swales

Seasonal wetlands and drainage swales occur within the annual grassland as shallow depressions underlain by slowly permeable soils. These seasonal wetland depressions/swales are typically saturated only during wet periods.

Drier seasonal wetlands/swales may be dominated by low-growing grasses and annual herbs such as ryegrass, Mediterranean barley, and hyssop loosestrife. Wet features may be dominated by Baltic rush, annual rabbit-foot grass, Bermuda grass, and creeping spikerush. 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 like that of typical Central Valley non-native annual grassland habitat.



Vernal Pools

Vernal pools are poorly drained, isolated depressions that occur within annual grasslands. Water ponds in the depressions for several weeks at a time during the rainy season may dry completely if the duration between storm events is long. Vernal pools are fed by direct rainfall or surface runoff.



Vernal pools in Village 7 range from well-defined basins with distinct boundaries to those with indistinct boundaries that have been altered over time through previous agricultural use.

Auburn Ravine

Auburn Ravine borders the northern portion of Village 7 in an east/west fashion. 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 Village 7, Auburn Ravine is generally characterized by its riparian habitat that includes several varieties of oak and cottonwood tree species along the stream.

Ingram Slough

Both the north and south branches of Ingram Slough border Village 7, with the confluence occurring along the eastern boundary. From there, Ingram Slough flows east to west through the central portion of Village 7. This reach is perennially inundated receiving a vast majority of its flow from agricultural water purchased from the Nevada Irrigation District. Surface runoff from surrounding terraces and from upstream land uses also enters Ingram Slough. The slough contributes to water quality conditions through transportation of sediments and nutrients associated with adjacent agricultural land use and runoff from roadway crossings.



8.2.2 Wetland Preservation and Compensation Program

An overall goal of the Village 7 Specific Plan is no net loss of wetland functions or values. The plan for Village 7 has been designed to preserve large, contiguous open space areas to allow for the restoration of Ingram Slough and the preservation of Auburn Ravine, wetlands, and other habitat within Village 7. Open space has been sited to protect the areas with the greatest concentration of wetlands and vernal pools. Due to development constraints, not all wetland features can be feasibly avoided. Impacts occur primarily in areas where vernal pools and swales are widely dispersed.

Except for the Lewis Property, other planning areas within Village 7 will be a part of the Placer County Conservation Plan (PCCP). In total, the 404 permits will include provisions to mitigate the loss of all wetlands within Village 7. Compensation ratios for the mitigation of impacted wetlands are determined by the Corps pursuant to the terms of each 404 permit.

8.2.3 Resource Preservation Measures for Village 7

The following describes some general preservation measures required throughout Village 7.

Development Adjacent To Open Space Preserves

For each phase of construction in all planning areas, the open space/preserve boundaries and areas that are adjacent to construction will be temporarily fenced. Signs will be placed on fencing denoting the locations as protected wetland and wildlife preserve area.



As Village 7 is developed, permanent open fencing will be installed along portions of the perimeter of the open space/preserve area. Fencing will help to prevent vehicle access to the open space/ preserve area, particularly where the open space/preserve abuts public areas. Educational signage describing the sensitivity of the protected habitat will be installed. A combination of fencing, setbacks, single-loaded streets, and a minimum of roadway crossings will greatly reduce impacts on the open space preserves.

Operations and Management Plan

Operations and Management (O&M) Plans will be implemented in accordance with the applicable 404 permits to continually monitor and correct disturbance, if any, to the open space/preserve area. 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 Wildfire and O&M Plans to minimize potential future impacts to vernal pools from sources of pollution including urban runoff and neighboring land uses. (Refer to Village 7 General Development Plan Section 3 for more information.)

The developers of Village 7's planning areas will each be responsible for construction, monitoring, and maintenance costs associated with the constructed wetlands within their associated open space/ preserve areas. Deed restrictions or conservation easements will be recorded which will maintain the on-site open space preserves as wetland and wildlife habitat in perpetuity.

8.3 OTHER PLANT and WILDLIFE RESOURCES

8.3.1 Grasslands

Annual grassland is the most common habitat type within Village 7. The grassland vegetation is mainly of a non-native type, with the primary species including wild oats, medusahead grass, ripgut brome, soft chess, Italian rye grass, yellow star thistle, vetch, curly dock, and wild mustard.



Grassland habitat will be preserved as part of Village 7's open space system. Active management of tall grasses by agricultural mowing, harvesting, discing, and irrigating has been shown to provide prey opportunities. The onsite preservation of grasslands, including measures to actively manage grassland to ensure long-term habitat, will be implemented through the open space/preserve O&M Plans and Wildfire Management Plan.

8.3.2 Riparian Woodland

Native trees in Village 7 are found along the Ingram Slough and Auburn Ravine riparian areas. The riparian vegetation consists mainly of small stands of willows and scattered oaks that form sparse coverage at various points along Ingram Slough and Auburn Ravine. Though limited in extent, the riparian vegetation likely provides nesting and cover habitat for a variety of local 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.

Portions of the existing riparian corridors will be preserved, and other areas enhanced, as part of the previously noted Ingram Slough wetlands enhancement effort. The preservation, enhancement, and management of the Ingram Slough riparian corridor will be regulated through the open space/preserve O&M Plans.

8.4 WATER QUALITY





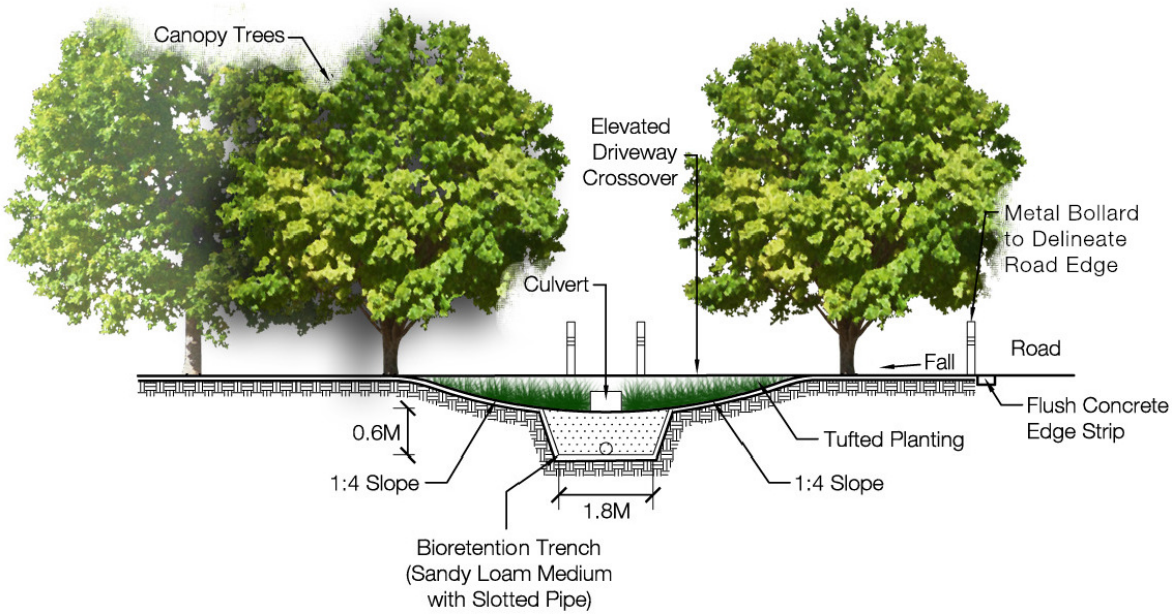
The management of urban runoff for flow control and water quality improvement is an important component of the Village 7 Specific Plan. An integrated stormwater management system has been developed, which is reflected in the land use plan and specific design techniques. The preservation of natural open space areas, including sloughs, wetland areas, and principal drainage corridors, in combination with compact neighborhoods, allows the site hydrology to function as close to its natural (pre-development) condition as possible. 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) Phase II requirements.

Specific design techniques that meet the stormwater management and water quality goals for Village 7 may include buffer zones adjacent to wetlands and sloughs that serve as bio-filtration, stormwater retention/detention basins that also provide active and passive recreational activity

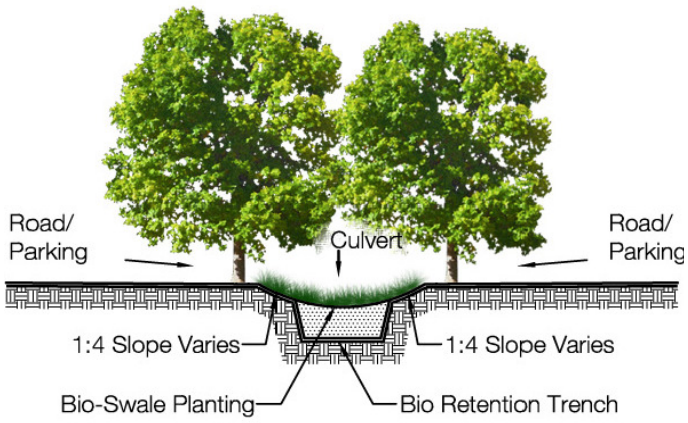
opportunities, paseos, and bio-swales.

These water quality features help control stormwater runoff as close to the source as possible, slow the flow of water, and convey water on the surface by mimicking natural hydrological processes rather than relying on extensive networks of large, underground drainage pipelines.

The use of bio-swales is an effective method to deal with water quality treatment. A typical bio-swale provides for a high level of pollutant removal including decreases in total suspended and floating solids, total phosphorous, total nitrogen, floating trash, heavy metals, bacteria, greases, oils, and turbidity.



The bio-swales convey runoff through shallow vegetated swales removing pollutants through filtration. Pollutants are absorbed by the plant tissues and filtered out of the water. In addition, the bio-swales reduce run-off velocities eliminating scouring and channeling.



Oil/water separators may supplement the bio-swale system where discharges of higher-than-normal concentrations of pollutants may occur, and/or where other methods of water quality treatment are deemed infeasible.

Specific details relating to the use of bio-swales and other water quality management treatment methods are provided within the GDP.

8.5 CULTURAL RESOURCES

Much of Village 7 has been modified in the past to accommodate agricultural activities, and structures on the parcel are of relatively recent construction. Only one archaeological site has been recorded in the immediate vicinity of the Specific Plan area, however, it was determined that this site does not continue into Village 7.

In addition, Village 7 is subject to the provisions of California State Senate Bill 18, which requires cities consult with California Native American tribes prior to adopting a specific plan. The law is intended to facilitate government-to-government (i.e., city government to tribal government) communication regarding land use planning and its potential effects to tribal cultural places. The City completed the SB 18 process in December 2006.

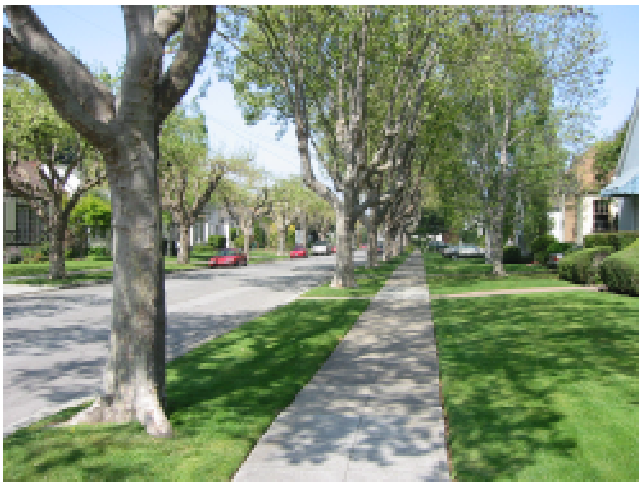
During future construction activity in Village 7, site preparation activities could unearth an archeological artifact that may qualify as an historical resource. The Village 7 Specific Plan EIR includes mitigation to address the unanticipated discovery of buried resources.

8.6 AIR QUALITY

The greater Sacramento Region, including western Placer County, has been identified as a nonattainment area for both State and Federal ozone standards. The Village 7 Specific Plan incorporates strategies to address projected air emissions associated with construction and occupancy of the development.

Vast areas of Village 7 are devoted to an open space and recreational system planned with amenities designed to encourage residents to walk, run, exercise, ride bikes, and generally enjoy the community outside of the automobile. It is a principle of the Village 7 Specific Plan to establish pedestrian, bike, and trail loop systems throughout the site that link recreation areas, open space areas, and the Village Center to homes. Village 7 includes miles of multi-use paths, sidewalks, pedestrian routes, and Class 1 bike paths. This integrated system connects to the City-wide trail system that links to downtown Lincoln (see Section 5, Mobility Plan, for additional discussion).

At a design level, pedestrian bridges and tree-lined separated sidewalks will be incorporated to enhance non-vehicular modes of transportation. A principle of the Village 7 Specific Plan is to create comfortable and walkable neighborhoods that minimize barriers and emphasize the pedestrian over the automobile.



In addition, Village 7's roadways are designed to accommodate Neighborhood Electric Vehicles (NEVs), with is another strategy to reduce potential air emissions. These vehicles are efficient, particularly for local trips, and reduce the consumption of fossil fuels, have zero emissions at the point of use, and are less noisy than gas vehicles.



Building-specific strategies to be considered as Village 7 develops include, but are not limited to, low-emitting products for furnaces and air conditioners, as well as potential photo-voltaic (solar power) systems. Coordinated tree plantings and building orientation may also be used to reduce anticipated heating and cooling needs. Further strategies may include, but are not limited to, electric landscaping equipment, programs encouraging the use of electric vehicles, or prohibiting use of wood-burning fireplaces. Where proposed, details for the implementation of these techniques are provided in the General Development Plan.

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 Placer County Air Pollution Control District (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 that are applicable to their activity. Because existing structures could contain asbestos, sampling and abatement performed in accordance with PCAPCD requirements will be required prior to any demolition.




Village SPECIFIC PLAN
Implementation 9

9.1 OVERVIEW

Government Code Section 65451 requires that a Specific Plan ~~include~~includes a program of implementation measures necessary to carry out proposed land uses, infrastructure, development standards, and criteria. Implementation of the Village 7 Specific Plan is to be carried out 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 adopted or approved for Village 7, as well as the City General Plan and the City Zoning Ordinance.

Implementation of the Village 7 Specific Plan is intended to result in the systematic and orderly development of the project. To achieve this intent, the Specific Plan includes a program for the phasing of development, financing and construction of public improvements, review of individual development projects, and Specific Plan amendments/minor modifications. These programs are summarized below, with details and specific requirements included in the above~~-~~referenced documents.

9.2 RELATIONSHIP TO CITY PLANS & POLICIES

9.2.1 General Plan

The City of Lincoln 2050 General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

At a policy level, the General Plan provides direction to ensure that future development areas such as Village 7 will employ smart growth principles related to transportation choices, mixed use development, compact development, housing choices, and natural resource conservation. For Village 7, the General Plan facilitates this approach to new development by including policies for the creation of a village center, as well as other elements for the location of roadways, preservation of key natural features, and creation of appropriate transitions along village edges. The Village 7 Specific Plan implements the goals and policies of the City's General Plan and augments these goals and policies by providing specific direction to reflect conditions unique to the Plan Area.

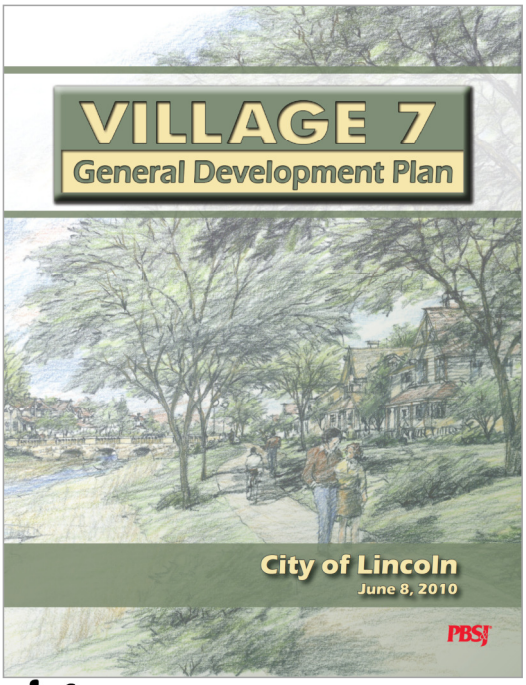
9.2.2 Municipal Code

The Lincoln Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Code's key components are the City's Zoning Ordinance and Subdivision Ordinance, which are used in tandem with this Specific Plan to implement the development program. In some instances, this Specific Plan and/or associated General Development Plan creates specific development regulations for parcels within the Plan Area where unique development patterns are expected. In these cases, the zoning regulations provided in this Specific Plan and associated General Development Plan supersede the City's Zoning Ordinance. However, where this Specific Plan and associated General Development Plan are silent, the Zoning Ordinance's regulations prevail.

9.3 SPECIFIC PLAN IMPLEMENTING 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 Village 7 Specific Plan. The use of a GDP in this manner is allowed pursuant to Chapter 18.32 of the Lincoln Zoning Ordinance, which contemplates application of the Planned Development (PD) zoning district to specific plan areas such as Village 7. Building upon the underlying PD zoning, the GDP establishes the regulations, standards, and guidelines with a much greater level of detail and specificity than is provided in this Specific Plan. Because a GDP contains detailed performance standards and design criteria, it can be used as the primary implementation mechanism to regulate development activity within each planning area.



The required contents of a General Development Plan, including the level of detail needed for project-specific design elements, is further described in Section 9.4 later in this chapter.

9.3.2 Development Agreements

The Development agreement is a mechanism that the City uses to help implement construction activity as Village 7 develops. It is a legal and binding contract between the City of Lincoln, the property owner, and any assigned successors-in-interest. Because Village 7 has multiple planning areas, a separate Development Agreement is executed with the property owner and/or entity of each planning area, although it may not be required for some of the smaller planning areas. It vests development rights, delineates obligated infrastructure improvements and dedication requirements, secures the timing and methods for financing improvements, and specifies other performance obligations as related to development of the Specific Plan area.

In September 2013, the Master Developer for the Lewis Property planning area (Lewis Planned Communities) executed a Development Agreement with the City of Lincoln in accordance with applicable state and local codes.

9.3.3 Environmental Impact Report

To meet California Environmental Quality Act (CEQA) requirements, an Environmental Impact Report (EIR) was prepared and certified concurrent with approval of the Village 7 Specific Plan. The EIR assesses the potential direct and indirect environmental effects associated with the development and identifies appropriate mitigation measures. The EIR includes both project and program-level CEQA analysis of the Village 7 Specific Plan area.

At the time of EIR preparation, more detailed information was available about the specific development proposal, and therefore, the resulting impacts of the Lewis Property planning area (the initial participating property in the Village 7 Specific Plan). For this reason, the Lewis Property entitlements were evaluated at a project-level. This allows the City to expedite the processing of future development projects that are consistent with the Village 7 Specific Plan and the General Development Plan, as provided for by CEQA.

For the remaining planning areas within Village 7 (Aitken Ranch II Property, the Scheiber Property, and the Remainder Area), the EIR conducted a program-level CEQA analysis. The program-level analysis assessed impacts and provided mitigation to the extent that they could be determined, but deferred project-level analysis to a future date. This project-level analysis will occur at such a time that applications for General Development Plan amendments, Specific Development Plans, and associated entitlements for Village 7's three other planning areas are processed by the City.

9.4 SUBMITTAL REQUIREMENTS FOR THE GENERAL DEVELOPMENT PLAN

The General Development Plan (GDP) is an important regulatory document that will ensure that development of Village 7 consistently upholds the overarching community design principles established in this Specific Plan. As noted previously, Village 7 is comprised of several planning areas with different ownerships. To accommodate the various levels of property owner participation in the Village 7 planning process, project-specific planning may be conducted separately for each planning area. This allows each property owner to secure development entitlements individually and on separate timelines. The first planning area to seek full development entitlements is to have a lead role in preparing the Village 7 GDP, and as other planning areas seek full development entitlements, the GDP must be amended to incorporate them.

To provide an effective framework for implementation of the Specific Plan, it is critical that the GDP's contents provide specific details regarding community design. This will ensure that the various planning areas are guided by the same criteria, resulting in a new community that successfully achieves the vision for Village 7. The following list of elements must be included in the Village 7 GDP In some cases, a certain level of specificity is identified, which is intended to provide the City with adequate information to ensure that the resulting development will meet the development principles in this Specific Plan. The level of detail specified below must be provided for each planning area, and as the City reviews the initial GDP (and subsequent amendments), it will determine the adequacy and compliance of the GDP with the submittal requirements below:

Land Use Regulatory Guide

This section is intended to provide specific guidance for the physical form and design of the planning area. It should illustrate the desired development pattern with a greater level of detail than that depicted on the broader Village 7 land use plan. To accomplish this, the regulatory guide shall include individual sections with policy guidance for the Village Center, residential neighborhoods, housing types, mobility systems, parks, and open space. The extensive use of graphics should be incorporated, to visually depict the desired development pattern for the planning area, and conceptually illustrate the location of blocks and lots, connectivity of roads and pathways, and location and design of parks. These should be supported by policies and performance standards that articulate how the conceptual diagrams successfully meet the design intent.

Permitted Uses and Development Standards

This section should provide similar information to that of a zoning ordinance. It should specify the permitted uses and development standards for each land use type identified within the planning area. Residential development standards should be specific to the types of housing products outlined in the land use regulatory guide, addressing such items as lot coverage, setbacks, building separation, heights, etc.

Architectural Design Guidelines

This section should provide site planning and architectural guidance for both residential and commercial parcels within the planning area. For residential areas, guidelines should be provided to address home siting standards, including appropriate plotting, orientation, and garage/driveway locations, as well as guidelines encouraging neighborhood distinction. In addition, guidelines should be included for the architectural design of homes, addressing such elements as scale and massing, roof and window forms, porches and entries, and exterior finishes. Similar guidelines should be provided for commercial areas, which also address façade design elements, parking lots, service and storage areas, and refuse buffers.

Landscape Design Guidelines

This section is intended to provide specific design criteria and guidelines for landscaping within each planning area. This will establish the visual character of the public realm and will ensure that each planning area is clearly identifiable as part of Village 7. This section should address community theming elements, with specific design criteria for streetscapes, street trees, gateways, and entry features. In addition, this section should provide design criteria for roundabouts, bridges, community signage, walls and fences, and street lighting. The design criteria and guidelines should be supported by the extensive use of graphics and diagrams that conceptually illustrate appropriate design solutions (i.e. gateway or streetscape design) that meet the design intent.

Implementation Plan

This section should build upon the Implementation chapter established in this Specific Plan by providing a greater level of detail for the planning area. It should address the City's administration of the GDP, its relationship with this Specific Plan and related entitlements for Village 7, and minor or major amendments to the GDP. Most importantly, the GDP's Implementation Plan should include a more detailed Phasing Plan, including a phasing exhibit, illustrating the development sequencing of parcels within the planning area.

9.5 PHASING

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The Village 7 Specific Plan provides for a comprehensively planned infrastructure system, which is outlined in Chapter 7 – Utilities Plan. The coordination and timing for construction of the backbone infrastructure system, its phasing, will be completed such that the extension of utilities occurs in a logical manner and can support the intensity of development in each phase. Because Village 7 is divided into several planning areas, the phasing plan is included in the General Development Plan, which will be amended as each planning area is incorporated. While the infrastructure in each planning area is somewhat reliant on one another, the phasing plan addresses each planning area separately, which allows each to develop on its own accord with respect to timing and pace. For more information on phasing, refer to the General Development Plan.

9.6 FINANCING OF PUBLIC IMPROVEMENTS

The construction of public improvements to serve Village 7 will be funded by a variety of mechanisms including establishment of one or more Community Facilities Districts, City Impact Fees, School Impact Fees, developer financing, and other methods. The potential financing mechanisms are summarized in Table 9-1.

Table 9-1: Potential Public Improvement 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
Water Improvements	CFD/Fee/Developer Financing
Sewer Improvements	CFD/Fee/Developer Financing
Recycled Water Improvements	CFD/Developer Financing
Stormwater Drainage 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

Community Facilities District

One or more Community Facilities Districts (CFD) will be established to help fund the construction and/or acquisition of backbone infrastructure and facilities within Village 7. 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 facilities and/or to pay off bonds. Each planning area will annex into CFD 2018-01 to fund maintenance services. Such facilities may include landscape corridors and medians, open space areas, bike paths/trails, detention/retention facilities, and City parks. Additionally, each planning area will annex into CFD 2018-02 to fund governmental services.

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City Impact Fees

The City of Lincoln has adopted 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.

School Impact Fees

The Western Placer Unified School District has established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuant to Section 65995 of the California Government Code, these school impact fees will be collected by the City prior to issuance of a building permit, and are forwarded to the school district, as required by law.

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.

As noted, other financing mechanisms may be utilized, including creation of private districts, lighting and landscape assessment districts, or associations to fund maintenance of certain facilities within Village 7. 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 7 development agreements.

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9.7 SUBSEQUENT ENTITLEMENTS

9.7.1 Processing

For planning areas in Village 7 that have been incorporated into a City-approved General Development Plan, individual development projects are subject to review and approval of subsequent permits and entitlements by the City of Lincoln. Application and processing requirements 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 7 Specific Plan and all applicable plans and regulations.

9.7.2 Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The *Environmental Impact Report for the Village 7 Specific Plan* (EIR) certified concurrent with the Village 7 Specific Plan, serves as the base environmental document for subsequent entitlements within Village 7.

The EIR includes both project and program-level analysis of the Village 7 Specific Plan area. At the time of EIR preparation, more detailed information was available about the specific development proposal, and therefore the resulting impacts of the Lewis Property planning area (the initial participating property in the Lincoln Village 7 Specific Plan). For this reason, the Lewis Property was evaluated at a project-level CEQA analysis. However, for the three remaining planning areas within Village 7 (the Aitken Ranch II Property the Scheiber Property, and the Remainder Area), the EIR conducted a program-level CEQA analysis. This assessed impacts and provided mitigation to the extent that they could be determined. Subsequent project-level analysis will occur at such a time that applications for General Development Plan amendments for Village 7's other planning areas are processed by the City.

In accordance with CEQA, subsequent development applications will be reviewed on a project-by-project basis to determine consistency with the applicable EIR(s). If, through the initial CEQA review a development application is determined to be consistent with the Village 7 Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide 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. If it is determined that a development application is inconsistent with the Village 7 Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the Village 7 Specific Plan EIR in accordance with Public Resources Code 21081.8 to help ensure implementation of EIR mitigation measures.

9.7.3 Subsequent Village Center Planning

Prior to commencing construction within the Village Center portion of the Specific Plan, a Conceptual Development Plan shall be prepared and approved by the City. The Conceptual Development Plan shall identify proposed uses (residential, commercial, park school, etc.), detailed circulation system (public streets, private roadways, bicycle/ pedestrian routes, etc.) and the general orientation of proposed structures. The Conceptual Development Plan will serve as guidance for development, but subsequent project entitlements shall refine details generally consistent with the form and intent of the Conceptual Development Plan. The developer may process the Village Center Conceptual Development Plan currently with or prior to City consideration of specific development projects within the Village Center.

9.8 SPECIFIC PLAN AMENDMENTS AND MINOR MODIFICATIONS

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The Development Services Department will administer, implement, and enforce this Specific Plan. The developers, their successors, and the individual parcel owners, will also be able to enforce the provisions of the Specific Plan by way of CC&Rs and Homeowner's Association.

9.8.1 Adoption

The Specific Plan was adopted by the City of Lincoln City Council and will be used at the basis for adopting a General Development Plan, as provided for under the Planned Unit Development Zoning District.

9.8.2 Specific Plan Amendments

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

Proposed changes to a Specific Plan typically require approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council. They will be subject to City review for consistency with the scope of the project EIR and may be subject to the provisions of CEQA as outlined in Section 9.5.2, above. An amendment or amendments to this Specific Plan will not require a concurrent General Plan Amendment unless it is determined by the City Manager and/or Community Development Director that the proposed amendment would be inconsistent with the General Plan goals, objectives, policies, and/ or principles applicable to the property.

The City Manager and/or Community Development Director shall within ten (10) working days of any submittal of a request to amend this Plan, determine whether the amendment is significant or insignificant. If the amendment is determined to be significant, the application shall be reviewed and considered in the manner prescribed by City ordinance. If the amendment is determined to be insignificant, the Director may approve or deny the application. Any decision of the Director may be appealed to the Planning Commission and/or the City Council, provided said appeal is initiated within ten (10) working days of receipt by the applicant of written notice of the Director's decision.

Examples of significant changes include the following.

1. The introduction to the Specific Plan area of a new land use designation not contemplated in this original Specific Plan, or in this Specific Plan as subsequently amended.
2. Changes to the circulation system or community facility design which would materially affect a planning concept detailed in this Specific Plan, or this Specific Plan as subsequently amended.
3. Any change that would result in a significant and adverse environmental impact.

Necessary Findings

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

1. Changes occurred in the community since the approval of the original Specific Plan, which warrants approving the proposed amendment.
2. The proposed amendment is consistent with the General Plan for the City of Lincoln.
3. The proposed amendment will result in a benefit to the area within the Specific Plan.
4. The proposed amendment will not result in any unmitigated impact to adjacent properties.
5. The proposed amendment will enable the delivery of services and public facilities to the population within the area of this Specific Plan.

9.8.3 Minor Revisions

It is anticipated that the Village 7 Specific Plan may need to respond to changing conditions and expectations during its implementation. To address this intent, the Specific Plan provides for Minor Revisions in addition to typical Specific Plan Amendments. The City Manager and/or Community Development Director shall determine whether a proposed revision is minor and may act upon a minor revision to the Specific Plan administratively, without public hearing.

A minor revision to the Village 7 Specific Plan may be processed if determined by the City Manager and/or Community Development Director to be in substantial conformance with the following.

1. The Planning Principles and overall intent of the Village 7 Specific Plan.
2. The Development Agreement(s) for the Specific Plan.
3. The City of Lincoln General Plan goals, objectives, policies, and principles (see 9.8.2).
4. The Village 7 Specific Plan Environmental Impact Report.

Examples of minor revisions to the Village 7 Specific Plan include but are not limited to the following.

1. The addition of new or updated information which does not substantively change the Specific Plan.
2. Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
3. Changes to the provision of public infrastructure and facilities which do not impact the level of service provided or affect the development capacity in Village 7.
4. Modifications to the phasing of Village 7 which do not change the overall balance of providing adequate infrastructure for the development.

Any proposed minor revision to the Village 7 Specific Plan may, at the sole discretion of the City Manager and/or Community Development Director, be referred to the Planning Commission and City Council for action. Determinations and actions by the Community Development Director may be appealed to the Planning Commission. If the City Manager and/or Community Development Director determines that a proposed amendment does not meet the above criteria, a Specific Plan Amendment (SPA) shall be required.

9.8.4 Substantial Conformity with Conceptual Exhibits

Except for Village 7 Specific Plan Figure 4-1 Land Use Plan and General Development Plan Figure 3-1, the exhibits contained in the Village 7 Specific Plan and General Development Plan are conceptual to convey development/design concepts and are subject to change with design refinement of the Project at time of Tentative Subdivision Map(s). As such, strict adherence to the conceptual exhibits contained therein is not expected and individual design elements are permitted to be relocated, removed and/or added as needed to best suit the planned development pattern. For example, neighborhood boundaries may be adjusted; paseo, park, and school shapes, locations, and access points shifted; street sections refined; utility alignments shifted; etc., to conform to the proposed street and lot layout shown on the Tentative Subdivision Map(s). Note that if park shape, location, etc. are adjusted, Lincoln General Plan park dedication requirements are still required to be met.

Unless the proposed modifications would also trigger a Major Amendment to the Village 7 Specific Plan (as defined in SP Section 9.8.2) and/or General Development Plan (as defined in GDP Section 8.5.2), these minor design refinements should be considered by the City Manager and Community Development Director to be in substantial conformance with the Land Use Plan and, as such, would not warrant of require revisions to the Village 7 Specific Plan and/or General Development Plan to be in compliance with the Land Use Plan and/or Zoning exhibits.

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PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION BY THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE VILLAGE 5 SPECIFIC PLAN AMENDMENT ASSOCIATED WITH THE VILLAGE 7B AMENDMENTS PROJECT (APPLICANT: LEWIS PLANNED COMMUNITIES / PROPERTY OWNER: SCHEIBER RANCH PROPERTIES, LP)

WHEREAS, the City of Lincoln ("City") received an application from Lewis Planned Communities ("applicant") seeking City approval of the Village 7B Amendment Project ("Project); and

WHEREAS, Government Code Section 65450 et seq provides for preparation and adoption of Specific Plans by general law cities; and

WHEREAS, Title 18, Chapter 18 92 of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all proposed Village 7 Specific Plan amendments to the text of land use and zoning districts; and

WHEREAS, on December 5, 2017, the Lincoln City Council adopted Resolution No. 2017-258, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 5 Specific Plan Final Environmental Impact Report ("Village 5 Final EIR") (SCH No. 2014052071) pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, the City of Lincoln adopted Resolution 2017-260 on December 5, 2017, approving the Village 5 Specific Plan; and

WHEREAS, amendments to the adopted Village 5 Specific Plan have been proposed, including adjustments to land use designations; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered, was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council determine the Project would not result in any new significant environmental effects or substantial increases in the severity of significant effects previously identified in the EIR and adopt the proposed Village 7B Addendum and the updated Mitigation Monitoring Plans for the certified Village 7 and Village 5 Specific Plan Project EIRs (SCH No. 2005062001 and No. 2014052071); and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the amended Village 5 Specific Plan (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

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Section 1. This Resolution incorporates, and by this reference makes a part hereof, the Amendments of the Village 5 Specific Plan, substantially in the form attached here to as Exhibit B and on file with the Community Development Department, relative to the proposed land use changes.

Section 2. Pursuant to Section 18.92.060 of the Lincoln Municipal Code, the Planning Commission recommends that the City Council find and determine as follows:

A. The Amended Village 5 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the City's 2050 General Plan, as amended by Resolution No. 2012-197 and proposed Resolution No. 2013-022 (the "General Plan") because the Specific Plan implements the General Plan by integrating the General Plan policies related to guidelines for orderly growth and development within the City, to the City's zoning regulations, subdivision regulation, intensity of development, land use and design of commercial uses, industrial uses and public facilities.

B. The Amended Village 5 Specific Plan is consistent with the objectives, policies, general land uses and programs because it promotes flexibility and innovation in land use design through the use of planned unit development zoning and planning techniques that will provide a balanced community of residential, commercial, public and open space land uses.

C. The Amended Village 5 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan's Land Use Element because the Specific Plan's land uses, policies and guidelines are consistent with the corresponding land use designations in the General Plan and General Plan Land Use Map and the intensity of development allowed by the General Plan. Specifically, the Amended Specific Plan allows for a range of residential densities, mixed use commercial, public and open space land use designations.

D. The Amended Village 5 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan's Parks and Recreation Element because it provides additional natural resource, open space and passive recreational designated lands through the establishment of open space land use designations (Open Space - Conservation) in order to provide more open space opportunities for City residents by designating approximately 40 percent of the Amended Specific Plan area as open space and habitat preservation.

E. The Amended Village 5 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan's Circulation Element because it provides a circulation system for the Plan Area that implements the goals and policies as set forth in the General Plan's Circulation and Transit Element and Public Facilities Element, ensuring that streets and highways will be available to serve the new development and provides for alternative transportation opportunities in the form of pedestrian ways, bikeways and use of neighborhood electric vehicles.

F. The Amended Village 5 Specific Plan is consistent with the objectives, policies, general land uses and programs specified in the General Plan because it improves the economic conditions within the City by providing new employment opportunities and will draw new businesses to the City.

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Section 3. The Planning Commission recommends that upon adoption of the Amendments to the Village 5 Specific Plan by the City Council, the Community Development Director be directed to retain said Village 5 Specific Plan on permanent public display in the Community Development Department of the City of Lincoln.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends to the City Council that the Amendments to the Village 5 Specific Plan, attached hereto as Exhibit B be approved, substantially in the form on file with the Community Development Department and subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

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Exhibits:
A. Conditions of Approval
B. Draft Amended Village 5 Specific Plan Pages

CONDITIONS OF APPROVAL

The Amended Village 5 Specific Plan Area is recommended for approval subject to the following conditions:

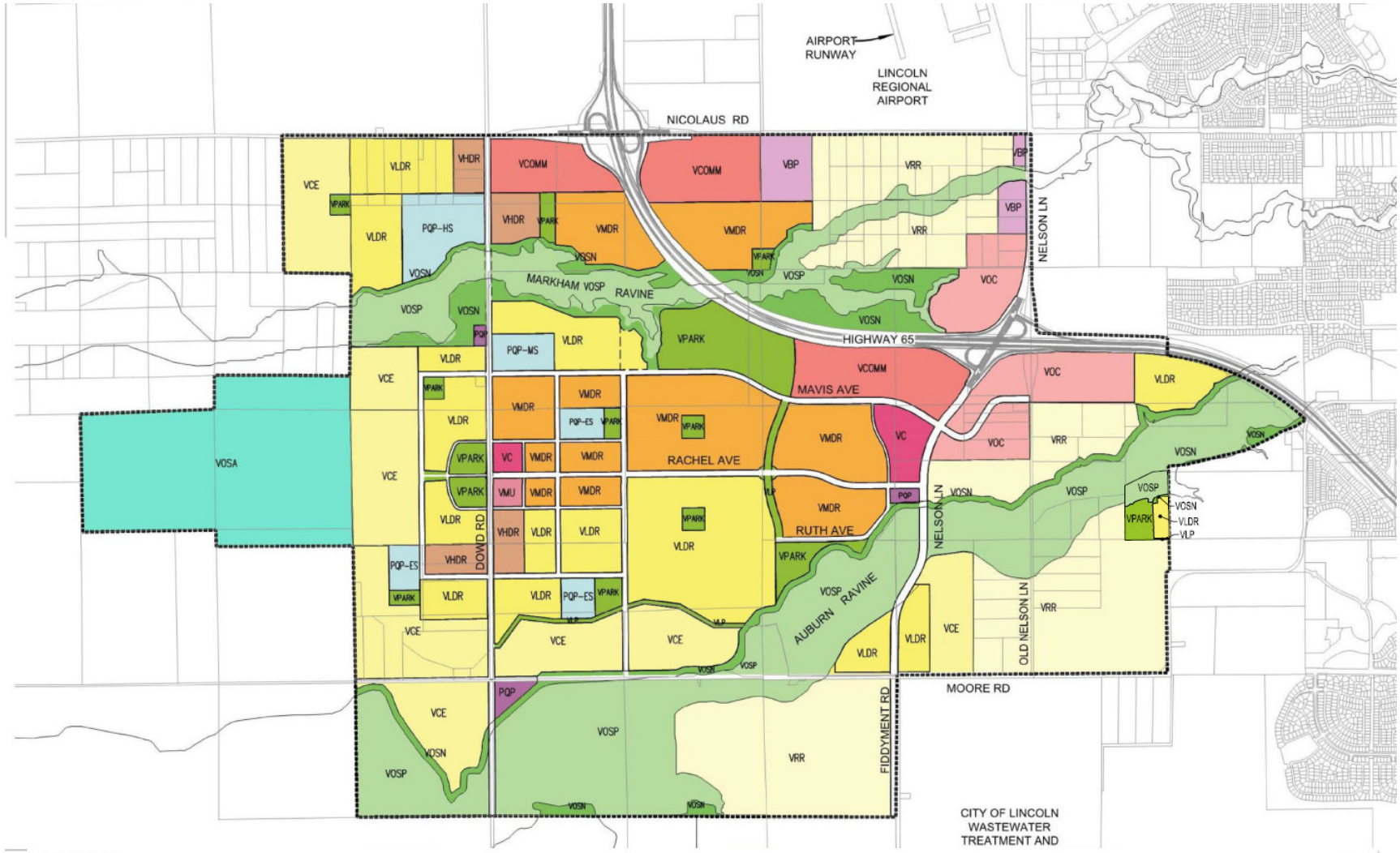
1. All property within the Amended Village 7 Specific Plan Area shall be subject to the applicable mitigation measures adopted as part of the Village 7 Addendum and the updated Mitigation Monitoring Plan for the certified Village 7 Specific Plan Project EIR (SCH No. 2005062001).

2. The amendments to the Village 7 Specific Plan, approved by this action, are set forth in Exhibit B and incorporated by this reference.

3. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln and Lincoln Land Holdings, LLC specifying the terms and conditions of financing public improvements, conditions of development and reimbursement matters. The City Council shall have complete discretion to approve the terms and conditions of the Development Agreement and will not be bound by any provisions adopted as part of this resolution. Where any conflict exists between these conditions of approval and the Development Agreement, the terms of the Development Agreement will control.

4. Future development entitlements within the Village 7B project site will be required to analyze the following intersections pursuant to the recommendations of the Village 7 Specific Plan Amendment Local Transportation Analysis: Ferrari Ranch Road/Caledon Circle (East) – Courtyard Loop; Ferrari Ranch Road/Groveland Lane; Moore Road/Ferrari Ranch Road/Shallus Boulevard.

CHAPTER 4-LAND USE PLAN



AMENDED: XX-XX-26
RESOLUTION: 2026-XXX
ADDENDUM CERTIFICATION: 2026-XXX

Exhibit 4.1: Land Use Plan

CHAPTER 4-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	693.4	598.5.4	0.2-0.5	0.5		295	3.6%	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	575.0	534.4	3.0-5.9	5.0		2,720[4]	32.9%	N/A	
VMDR	Village Medium Density Residential	441.6	405.3	6.0-12.9	7.0		2,830[4]	34.2%	N/A	
VHDR	Village High Density Residential	68.7	68.7	13.0-30.0	21.0		1,441	17.4%	N/A	
	SUBTOTAL	**2,279.1**					**8,211**	**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	158.4	135.8							
VLP	Village Linear Park	19.7	18.8							
VOSA	Village Ag/Preserve	343.5	343.5							
VOSP	Village Open Space Preserve	839.6	839.6.1							
VOSN	Village Natural Open Space	208.6	192.5							
	SUBTOTAL	**1,569.8[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**				**8,267**	**100.0%**	**4,599,400**	**100.0%**

AMENDED: XX-XX-25
RESOLUTION: 2025-XXX
ADDENDUM CERTIFICATION: 2025-XXX

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE VILLAGE 7 GENERAL DEVELOPMENT PLAN AMENDMENT IN ASSOCIATION WITH THE VILLAGE 7B AMENDMENTS PROJECT (APPLICANT: LEWIS PLANNED COMMUNITIES / PROPERTY OWNER: SCHEIBER RANCH PROPERTIES, LP)

WHEREAS, the City of Lincoln ("City") received an application from Lewis Planned Communities ("applicant") seeking City approval of the Village 7B Amendment Project ("Project); and

WHEREAS, Title 18, Chapter 18.32 of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all General Development Plans and amendment of General Development Plans; and

WHEREAS, on June 8, 2010, the Lincoln City Council adopted Resolution No. 2010-095, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 7 Specific Plan Final Environmental Impact Report ("Village 7 Final EIR") (SCH No. 2005062001) pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, the City of Lincoln adopted Ordinance No. 847B on June 22, 2010, approving the Village 7 Project General Development Plan; and

WHEREAS, amendments to the adopted Village 7 General Development Plan have been proposed, including adjustments to land use designations; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council determine the Project would not result in any new significant environmental effects or substantial increases in the severity of significant effects previously identified in the EIR and adopt the proposed Village 7B Addendum and the updated Mitigation Monitoring Plans for the certified Village 7 and Village 5 Specific Plan Project EIRs (SCH No. 2005062001 and No. 2014052071); and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council approve the amended Village 7 Specific Plan; and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the amended Village 5 General Development Plan (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

DRAFT

Section 1. This Resolution incorporates, and by this reference makes a part hereof, the Amendments of the Village 7 General Development Plan, substantially in the form attached here to as Exhibit B and on file with the Community Development Department, relative to the proposed development of the Village 7 Specific Plan Area on certain real property consisting of approximately 197.2 acres located in Placer County.

Section 2. General Development Plan Findings. The Planning Commission recommends that the City Council find and determine that:

A. The Amendments to the Village 7 General Development Plan are consistent with the March 2008 General Plan, as amended by Resolution No. 2012-197 and proposed Resolution No. 2013-022 (the "General Plan Amendment Resolution") and is also consistent with the proposed Village 7 Specific Plan (the "Specific Plan"), and proposed amendment thereto, because the General Development Plan with the proposed amendment ("Amended General Development Plan") establishes zoning districts and development standards for land uses which are allowed by the General Plan and Specific Plan land use designations and the policies for new residential, commercial and open space land uses which apply to the Village 7 property. Specifically, the Amended General Development Plan allows for low density residential, medium density residential, medium-high density residential, and high density residential, mixed-use commercial, public, parks and recreation, and open space land use designations. The Amended General Development Plan provides a master development plan and specific development standards for residential and non-residential land uses within the Specific Plan area.

B. The Amended Village 7 General Development Plan is consistent with the General Plan because the zoning districts provide for the following land use districts which are allowed by the General Plan Land Use designations as Village Low Density Residential, Village Medium Density Residential, Village Medium-High Density Residential, Village High Density Residential, and Village Mixed Use Commercial. Additionally, the Amended General Development Plan includes open space which is consistent with General Plan open space requirements.

C. The Amended Village 7 General Development Plan is consistent with the City's Zoning Ordinance because it has been prepared pursuant to and for implementation of the Village 7 Specific Plan Area to specify the uses, the locations of such uses, and the governing development standards and design guidelines for the development of a master planned community. The General Development Plan is also consistent with the City's Zoning Ordinance because it consists of a map and text showing all uses, intensity of land use as measured by units per acre and area coverage; major circulation and development phases.

D. The Amended Village 7 General Development Plan is consistent with the requirements of the Planned Development District zone of the City's Zoning Ordinance which governs the Village 7 property because it has been designed to provide for a creative, more flexible and orderly approach to the use of land.

DRAFT

Section 3. The proposed Amendment to the Village 7 General Development Plan, attached hereto as Exhibit B and incorporated by this reference, is subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends approval of the Amendment to the Village 7 General Development Plan, attached hereto as Exhibit B, substantially in the form on file with the Community Development Department.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Conditions of Approval
B. Draft Village 7 General Development Plan

DRAFT

CONDITIONS OF APPROVAL

The Amended Village 7 General Development Plan for the Village 7 Specific Plan is recommended for approval subject to the following conditions:

1. All property within the Amended Village 7 General Development Plan Area shall be subject to the applicable mitigation measures adopted as part of the Village 7B Addendum and the updated Mitigation Monitoring Plan for the certified Village 7 Specific Plan Project EIR (SCH No. 2005062001).

2. The General Development Plan provides for various design criteria related to the Village 7 Specific Plan development. In the event of any conflicts between the standards set forth in the General Development Plan and those adopted by the City in its Design Criteria & Procedures Manual (the "Public Improvement Standards"), the standards set forth in the General Development Plan as amended shall control, except in cases where there are no standards set forth in the General Development Plan, in which case the Public Improvement Standards will control.

3. Further entitlement applications and permits will be required for all parcels when a specific parcel is proposed for development. The applicant will be required to file a formal application for review and approval by the City for the specific parcel(s) in question. When considering the approval of any proposed entitlement requests, the City shall conduct its review consistent with the Amended General Development Plan and Public Improvement Standards.

4. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln and Lincoln Land Holdings, LLC specifying the terms and conditions of financing public improvements, conditions of development and reimbursement matters. The City Council shall have complete discretion to approve the terms and conditions of the Development Agreement and will not be bound by any provisions adopted as part of this resolution. Where any conflict exists between these conditions of approval and the Development Agreement, the terms of the Development Agreement will control.

5. Future development entitlements within the Village 7B project site will be required to analyze the following intersections pursuant to the recommendations of the Village 7 Specific Plan Amendment Local Transportation Analysis: Ferrari Ranch Road/Caledon Circle (East) – Courtyard Loop; Ferrari Ranch Road/Groveland Lane; Moore Road/Ferrari Ranch Road/Shallus Boulevard.

VILLAGE 7

General Development Plan



City of Lincoln

April xx, 2026

VILLAGE 7
General Development Plan

VILLAGE 7
General Development Plan

Adopted June 8, 2010
Resolution No. 2010-097
Ordinance No. 847B

Amended January 10, 2017
Ordinance No. 927B

Amended: May 14, 2024
Ordinance No. 1079B
Addendum Certification. 2024-073

Amended: XX, XX, 20265
Ordinance No. xxxx
Addendum Certification. 20265-xxx

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PROJECT CONTRIBUTORS:

Lewis Planned Communities
Master Developer

MacKay & Somps Civil Engineering, Inc.
Planning & Civil Engineering

Fuhrman Leamy Land Group
Landscape Architects & Planners

ECORP Consulting, Inc.
Environmental & Biological Resources

~~**PBS&J**~~
~~Specific Plan Preparation & Environmental Impact Report (2010 Adopted Version)~~

~~**The HLA Group**~~
~~Landscape Architects & Planners~~

~~**Wood Rodgers, Inc.**~~
~~Planning & Civil Engineering~~

~~**Fehr & Peers Associates**~~
~~Transportation Engineering~~

~~**ECORP Consulting, Inc.**~~

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~~Environmental & Biological Resources~~

~~**Bollard Acoustical Consultants, Inc.**~~
~~Environmental Noise~~

~~**Law Offices of Gregory D. Thatch**~~
~~Legal Counsel~~

~~**City of Lincoln**~~
~~Community Development Department~~

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VILLAGE 7
General Development Plan

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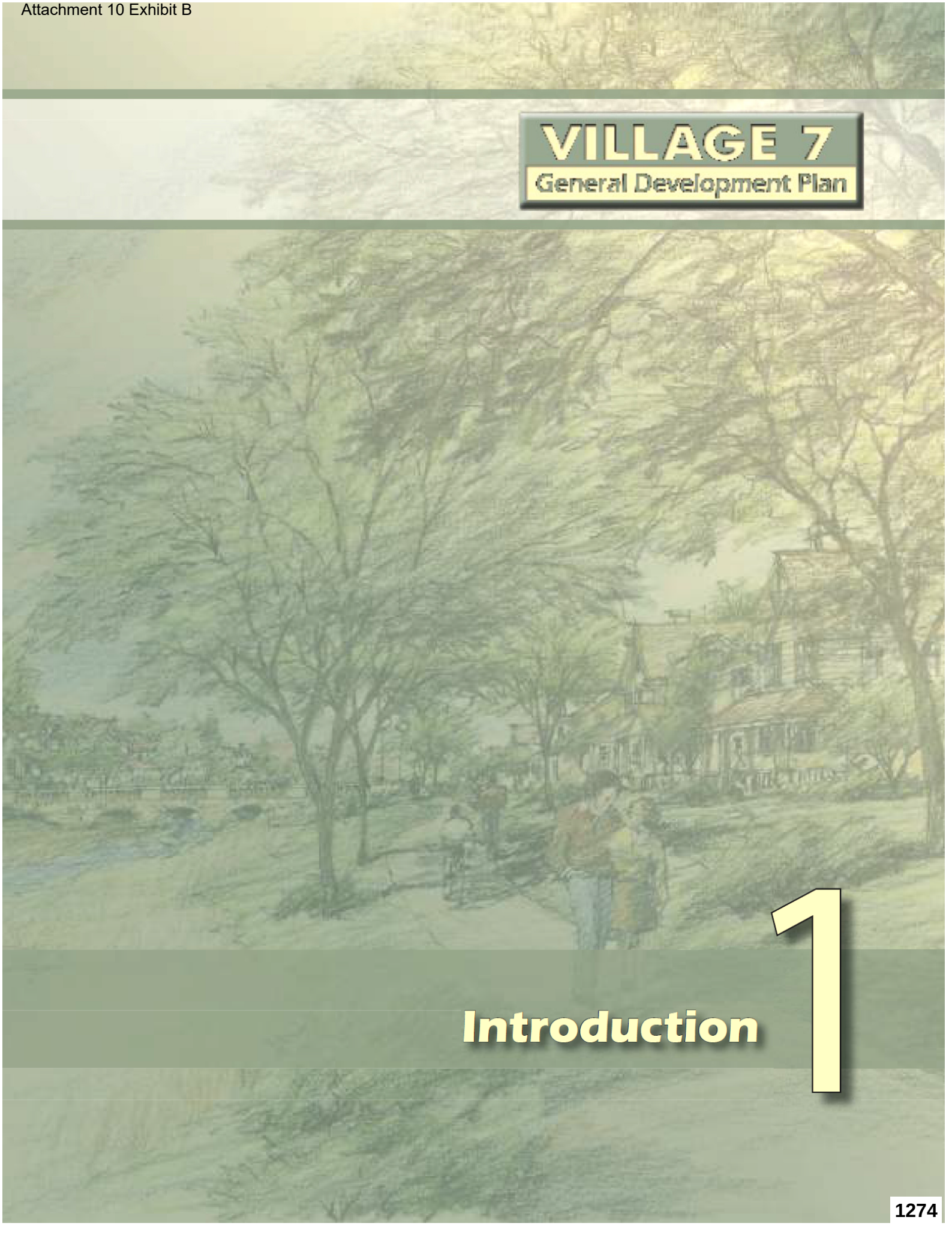
VILLAGE 7
General Development Plan



1 Introduction

1.1 Purpose & Scope

The Village 7 General Development Plan (GDP) is a companion document to the Village 7 Specific Plan, providing the regulatory mechanisms to carry out the Specific Plan vision. The GDP is best characterized as an implementation tool for the Specific Plan, used by the City of Lincoln to process subsequent entitlements such as Subdivision Maps, Specific Development Plans, and Development Permits, (see Village 7 Specific Plan Section 9.8.4 and General Development Plan 8.5.4 Substantial Conformity for details).



The City of Lincoln's Zoning Ordinance requires that a General Development Plan be prepared for master-planned developments such as Village 7. Consistent with the Zoning Ordinance's requirements, this GDP contains the land use regulations, permitted uses, development standards, design guidelines, project review provisions, and all related regulations for residential and non-residential development. However, the GDP also works in conjunction with the Lincoln Zoning Ordinance.

Future development projects within Village 7 are required to comply with the applicable standards and guidelines adopted in the Village 7 GDP. However, where the GDP is silent, the City's adopted zoning regulations take precedence.

1.2 Regional Context

The Village 7 Specific Plan area is in the southwest area 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 City of Roseville (see Figure 1-1, Regional Context).

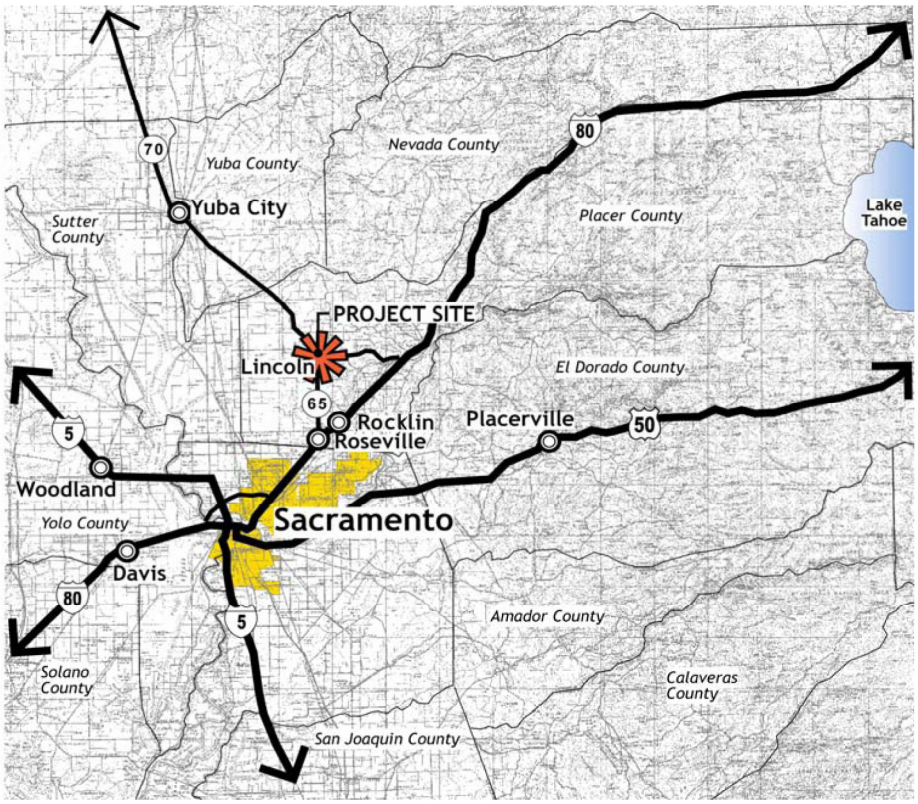


Figure 1-1: Regional Context

1.3 Entitlements Granted to Participating Planning Areas

As outlined in the Specific Plan, Village 7 is divided into four planning areas, which allows the various land ownerships to develop separately and under different timelines. The Village 7 GDP functions as a template for the types of regulations and guidelines that will ultimately apply to all planning areas in Village 7.

Upon initial adoption of this GDP, full land use and zoning entitlements were granted to the initial participating planning area within Village 7, (the Lewis Property planning area). As each of the remaining planning areas seek full development entitlements, this GDP will be updated and amended to include them. This approach is further outlined in Section 8, Implementation, and will ensure that this GDP's regulations are applied in a relatively consistent manner as Village 7 develops over time. In 202~~65~~, a General Development Plan Amendment to include the ~~Sheiber~~Scheiber and Aitken R~~r~~anch II properties was sought and approved. The scope of this GDP applies only to the planning areas identified on Figure 1-2.

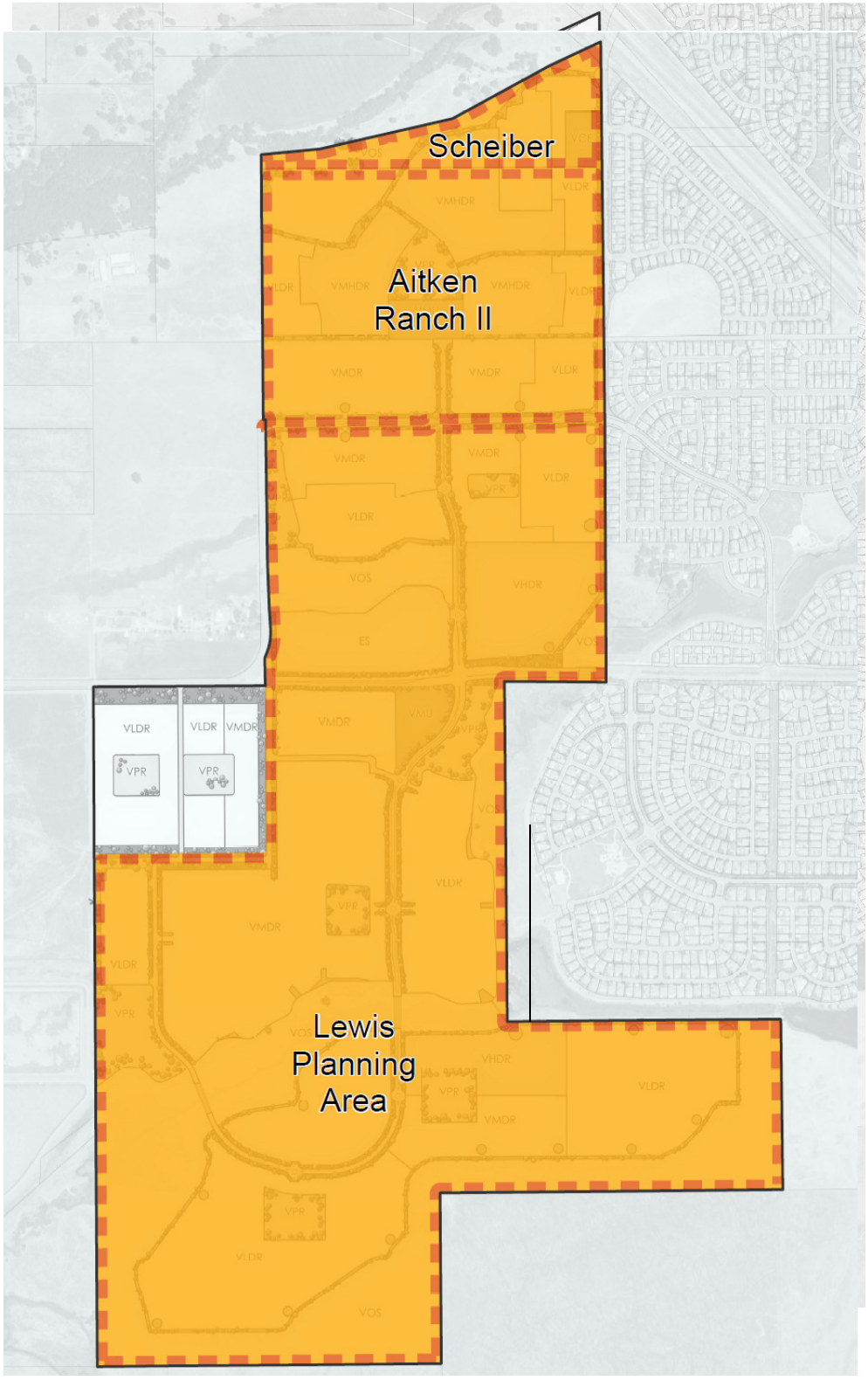


Figure 1-2: Participating Planning Areas Regulated by GDP

1.4 Document Organization

The Village 7 General Development Plan is organized into eight sections as follows.

Section 1 – Introduction: Provides an overview and purpose of the General Development Plan, including its relationship with the Village 7 Specific Plan and its function as an implementation tool.

Section 2 – Sustainable Development Practices: Outlines the various design elements intended to foster development of a sustainable community with 'green' building practices.

Section 3 – Land Use Regulatory Guide: Addresses the physical form of the built environment by providing principles, guidelines, and standards for the design of neighborhoods and mobility systems. This section also includes concept plans for park facilities and preservation guidelines for the open space network.

Section 4 – Permitted Uses and Development Standards: Outlines the permitted uses and development standards for all land use designations.

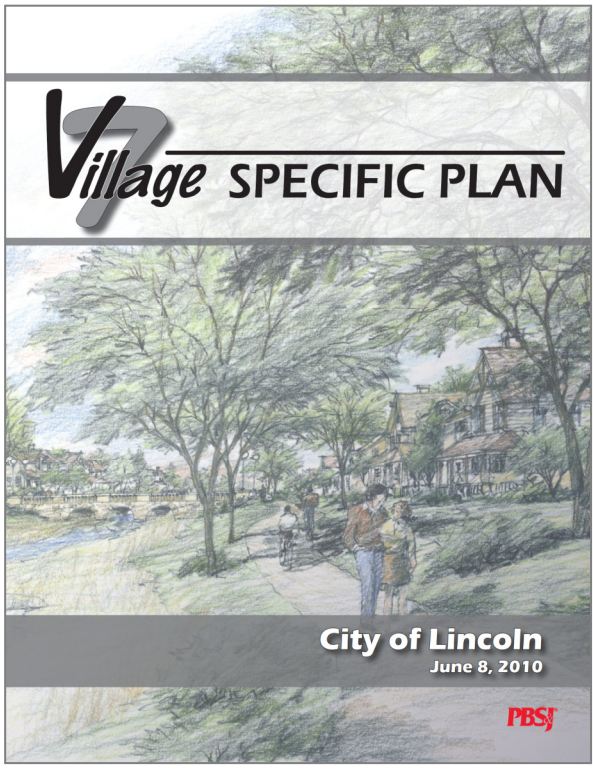
Section 5 – Residential Design Guidelines: Provides guidelines that will help direct home siting and orientation, residential design elements, and architectural style characteristics for the design of homes on all residential parcels.

Section 6 – Commercial Design Guidelines: Outlines the site and architectural design guidelines for the development of commercial buildings on non-residential parcels.

Section 7 – Landscape Design Guidelines: Addresses the physical design of the public realm, with design guidelines for community theming elements, signage, walls and fences, street lighting, landscaping, and plant materials.

Section 8 – Implementation: Describes the entitlement process for future development projects, including a Phasing Plan for backbone infrastructure systems.

1.5 Relation to Specific Plan



The Village 7 General Development Plan (GDP) is an implementation tool for the Village 7 Specific Plan. The contents of this document are aligned with the requirements set forth in Section 9.4 of the Village 7 Specific Plan, as previously described in Section 1.3 of this GDP (above).

As an extension of the Specific Plan, both documents are intended to work in tandem with one another. Where the Specific Plan provides the fundamental vision and development framework for the entire Village 7 Plan Area, the GDP takes this framework "to the next level." It provides specific regulations, standards, and guidelines appropriate to ensure that all development within Village 7 is consistent with the Specific Plan's vision, design principles, and development framework.

1.6 Zoning Standards Applied

Ultimately, all property within the Village 7 Specific Plan area will have a Planned Development (PD) zoning designation, as defined by Section 18.32 of the Lincoln Zoning Ordinance. The intent of the City's PD District is "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 privately controlled common open space through the redistribution of overall densities where such a rearrangement is desirable and feasible" (Zoning Ordinance Section 18.32.010).

As outlined in Section 7, Implementation, the PD zoning designation is applied to each planning area individually, upon City approval of full development entitlements. The PD zoning designation anticipates that the typical zoning regulations will be established in the GDP and it allows flexibility in creating standards for setbacks, lot area and width, lot coverage, and other provisions. Further, as provided in Section

18.32.020, the PD district allows "various uses to be combined…provided that combinations of uses results in a balanced and stable environment." To that end, this GDP builds upon the City's Zoning Ordinance and provides a comprehensive set of development regulations.

While the various sections of this GDP should be implemented in a coordinated manner, Section 3 (Permitted Uses and Development Standards) outlines Village 7's essential zoning regulations.



VILLAGE 7
General Development Plan

2 Sustainable Development Practices

2.1 Introduction

Village 7 employs several design elements intended to foster development of a sustainable community with green building practices. Key sustainability components are noted below.

2.1.1 Community Design

As a master-planned community, Village 7's initial design concepts emphasized sustainability by using land in an efficient manner, preserving open space, and conserving natural resources. As described in the Specific Plan, an underlying premise that heavily influenced Village 7's community form was "working with the land to create community." This approach resulted in organizing land uses, locating roadways, designing utility systems, and preserving open space in a sustainable manner that respects the land's assets and long-term, natural functions. In addition, the community's design establishes a framework for creating livable neighborhoods, with a mixture of housing types, recreational amenities, and gathering places that will enhance the community's long-term value.

2.1.2 Plan Implementation

To build upon the sustainable community design framework, Village 7 incorporates 'green' building elements that are to be implemented through the construction stages of development. These practices include requirements for buildings to be energy efficient, to utilize less resources during construction, and to have a durable, high-quality design.

The intent is to implement a whole-systems approach, from community design to building construction, that will result in a sustainable community with long-term benefits for the environment. Several elements are addressed in the whole-systems approach, which are heavily reliant on one another, as follows.

1. Land Use and Community Design
2. Mobility
3. Air Quality
4. Energy Efficiency
5. Indoor Air Quality
6. Resource Conservation through Construction
7. Water Conservation
8. Stormwater Treatment

This section outlines how each of the elements above are incorporated as part of Village 7's community design and/or plan implementation to create a sustainable community.

2.2 Land Use and Community Design – Working with the Land to Create Community

The pattern of land uses, location of roadways, and preservation of open space resulted in a community design that emphasized sustainability and integrated the built environment with the natural landscape. For Village 7's development areas, the intent is to create complete neighborhoods that are livable and safe for residents of all demographics. In this context, sustainable development means utilizing compact, mixed, and higher-development intensities that use land more efficiently, making forms of mobility such as walking and bicycling more convenient. This in turn, reduces pollution, automobile dependence, and the expenditure of energy and other resources. Sustainable design is a common theme that is reflected throughout the Village 7 Specific Plan and General Development Plan. The various components of this approach are summarized below.

1. Creating neighborhoods with a mix of housing types and affordability.
2. Including a node or central gathering spot that gives each neighborhood identity.
3. Providing services such as schools, parks, and retail that serve residents throughout Village 7.
4. Creating a system of "green infrastructure" consisting of parks, open space preserves, and other park-like linkages.
5. Protect environmental resources by preserving wetlands such as creeks, ponds, vernal pools, and other seasonal wetlands, and by preserving annual grasslands, oak woodlands, wildlife corridors that provide habitat for rare and endangered species.
6. Incorporating design elements that respond to climatic demands and conserves natural resources. (See Resource Conservation and Water Conservation sections.)
7. Planting streetscapes with trees that will mature to have an extensive tree canopy to provide shade, which is augmented by attractive landscaping.
8. Planning for an interconnected street network within and between neighborhoods. (See Mobility section.)
9. Utilizing LED technology for street lighting and traffic signalization.
10. Creating a network of pedestrian, bicycle, and roadway facilities that are connected to adjacent neighborhoods and commercial centers. (See Mobility section.)

2.3 Mobility

The mobility system is heavily linked to the community design component described above, as Village 7's land use and roadway systems were designed in tandem with one another. Village 7's mobility elements address significantly more than roadways however, as the intent is to facilitate other forms of travel through the community. It focuses on creating a comprehensive and multi-modal transportation system that offers multiple choices with multi-use paths, class 1 trails, roadways, and NEV routes. By reducing and/or eliminating barriers that might otherwise "force" automobile usage, walking and bicycling become more viable forms of mobility, which reduces air pollution and greenhouse gas emissions. The approach for Village 7's mobility system is to create "complete" streets that include facilities and designs for all users. The elements of this approach are highlighted below:

1. Providing an integrated network of streets within and between neighborhoods.
2. Creating a balanced mobility system that accommodates all forms of mobility, including walking, cycling, transit, and driving.
3. Designing streets that appropriately relate to their corresponding land uses.
4. Incorporating roundabouts or similar features as a means to control automobile traffic, thereby enhancing walkability along streets and reducing air pollution/greenhouse gas emissions by reducing automobile idling at intersections.
5. Supporting the use of Neighborhood Electric Vehicles (NEVs).
6. Providing continuous pedestrian and bicycling facilities that are safe to use and accessible throughout Village 7, which allow for travel free of major impediments or obstacles.
7. Including street trees with tall and wide canopies that shade sidewalks and street surfaces.
8. Incorporating measures into street design that minimizes stormwater runoff. (See Stormwater Treatment section.)

2.4 Air Quality

A sustainable design approach to community design also has improved effects on air quality. This is reflected in Village 7 through the following measures:

1. Creating mobility systems that facilitate walking and bicycling in lieu of driving and designing streets that control traffic in a manner that shortens automobile idle time at intersections, which reduces automobile emissions.
2. Providing routes for zero emission and low-emission vehicles (such as NEVs).
3. Requiring that homes use non-wood-burning stoves and fireplaces.

2.5 Energy Efficiency

Building construction in Village 7 will promote the latest technologies in energy efficiency, which will reduce reliance on non-renewable natural resources, such as electricity and natural gas. The most significant component of reducing plan-wide energy usage can be realized through measures incorporated in home design. A menu of these items is outlined below and will be implemented in whole or in part, to enhance energy efficiency throughout Village 7.

1. Designing buildings to maximize seasonal solar access for heating and cooling, by orienting buildings and windows for proper exposure to the sun, creating overhangs on south-facing windows, and including deciduous trees on the southern and western building edges.
2. Using construction materials, such has insulation and double-paned windows, that require buildings to use less energy for heating and cooling.
3. Incorporating elements of a building's internal "infrastructure" that reduce energy usage, such as zoned and/or high-efficiency HVAC systems, programmable thermostats, tankless water heaters, or solar power.
4. Requiring installed appliances and lighting to be energy efficient by utilizing high efficiency home appliances (such as those that are Energy Star rated) and compact fluorescent lighting.

2.6 Indoor Air Quality

Proper indoor air quality is a component of environmental sustainability that can be accomplished through "green" building practices. The measures outlined below are intended to improve indoor air quality to create safe and healthy homes, which increase their long-term livability.

1. Using paints, wood finishes, and adhesives that emit no or a low amount of volatile organic compounds (VOCs), reducing the amount and type of chemicals that affect indoor air quality.
2. Including measures that keep a home well-ventilated and prevent occurrence of biological contaminants (such as mold) that can deteriorate indoor air quality, such as mechanical ventilation systems, bath fans, and range hoods that vent to the outside.
3. Requiring use of sealed-combustion furnaces/water heaters.
4. Requiring that homes use non-wood-burning stoves/fireplaces.

2.7 Resource Conservation through Construction

Conservation of building construction materials is another "green" building practice included in Village 7's whole-systems approach to environmental sustainability. Several measures are outlined below that address construction techniques and use of building materials, which will be implemented in whole or in part to conserve resources used for production of building materials.

1. Applying advanced framing techniques that reduce lumber requirements for a home or building.
2. Using engineered lumber and wood products that help protect old growth forests.
3. Utilizing durable products that require less frequent replacement, such as roofing materials with a 40 or 50-year warranty.
4. Using building products that are comprised of recycled materials, such as decking, tiles, or carpet, or renewable products, such as cork, bamboo, or natural fiber carpet.
5. Reducing the amount of solid waste generated during building construction by recycling, composting, and separating waste, thereby reducing construction waste disposed of at landfills

2.8 Water Conservation

Village 7 provides for the efficient and smart use of water resources, which is a significant component of plan-wide environmental sustainability. For Village 7, water conservation is realized through both community and building design. Offsets for potable water usage can be achieved by utilizing recycled water for irrigation and by incorporating "green" building practices. The following menu of items are intended to be implemented to maximize water conservation to the extent feasible and practicable.

1. Irrigating landscape parkways, medians, linear parkways, and parks with recycled water, thereby reducing the reliance on potable water and decreasing release of treated wastewater into drainage corridors.
2. Using landscape materials that are drought-tolerant and/or require less water when established.
3. Reducing the amount of turf used in residential yard areas, thereby decreasing the reliance on potable water sources for irrigation.
4. Using "smart" irrigation controllers throughout the community, which restrict irrigation to only the times and water application rates that are necessary to maintain landscaping.
5. Incorporating re-circulating hot water systems or similar technologies in the design of homes, which will provide nearly instantaneous hot water at any hot water faucet and reduce water waste.
6. Requiring use of low-flush toilets and water fixtures that have lower flow rates in buildings.

2.9 Stormwater Treatment

Village 7's community design establishes a strong framework for stormwater management, providing for both storage and treatment of stormwater within the community. As outlined in the Specific Plan and General Development Plan, several measures are incorporated that will reduce stormwater runoff, as well as remove contaminants from stormwater before it enters creeks or natural drainage ways. This type of stormwater treatment is best described in two categories: Low Impact Development standards (LIDs) and End of Pipe Treatment Control. These stormwater treatment measures are outlined below, which are intended to work in tandem with one another to treat stormwater runoff generated by development before entering adjacent receiving waters.

2.9.1 Low Impact Development Standards

A variety of Low Impact Development elements (LIDs) may be implemented in Village 7 to achieve a reduction in stormwater runoff. The selection and use of these elements may vary by development project, depending on the runoff reduction sought. The various LID options may include, but are not limited to, the following:

1. Using disconnected roof drains that allow stormwater to filter through landscaping before entering the stormwater system.
2. Creating landscaped areas that separate pavement from stormwater collection systems.
3. Incorporating bio-filtration facilities such as grassy swales.
4. Providing stormwater detention basins.
5. Using pervious surfaces that allows stormwater to infiltrate the ground versus run off.
6. Incorporating buffers from streams, which provide opportunities for stormwater filtration prior to entering the receiving waters.

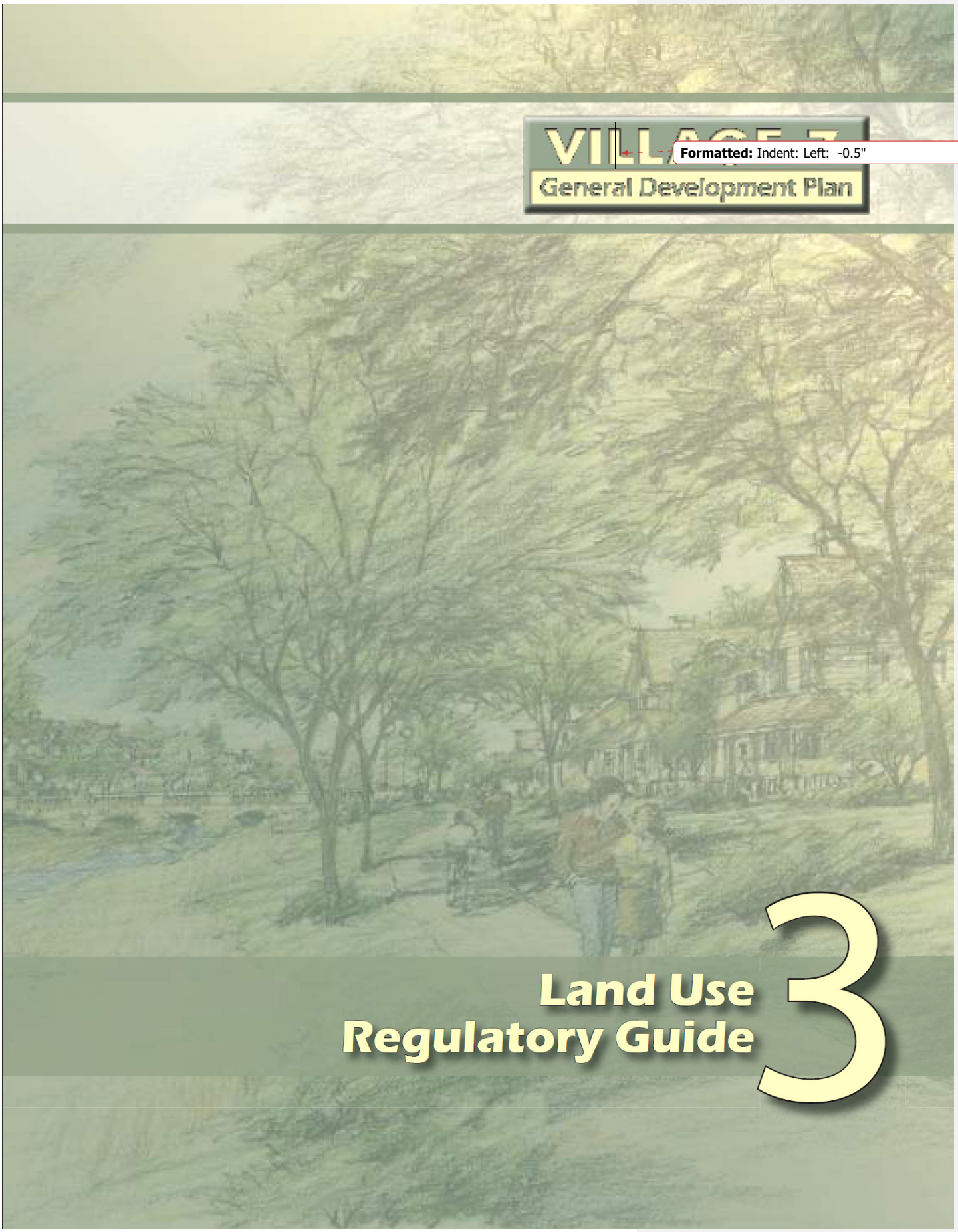
Village 7 LID standards will be in compliance with local and statewide Phase 2 MS4 storm water general permit requirements.

2.9.2 End of Pipe Treatment

In addition to the implementation of the above referenced LID measures, Village 7's storm drainage system is designed to provide additional protection of the natural environment and receiving waters by providing end of pipe treatment techniques. These measures provide a final stormwater filtering prior to runoff being sent to the receiving waters in the adjacent drainages. End of pipe treatment controls can include the following:

1. Installing "fossil filter" (oil/water separators) or equivalent petroleum absorbing insert assemblies.
2. Using trash screen vaults.

The final selection of stormwater treatment controls may vary depending on site-specific factors associated with the development projects in each neighborhood, addressing factors necessary to provide appropriate treatment prior to release into adjacent drainages.



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In 2026, a new residential land use category, VMHDR, was introduced to Plan that allows a density range of 6-18 du/ac. This wide range is intentional to allow for flexibility in market demand for housing. Refer to Table 3-1 Zoning Summary and Figure 3-1 Zoning for more detail. Refer also to the Lincoln Village 7 Specific Plan for additional information.

3.1 Overview

3.1.1 Purpose of Regulatory Guide

The primary function of the Land Use Regulatory Guide is to direct the physical form of development in Village 7. An important distinction of this section is that it focuses on the built environment, not uses and standards. It contains guiding principles to direct the community's design in a three-dimensional manner, addressing development patterns, street networks, pedestrian/bicycle linkages, block and lot design, and home orientation. The framework established in the section is further guided by the development standards in Section 4 and the residential, commercial, and landscape design guidelines in Sections 5, 6, and 7. The intent is that the overarching vision for Village 7 can be achieved through the proper application of this Regulatory Guide and associated standards and guidelines. Because the GDP's various sections are so closely integrated, it is critical that they be applied in close coordination with one another.

3.1.2 Zoning for Regulatory Guide

As noted in Section 1.2, full land use and zoning entitlements for this GDP are granted to participating properties in Village 7 (see figure 1-2). While the Specific Plan provides a vision for all of Village 7's ultimate land uses, the regulatory guide in this section focuses on the geographic area of Village 7 that is subject to this GDP.

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zoning established for the participating properties (consistent with Section 4, Land Use, of the Specific Plan), which is summarized in Table 3-1. It is from this land use plan that the regulatory guide

GDP Zoning		Acreage	Units
Residential			
VCE	Village Country Estate	4	11
VLDR	Village Low Density Residential	148.6	883
VMDR	Village Medium Density Residential	155.2	1334
VMHDR	Village Medium High Density Residential	41.1	740
VHDR	Village High Density Residential	31.4	575
	Subtotal	***380.3***	***3543***
Commercial			
VMU	Village Mixed Use Commercial	8.9	
	Subtotal	***8.9***	
Open Space and Parks			
VOS	Open Space Preserve	155.3	
VOS	Linear Parkway	21.3	
VOS	Major Paseos	18.6	
VPR	Park & Recreation	37.1	
	Subtotal	***232.3***	
Public			
ES	Elementary School	16.6	
ROW	Major Roadways	25.5	
	Subtotal	***42.1***	
TOTAL		**663.6**	**3543**

NOTES:

1. Data shown hereon is based on the Village 7 Specific Plan Land Use Plan Table 4-2.
2. The table excludes the Remainder Planning Area.
3. The K-8 school site includes 8.0 acres of creditable Quimby Parkland that is not included in the total VPR acreage.
4. The allocated parkland is based on the estimated number of residential units for each density category, which may or may not be achieved. Minor land use plan amendments will be processed in the future to increase or decrease identified parks to adjust for any shortfall or surplus park land acres as future residential tentative subdivision maps and/or site development plans are approved. This will ensure the Plan meets the City of Lincoln parkland dedication requirement which is based on actual residential units provided.

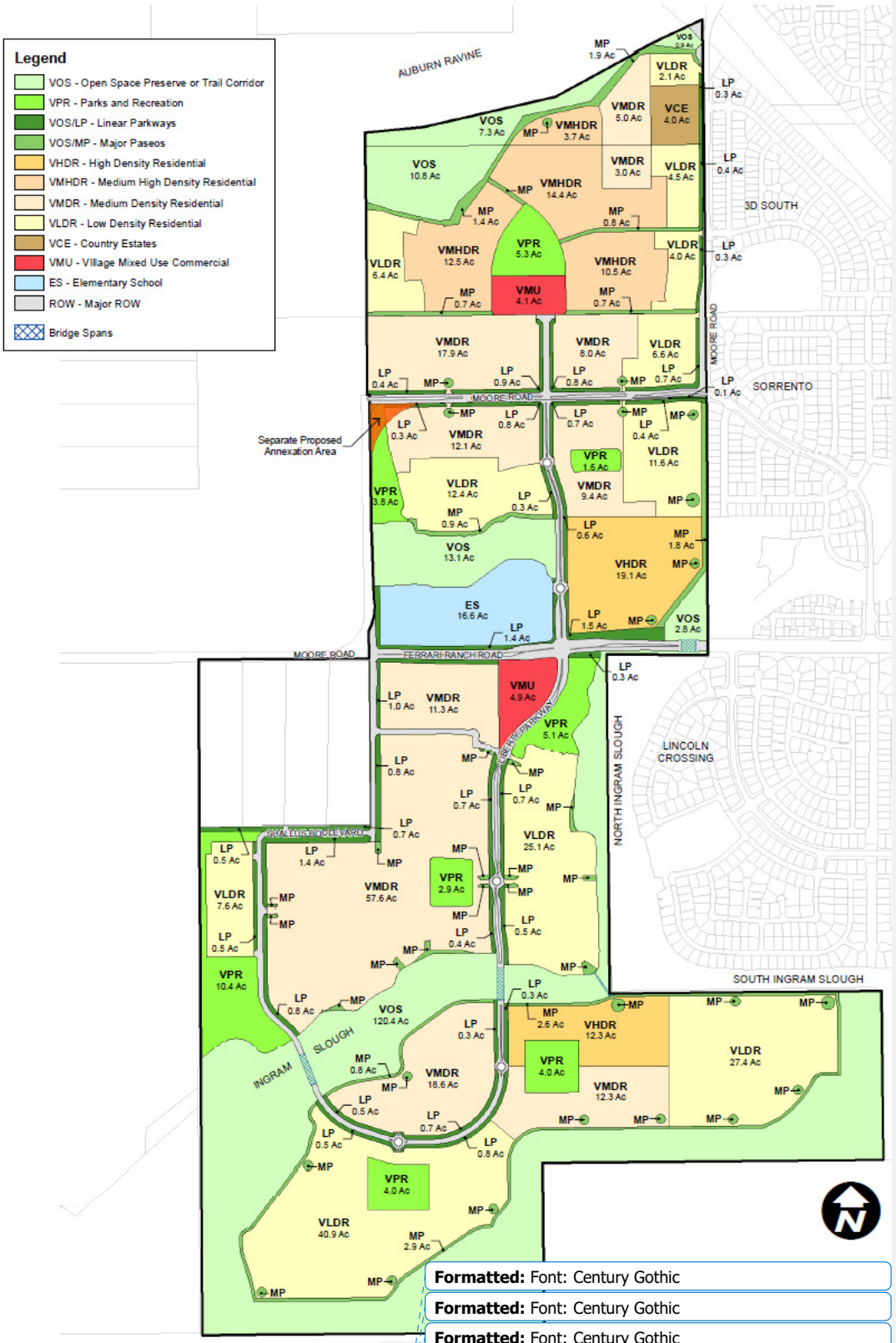
	Acreage	Units
	116.8	685
	129.3	1210
	29.6	575
total	***275.7***	***2470***
	4.9	
total	***4.9***	
s		
	136.3	
	21.7	
	3.9	
	44.5	
total	***206.4***	
	11.6	
	17.3	
total	***28.9***	
	515.9	***2470***

NOTES

1. Data shown hereon is based on the Village 7 Land Use Plan Table 4-2.
2. The acreage includes the 514.6-acre Lewis Property and the 1.3-acre Moore Road Triangle.

outlined in this section is derived.

Table 3-1: Zoning Summary for Participating Planning Area



Select residential areas in the Plan Area are designated VLDR and/or VMDR, with

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~~a range in number of possible units.~~ In these areas, VHDR is a permitted use. This flexibility is intentional, to allow for flexibility in market demand for housing. Refer to Table 3-1 Zoning Summary and Figure 3-1 Zoning for more detail. Refer also to the Lincoln Village 7 Specific Plan for additional information.

~~**Table 3-1: Zoning Summary for Participating Planning Area**~~

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ning Area

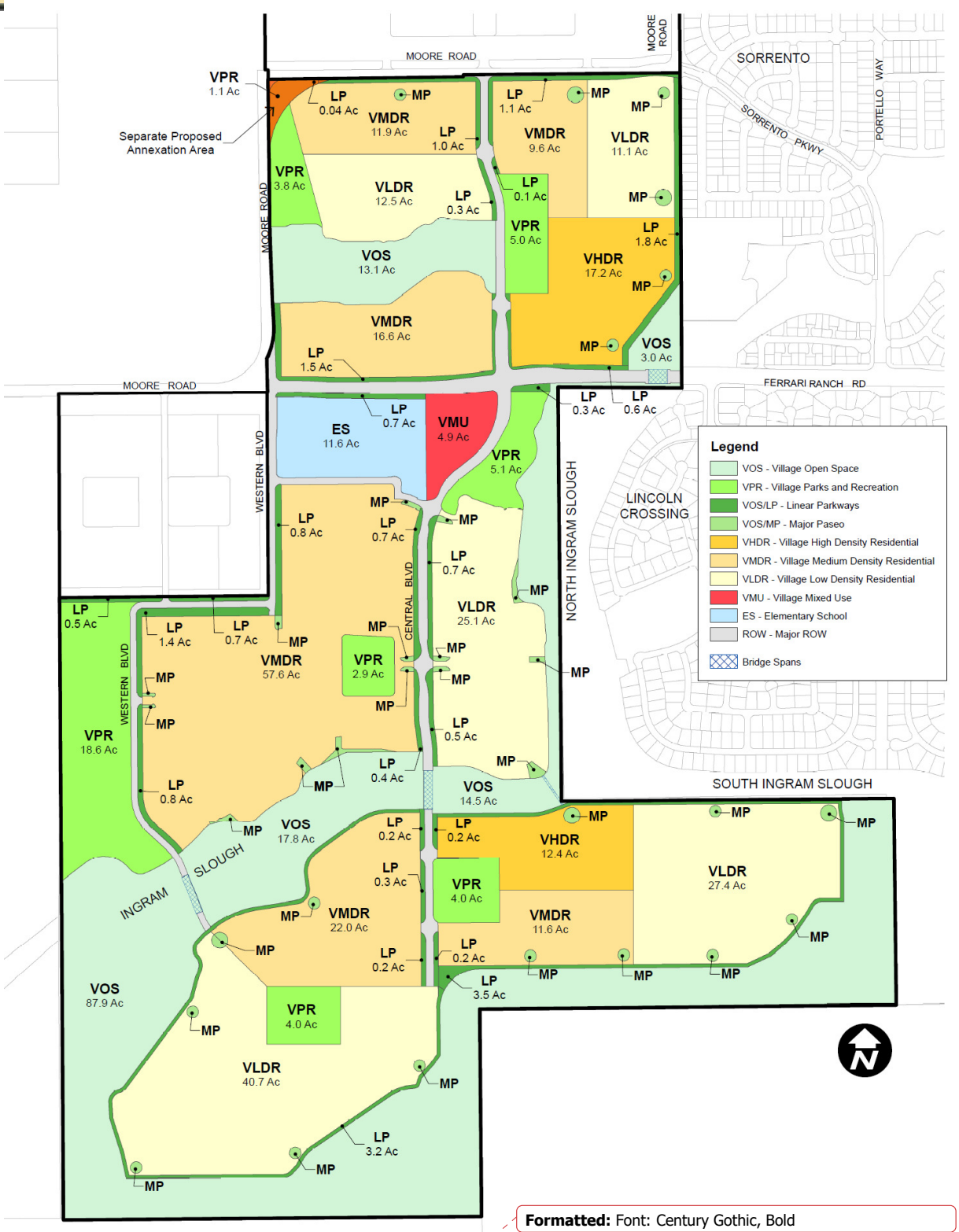

Figure 3-1: Zoning for the Participating Plan

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3.1.3. Building on the Specific Plan Vision

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The Specific Plan establishes an overarching vision for all development within Village 7, outlining the physical and visual elements that will characterize the new community. The basic premise of this vision is *"Working with the Land and Creating Community."*

The General Development Plan builds on this vision, taking the Specific Plan's high-level goals and principles to the next level by providing specific design guidance that will direct the physical form of the built environment.

The GDP illustrates the various residential neighborhoods that are to be created (see Figure 3-2) and provides design criteria to be followed in each neighborhood.

3.1.4. Organization of Regulatory Guide

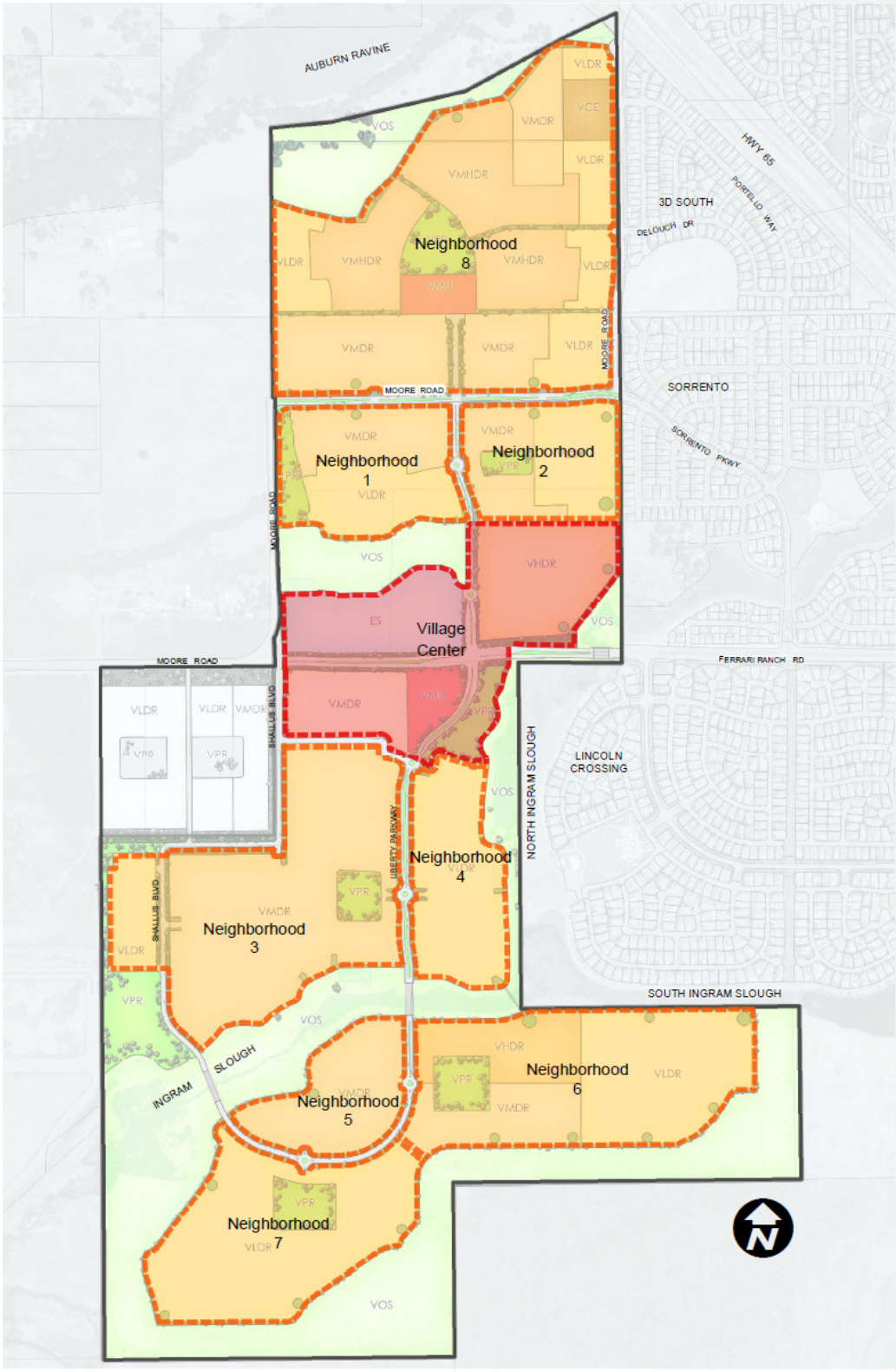
This section is organized into two key components.

Community Design Elements

This includes high-level plans and guiding principles for the Village 7 community as a whole. This sub-section describes what design elements are important to ensure that the development pattern, mobility systems, and parks and open space areas are integrated within and between Village 7's various planning areas, consistent with the Specific Plan vision.

Neighborhood Design Principles

This includes design guidance for each neighborhood, including the Village Center. Each neighborhood is geographically defined and connected to a set of design criteria that outline its desired physical form, addressing elements such as development patterns, building placement and orientation, automobile access, pedestrian/ bicycle connections, and public spaces.


AUBURN RAVINE
HWY 65
PORTELLO WAY
3D SOUTH
DELOUCH DR
SORRENTO
SORRENTO PKWY
MOORE ROAD
FERRARI RANCH RD
LINCOLN CROSSING
NORTH INGRAM SLOUGH
SOUTH INGRAM SLOUGH
INGRAM SLOUGH
BALLUS BLVD
LIBERTY PARKWAY
Neighborhood 1
Neighborhood 2
Neighborhood 3
Neighborhood 4
Neighborhood 5
Neighborhood 6
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Village Center
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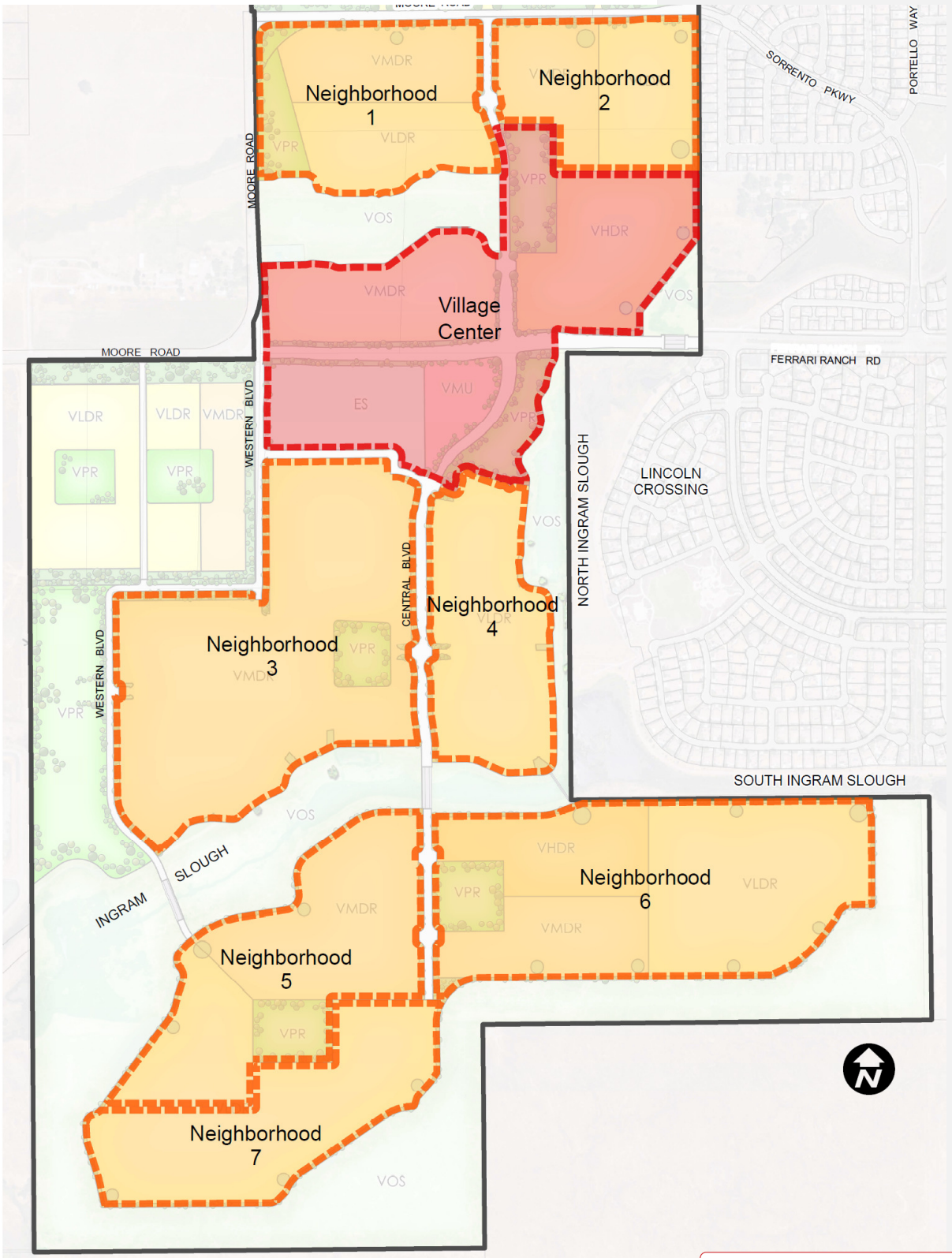

Figure 3-2: Neighborhood Boundaries

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3.2 Community Design Elements

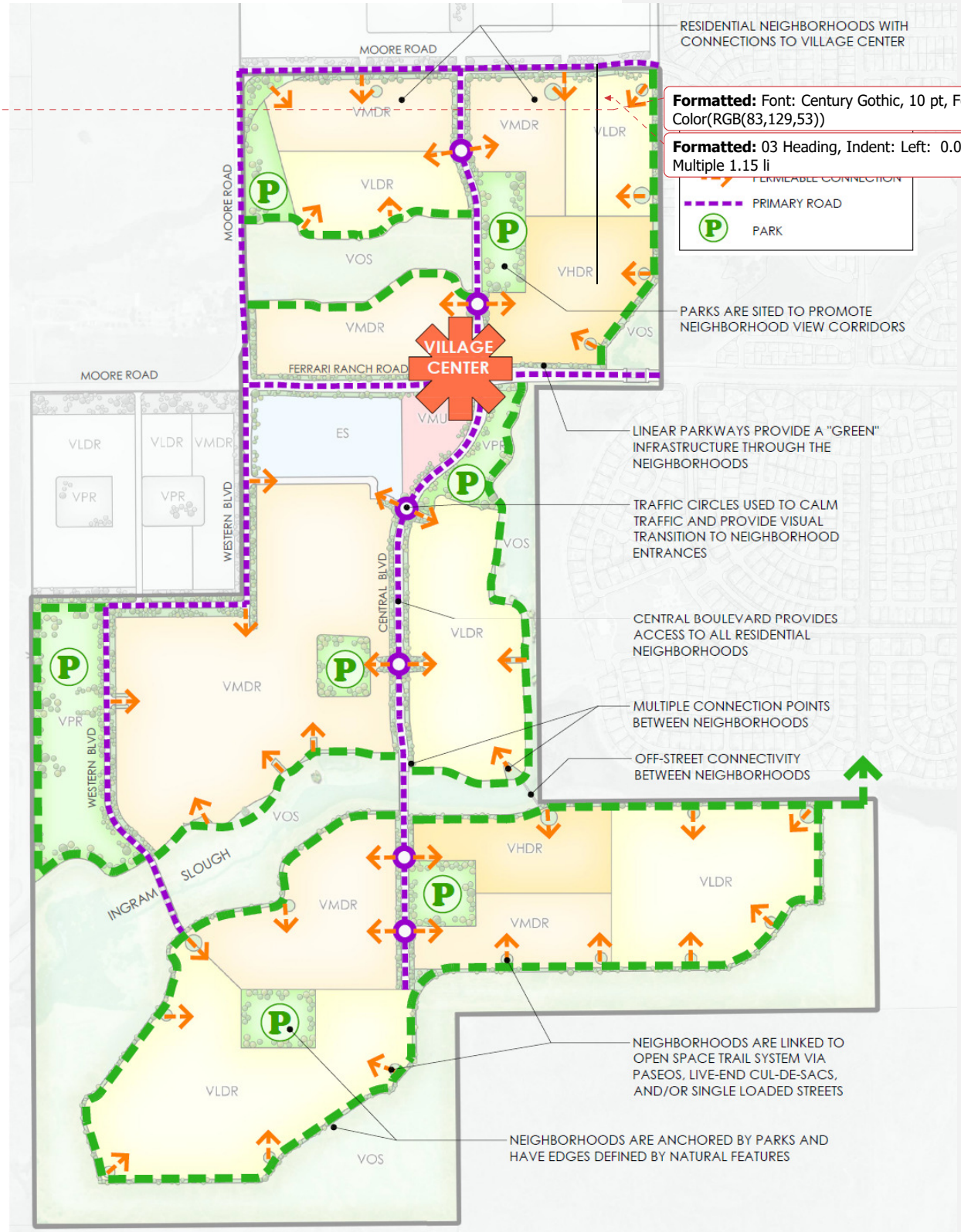
The Village 7 Specific Plan outlines several overarching principles intended to guide development to create community (per Section 3.3 of the specific plan document). This sub-section builds upon those principles, outlining what physical design elements in the public realm are important to carry out this vision. The elements described below for development patterns, mobility systems, and parks and open space areas should be used to guide the overall community form.

While the community design elements outlined in this sub-section apply to all of Village 7, the diagrams focus only on the participating planning areas. As future amendments to this GDP are processed for additional planning areas, each new planning area must demonstrate compliance with these design elements.

3.2.1. Development Pattern

The pattern of development – how land uses are organized and relate to streets – is a critical element in creating community consistent with the Specific Plan vision. To facilitate the desired outcome, the development pattern for Village 7 is to be guided by principles for traditional neighborhood design. This pattern of development is intended to create residential neighborhoods where homes are organized along a network of a modified grid of internal streets, characterized by front yards with large tree canopies, homes that are oriented to the public realm, and parks that create community gathering places. These principles should be applied in close coordination with the design principles for mobility, outlined in the following sub-section.

The design principles for the community's development pattern are outlined as follows and supported by Figure 3-3.



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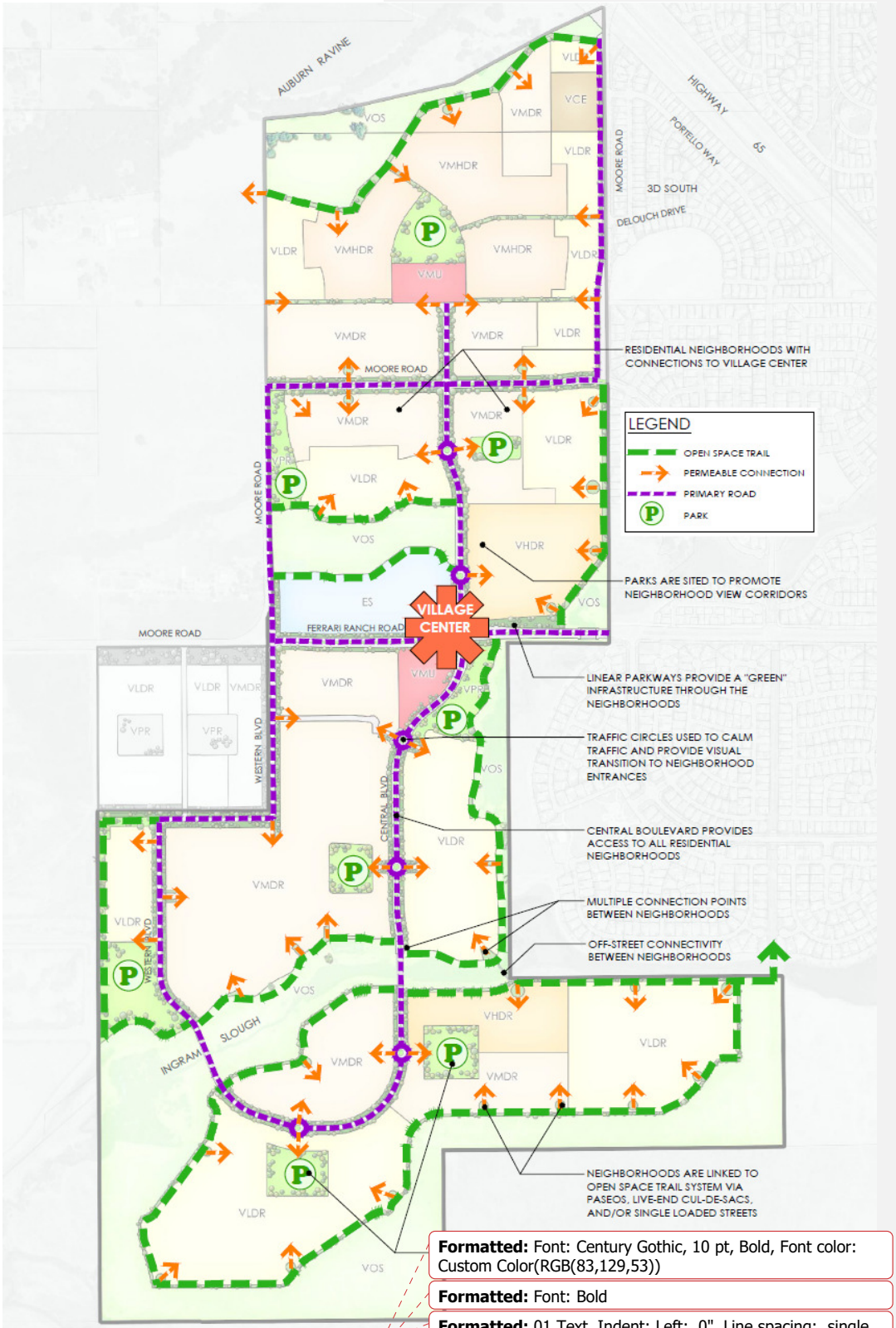

Figure 3-3: Development Regulating Plan

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Design Principles for Development Pattern

1. Create a series of distinct residential neighborhoods, which together, have strong visual and physical linkages to the Village Center.
2. Define each neighborhood by natural features such as wetlands and drainages.
3. Ensure that residential neighborhoods are anchored by a park space and can support a variety of housing types and densities.
4. A variety of residential uses and/or lot types and sizes within residential neighborhoods should be located around a park space, placing residents in proximity to the amenity.
5. Ensure that each neighborhood's framework of streets and blocks forms a basic modified grid, but is flexible with respect to such framework so that each neighborhood can respond to site topography and natural features such as wetlands, open space areas, etc.
6. Seamlessly integrate neighborhoods with one another by creating street patterns with multiple connection points between adjacent neighborhoods.
7. Create a permeable edge between developed neighborhoods and natural open space areas by incorporating elements such as single-loaded streets, loop roads, live end cul-de-sacs, paseos, back yards with view permeable fencing, or other types of linkages.
8. Ensure that the development pattern of streets and blocks creates linear view corridors, which provide linkages between neighborhoods and enhances access to park and open space areas~~,~~ and ~~the~~ Liberty Parkway~~Central Boulevard~~.
9. On residential blocks, incorporate breaks at regular intervals, either via streets, paseos, or multi-use paths, to avoid creating long undivided blocks that limit access within and through neighborhoods.
10. Where neighborhoods adjoin one another, design residential blocks such that either the centerline of the block, or the centerline of the adjacent street, is aligned along the neighborhood edge, thereby ensuring cross-connectivity between neighborhoods.
11. Utilize green features such as paseos as a means of integrating the residential neighborhoods with parks, open space areas, and other neighborhoods.

3.2.2. Mobility Systems

Connectivity is a key element for Village 7. The Village 7 GDP places priority on creating a highly connected mobility system for pedestrians, bicyclists, and automobiles ensuring that numerous choices are available for such transportation modes. The design emphasizes interconnectivity between neighborhoods to integrate all of the residential areas. The following principles describe how the mobility system should be designed and are illustrated in Figure 3-3, which illustrates how these principles can be achieved .

Design Principles for Mobility Systems

1. Create a c~~C~~entral b~~B~~oulevard through the community that supports pedestrians, bicyclists, and automobiles, and provides access to all neighborhoods.
2. Incorporate traffic circles (or other traffic measures) along the c~~C~~entral b~~B~~oulevard, which calm traffic, provide natural transitions into neighborhood entrances, function as community identifying features, and create visual waypoints along the roadway.
3. Design street networks to have a high degree of multi-directional connectivity within neighborhoods. Limit long circuitous roads and provide multiple choices for movement through the community.
4. To enhance connectivity through the community and to facilitate walking and bicycling, street patterns within individual neighborhoods should be designed to provide both on and off-street connections to adjacent neighborhoods, as well as non-residential areas including parks, open space areas, the school, and Village Center.
5. Where residential neighborhood edges adjoin arterial roadways, collector streets, or open space areas, paseos may be used to create a permeable neighborhood interface.
6. Strengthen the mobility system by incorporating a comprehensive on- and off-street network of multi-use paths and sidewalks, which connect neighborhoods and provide direct linkages to park and open space areas.
7. Designate pedestrian routes through neighborhoods that provide physical and visual linkages to parks and open space.
8. Provide connections from neighborhood interiors to adjacent roadways or open space areas at the terminus of streets, where they can be easily found and where they provide direct visual connections.

3.2.3. Parks and Open Space Areas

The parks and open space system is another key defining element of Village 7. These features help shape the visual character of the neighborhoods, providing places for residents to gather, recreate, and take ownership of the community in which they live. For these spaces to effectively define the public realm, their placement and access within the neighborhoods is critical.

The design principles below describe how these features should be incorporated into the community. The principles are shown in Figure 3-3, which conceptually illustrates how these principles can be implemented.

Design Principles for Parks and Open Space

1. Establish a backbone of green infrastructure consisting of linear parkways and paseos that provide linkages between parks and open space areas.
2. Provide centralized park spaces within residential neighborhoods that will function as a gathering space for active and passive recreation.
3. Site park spaces in proximity to the entrance of residential neighborhoods where appropriate, which may be framed by the neighborhood's building forms and housing types.
4. Ensure that most parks have street frontage on at least two sides and are visually exposed to the surrounding neighborhood.
5. Integrate the open space system and the residential neighborhoods by siting single-loaded roads, live-end cul-de-sacs, open view fencing, and/or paseos ~~between each use~~.
6. Site parks and access points to the open space system along the multi-use paths, pedestrian routes, and other view corridors, such that these features have strong physical and visual linkages throughout the community.

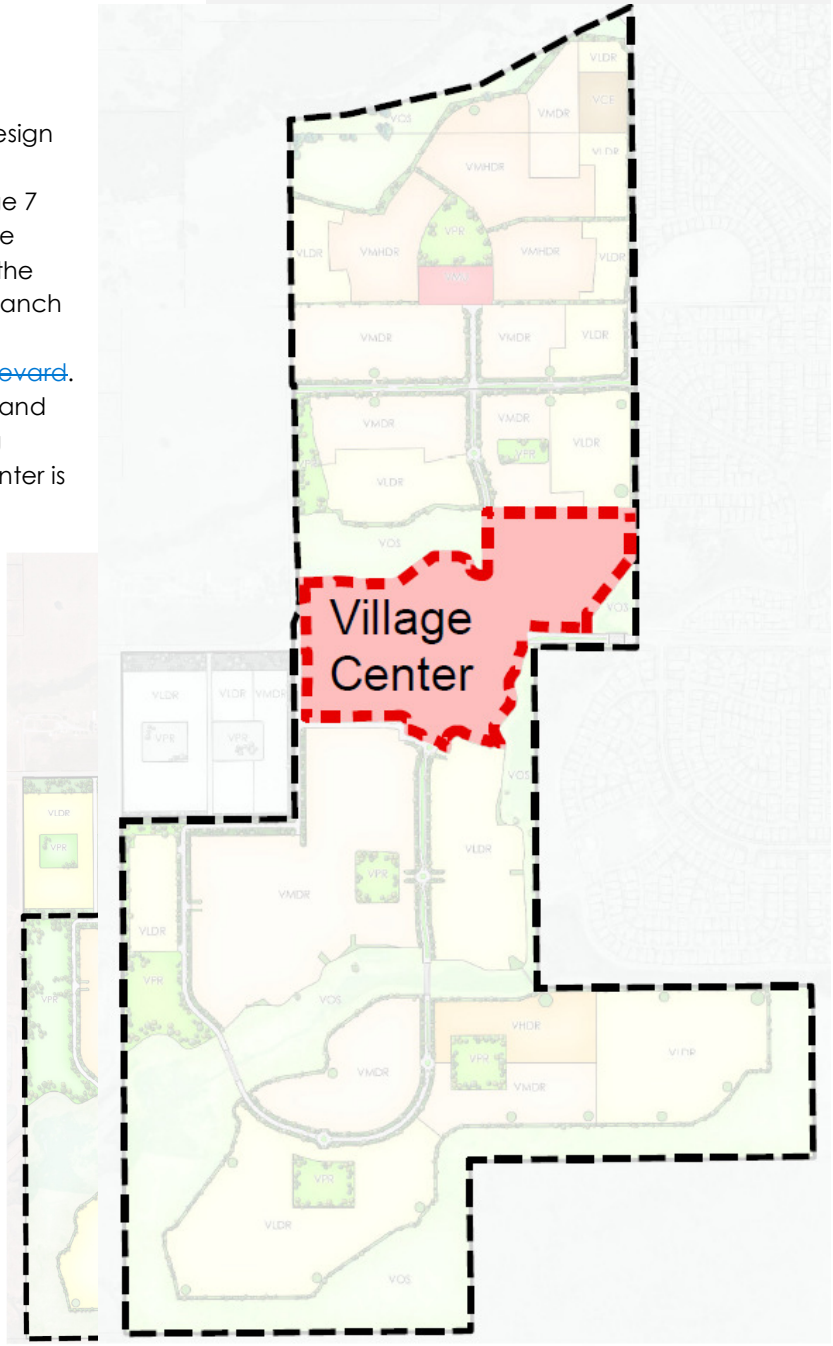
3.3 Neighborhood Design Elements

This sub-section provides specific criteria for the design of each neighborhood identified in Figure 3-2. There are different objectives, design elements, and natural features that will influence each neighborhood's physical form. These are reflected in the design principles and address elements such as development patterns, building placement and orientation, automobile access, pedestrian/ bicycle connections, and public spaces.

The neighborhood location diagrams illustrate conceptual neighborhood boundaries and are subject to change; neighborhood boundaries may be modified by future tentative maps without the need for modification to the Village 7 Specific Plan and/or General Development Plan.

3.3.1. Village Center

Consistent with the design principles provided in Section 3 of the Village 7 Specific Plan, a Village Center is planned at the crossroads of Ferrari Ranch Road and ~~the~~Liberty Parkway ~~Central Boulevard~~. As Village 7's anchor and community gathering place, the Village Center is comprised of several parcels, which contain commercial, quasi-public, residential, and recreational uses.



The physical form of the Village Center is to be modeled after that of a traditional town center. The design, scale, and orientation of buildings should create an urban edge along the street frontages, with architectural features, entries, and fenestration that engage the public realm. The organization of buildings should promote connectivity, with a development pattern

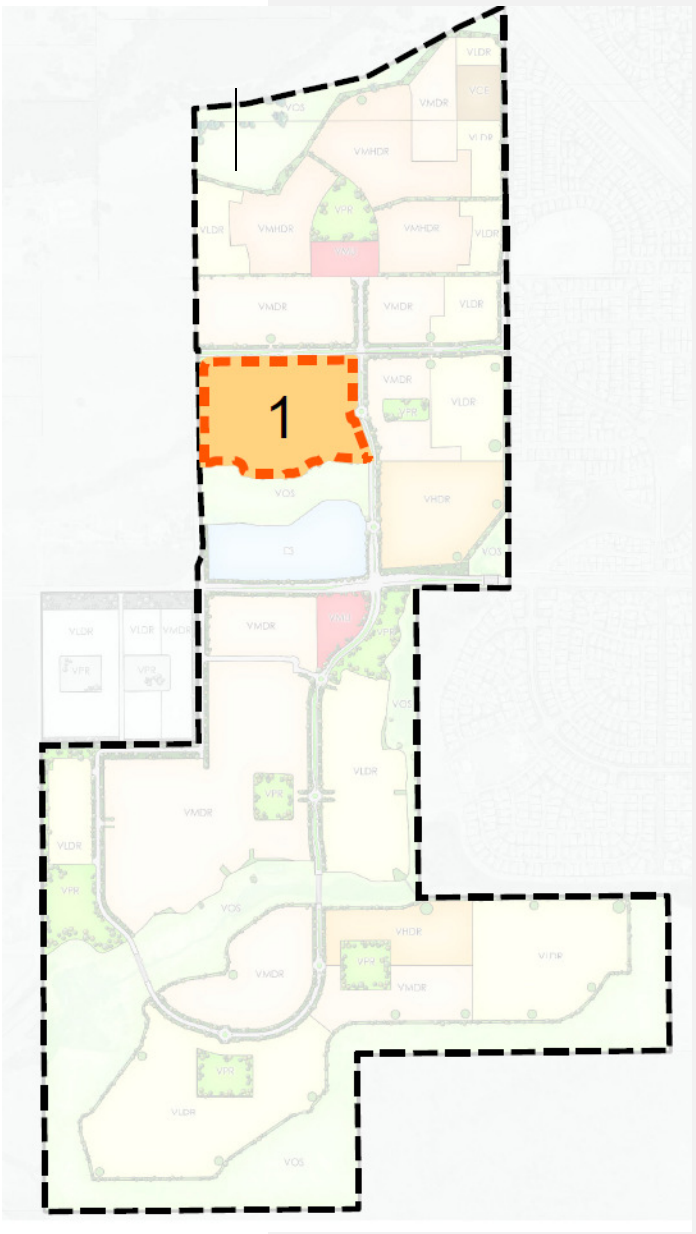
that facilitates walking between uses. This will ensure that the Village Center areas have permeable edges and are integrated with the surrounding residential neighborhoods.

The physical design of the Village Center should be guided by the following principles.

1. VMU buildings should be organized along Ferrari Ranch Road and ~~the~~ Liberty Parkway~~Central Boulevard~~, framing the streetscape and visually establishing their importance as anchors of the Village Center.
2. The primary building should be situated at the southwest corner of Ferrari Ranch Road and Liberty Parkway ~~Central Boulevard~~ and have a significant scale and architectural presence that will visually distinguish it as a landmark in the community.
3. VMU buildings should be sited to create strong visual and physical linkages with the adjacent land uses, helping integrate land uses. In addition, to the extent it fits with the adjacent uses, buildings should also take advantage of views and/or access to parks and open space.
4. Attached homes/apartments on HDR parcels should be aligned along the edge of the linear parkways on Ferrari Ranch Road and ~~the~~Liberty Parkway ~~Central Boulevard~~, with fenestration and other architectural elements oriented to the street to activate the streetscape.
5. Where HDR buildings are sited adjacent to, or across the street from, single-family detached homes, the size, scale, and massing of the HDR buildings should be compatible with the single-family housing.
6. Where HDR parcels are located adjacent to open space, the open space should be treated as an amenity, with units fronting and/or windows facing onto this feature and with clearly defined access points to the multi-use trail system. In addition, paseos should be sited within the HDR parcel to create linear view corridors and pedestrian linkages where appropriate to adjacent residential neighborhoods, to ~~the~~ Liberty Parkway~~Central Boulevard~~, and to open space areas.
7. In the development plans for the VMU site, clearly defined and visually accessible connections to the multi-use path network from adjacent open space areas, linear parkways, and/or paseos should be provided.
8. On the VMU site, outdoor spaces, such as plazas, seating areas, etc., should be integrated with site and building design

to create places for people to gather. These spaces should also take advantage of adjacent park and/or open space areas, helping integrate the uses and unifying the Village Center.

While an elementary school site is specifically located on the Village 7 Specific Plan Land Use Plan in the Village Center, public schools are permitted in any residential and park designated parcel (see General Development Plan Tables 4-1 and 4-25.) Refer to Village 7 Specific Plan Section 4.6.1 for more detail.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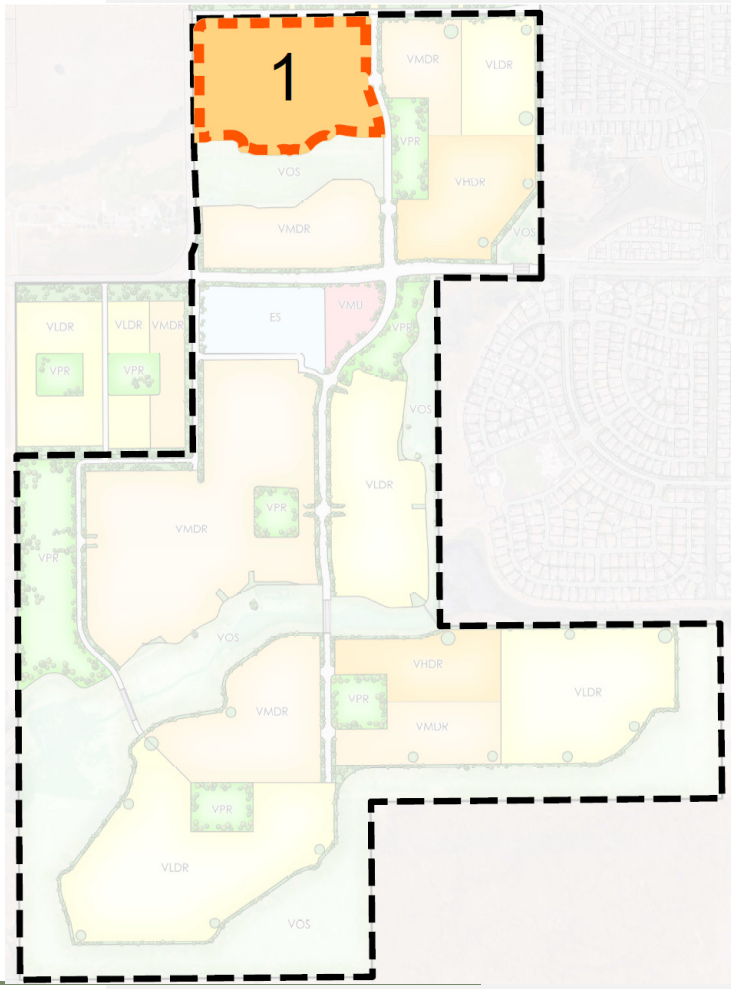
3.3.2. Neighborhood 1

The physical design of this residential neighborhood should be guided by the following principles.

1. The development pattern of streets and blocks should consist of a modified grid with roadways responding to existing features such as Moore Road and edges of the open space preserve.
2. The primary entrance into the neighborhood from ~~the~~ Liberty Parkway ~~Central Boulevard~~ should open onto, or provide access to, a park.
3. Automobile access points should be provided from both ~~the~~ Liberty ~~Parkway~~Central Boulevard and Parkway and Moore Road. Emergency vehicle access may be provided along the northern neighborhood edge, via a major paseo that aligns with the interior street network.
4. A single-loaded street may be provided along a portion of the neighborhood's southern boundary allowing homes to face the open space preserve areas.
5. To create a permeable interface along the neighborhood's outer boundaries, paseos may be used to extend view corridors from the interior street network to edges along Moore Road, ~~the~~ Liberty Parkway ~~Central Boulevard~~, and the open space system.
6. Where residential parcels are directly

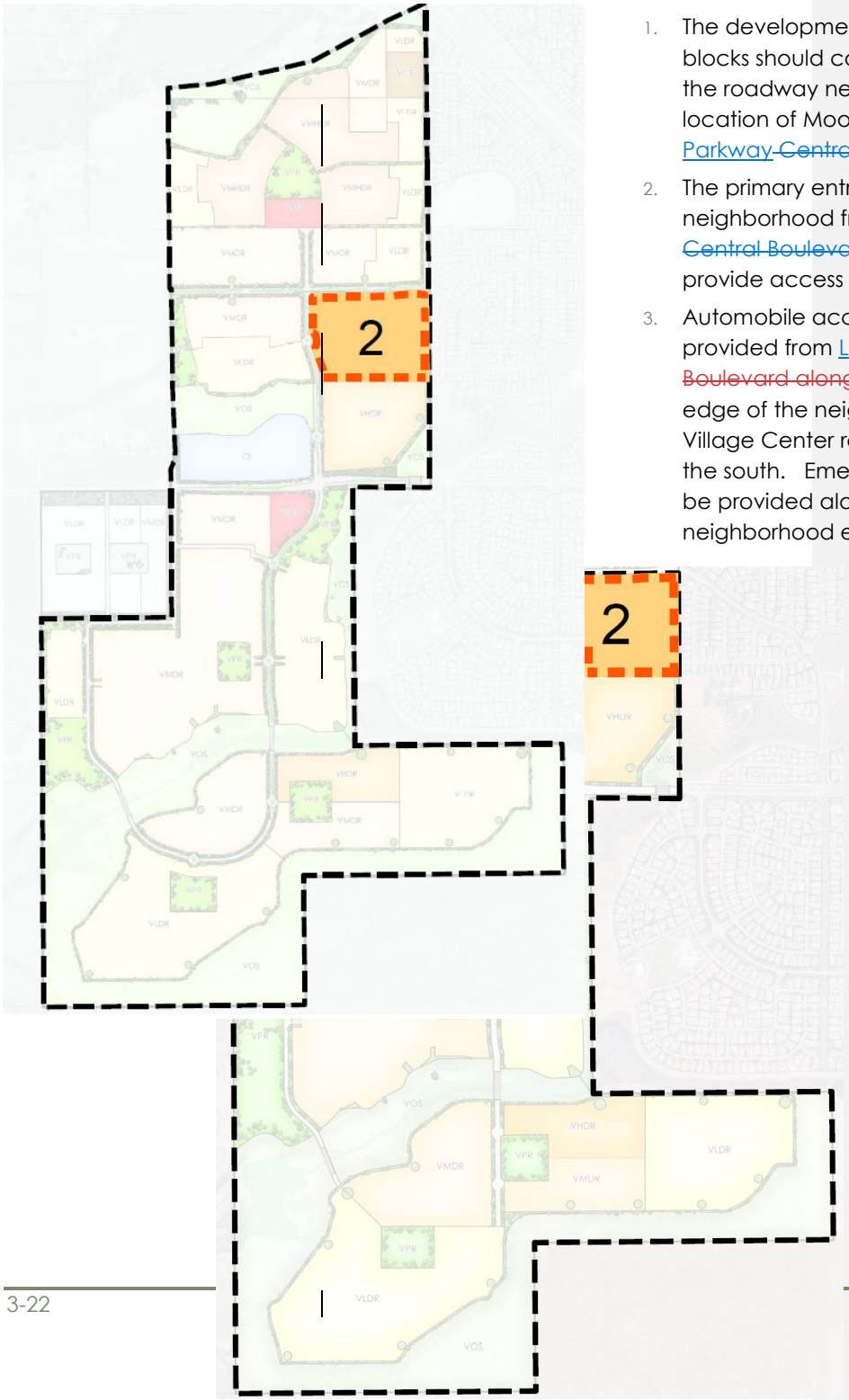


adjacent to park sites, homes should be oriented to the park, both through lotting patterns and building placement, such that front doors, porches, and fenestration frame the space and activate the edge.

7. Multiple different single-family detached housing types should be provided throughout the neighborhood, as provided for in Section 4.2 of this GDP. This could include a mixture of large lot homes, conventional front-loaded homes, cottage homes, and lane loaded cluster homes.

3.3.3. Neighborhood 2

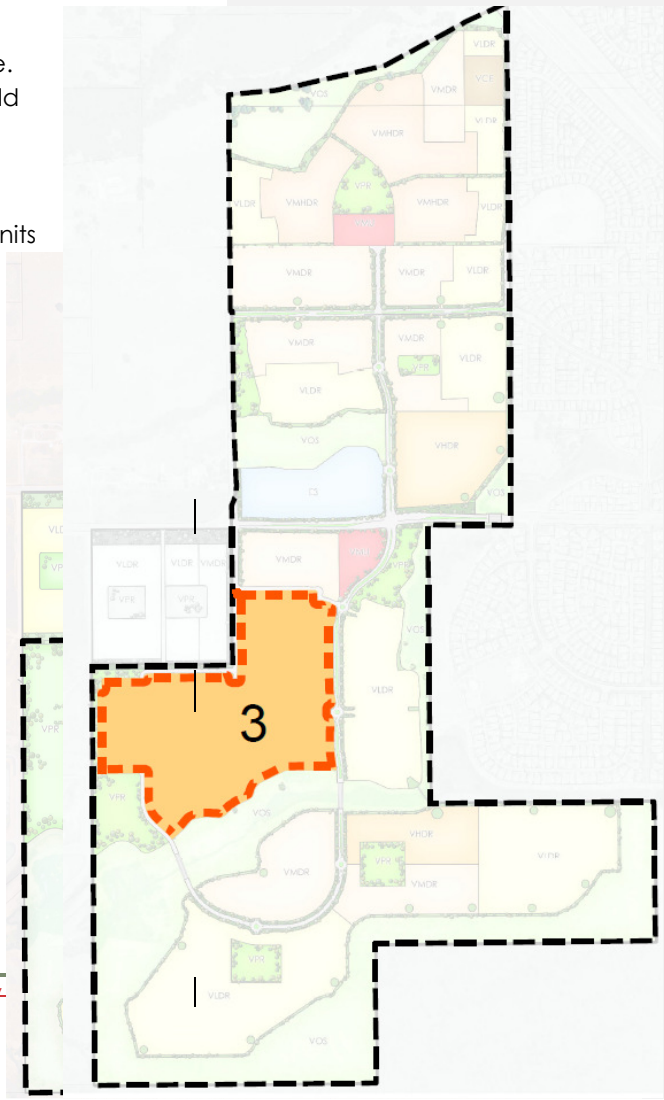
The physical design of this residential neighborhood should be guided by the following principles.



1. The development pattern of streets and blocks should consist of a modified grid with the roadway network responding to the location of Moore Road and ~~the~~ Liberty Parkway ~~Central Boulevard~~.
2. The primary entrance into the neighborhood from Liberty Parkway~~the Central Boulevard~~ -should open onto, or provide access to, a park.
3. Automobile access points should be provided from Liberty ~~Parkway~~~~the Central Boulevard along~~Parkway along the western edge of the neighborhood, and from the Village Center residential (HDR) parcel to the south. Emergency vehicle access may be provided along the northern neighborhood edge, via a major paseo that aligns with the interior street network.
4. To create view corridors through the neighborhood and out to its edges, major paseos may be sited strategically throughout the neighborhood, which respond to the street layout and enhance the gridded development pattern. Where paseos are used to create a view/access corridor from the

neighborhood's edge to its interior, the paseo should be aligned with a street to create a linear, unobstructed passageway.

5. To enhance permeability in and out of the neighborhood, lotting patterns, and corresponding home siting may utilize minor paseos to create additional view corridors and passageways from the neighborhood's interior to edge roadways and open space areas.
6. The residential lotting pattern surrounding the park should be designed to facilitate homes that are oriented to the park, where entries, porches, and fenestration can create the streetscape edge that frames the park.
7. To integrate the Village Center's HDR units with the neighborhood's single-family detached units, both unit types should address the street, with front doors, porches, stoops, and other elements used to activate the edge and define the streetscape. The interface of these residential parcels should be along a common street that is part of the neighborhood's gridded street network. For additional design principles regarding the interface between the Village Center's HDR units and this neighborhood, refer to Section 3.3.A.
8. In addition to the attached residential units that are considered part of the Village Center, the neighborhood should incorporate multiple different single-family detached housing types/lot sizes, as provided for in Section 4.2 of this GDP. This could include a mixture of detached front-loaded homes, cluster homes, or other housing types that fit within the context of the neighborhood's development pattern.
9. Where HDR buildings are sited adjacent to, or across the street from, single-family detached homes, the size, scale, and massing of the HDR buildings should be compatible with the single-family housing.



3.3.4. Neighborhood 3

The physical design of this residential neighborhood should be guided by the following principles.

1. The development pattern of streets and blocks should consist of a modified grid, with the roadway network responding ~~to~~ to Liberty Parkway~~the Central Boulevard~~, roadways in the adjacent Remainder Area, and the edges of the open space preserve.
2. Automobile access points should be provided from Liberty Parkway ~~the Central Boulevard~~ along the eastern edge of the neighborhood, and from a secondary collector street along the western edge of the neighborhood.
3. Automobile entrances into the neighborhood from Liberty Parkway ~~the Central Boulevard~~ should open onto, or provide access to, a park.

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~~4. A neighborhood street should create the interface between residential portion of the neighborhood and the adjacent school.~~

~~5.~~4. East/west access should be provided through the neighborhood and terminate at the Community Park.

~~6.~~5. To create view corridors through the neighborhood and out to its edges, paseos and may be sited strategically throughout the neighborhood and respond to the street layout and enhance view sheds into adjacent open space preserves and linear parkways.

~~7.~~6. To enhance permeability in and out of the neighborhood, automobile access points and paseos may be enhanced with landscape corridors and pedestrian passageways from the neighborhood's interior to edge roadways and open space areas.

~~8.~~7. Homes should be oriented to the neighborhood park, both through lotting pattern and building placement, such that front doors, porches, and fenestration frame the space and activate the streetscape.

~~9.~~8. A north/south linear paseo or enhanced pathway linkage should be provided to create pedestrian connection between the neighborhood's northern and central park spaces.

~~10.~~9. The units shall be sited alongside the park to define its edge and frame the public space.

~~11.~~10. Fencing (and walls) along neighborhood edges should be provided where needed to create private yard spaces for individual homes. Where adjacent to a linear parkway, such

as on Liberty Parkway~~the Central Boulevard~~ or western access road, fencing should be designed in a manner that complements the scale and character. Where homes back onto open space features, fencing should be used to define individual yard spaces, while remaining visually penetrable. (See Section 7.3 for fence requirements.)

~~12.~~11. Where residential units back onto open space areas, paseos may be provided where appropriate, which should be aligned with the street network and provide visual and physical access to the open space.

~~13.~~12. Multiple different housing types/lot sizes should be provided throughout the neighborhood, including both single-family detached, single-family attached, and multi-family attached, as provided for in Section 4.2 of this GDP. This could include a mixture of compact housing types.

~~14.~~13. The distribution of housing types through the neighborhood should be seamless.

3.3.5. Neighborhood 4

The physical design of this residential neighborhood should be guided by the following principles.



1. The development pattern of streets and blocks should consist of a modified grid, with the roadway network responding to entry points from Liberty Parkway ~~the Central Boulevard~~ and edges of the open space preserve.
2. Two automobile access points should be provided along the western edge of the neighborhood ~~from~~ from Liberty Parkway ~~the Central Boulevard~~, one of which should open onto a park.
3. Paseos may be incorporated at select locations to create view corridors from the neighborhood's interior to adjacent open space, where feasible, paseos should be aligned with streets to create a linear, unobstructed passageway.
4. To enhance permeability in and out of the neighborhood, automobile access points and paseos should be enhanced with landscape corridors and pedestrian passageways from the neighborhood's interior to edge roadways and open space areas.
5. Homes should be oriented to the park through lotting pattern and building placement, and/or through rear yard view opportunities. Where fronting the park, front doors, porches, and fenestration should frame the space and activate the streetscape.
6. A paseo should be provided in the southeast corner of the neighborhood, which provides a linkage from this neighborhood to the neighborhood across Ingram Slough to the south via a pedestrian bridge.

7. Where residential units back onto open space areas, paseos should be provided, which are aligned with the street network and provide visual and physical access to the open space.
8. The distribution of housing types through the neighborhood should be seamless.
9. Fencing along Liberty Parkway ~~the Central Boulevard~~ should be provided where needed to provide privacy for individual yards but designed in a manner that creates a visually attractive edge.
10. Fencing along open space areas should provide privacy for individual yards, where needed and may also include open view permeable fencing. (See Section 7.3 for fence requirements.)



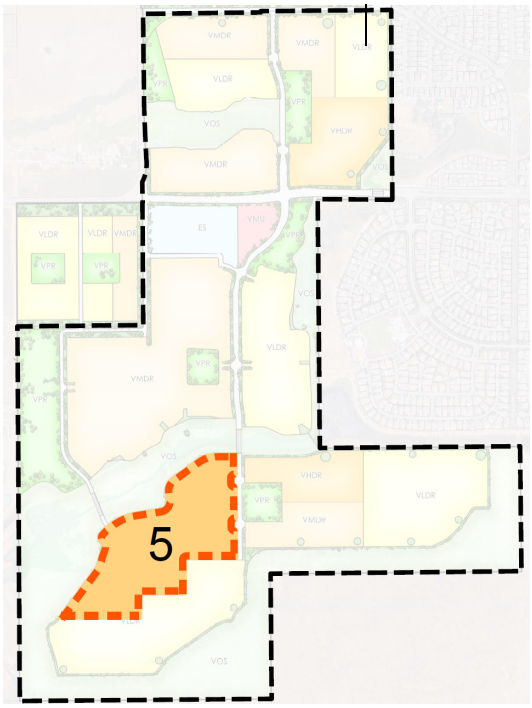
3.3.6. Neighborhood 5

The physical design of this residential neighborhood should be guided by the following principles.

1. The development pattern of streets and blocks should consist of a modified grid, with the roadway network responding to the boundaries of the open space preserve.
2. Two automobile access points to the neighborhood should be provided, one along the eastern edge from Liberty Parkway ~~from the Central Boulevard~~, and one along the northwestern edge from

Neighborhood #3 to the north.

3. The automobile entrance into the neighborhood from Liberty Parkway ~~the Central Boulevard~~ should open onto or be co-located near, a park.



4. Where feasible, a single-loaded roadway may be provided along a portion of the open space preserve with homes that front on to this feature, creating a soft edge that integrates the open space with the neighborhood.
5. To create view corridors through the neighborhood and out to its edges, paseos and live-end cul-de-sacs should be sited strategically through the neighborhood, which respond to the street layout and enhance the gridded development pattern. Where paseos are used to create a view/access corridor from the neighborhood's edge to its interior, the paseo should be aligned with a street to create a linear, unobstructed passageway.
6. To enhance permeability in and out of the neighborhood, lotting patterns and home designs should utilize minor paseos and garage lanes to create additional linear view corridors and passageways from the neighborhood's interior to surrounding open space areas.

7. Minor paseos should be provided within the neighborhood, sited in mid-block locations between homes, to provide linear view corridors and pedestrian linkages to park and open space areas.

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8. Where residential units back onto open space areas, paseos or live-end cul-de-sacs should be provided at regular intervals, which are aligned with the street network and provide visual and physical access to the open space preserve.
9. Multiple housing types/lot sizes should be provided throughout the neighborhood, as provided for in Section 4.2 of this GDP.

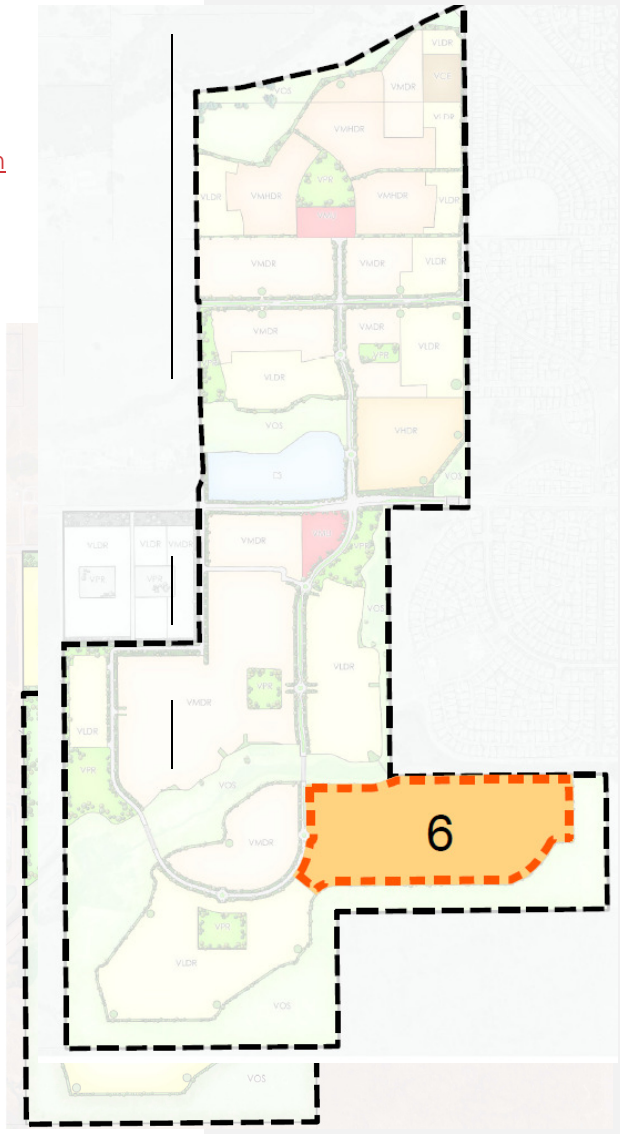
10. Fencing (and walls) along neighborhood edges should be provided only where needed to create private yard spaces for individual homes and/or protect natural resources. Where adjacent to a linear parkway on Liberty Parkway~~the Central Boulevard~~, fencing should be designed in a manner that complements the scale and character of homes. Where homes back onto open space features, fencing should be used to define individual yard spaces, while remaining visually penetrable. (See Section 7.3 for fence requirements.)

~~10.~~11. Fencing along the central boulevard may be provided, where needed to provide privacy for individual yards. Fencing along open space areas should provide privacy for individual yards but should allow for views to adjacent open space. (See Section 7.3 for fence requirements.)

3.3.7. Neighborhood 6

The physical design of this residential neighborhood should be guided by the following principles.

1. The development pattern of streets and blocks should consist of a modified grid. The roadway network should respond to access points from Liberty Parkway~~the Central Boulevard~~, open space features, and the Plan Area boundary.
2. Two automobile access points to the neighborhood should be provided ~~from~~ from Liberty Parkway~~the Central Boulevard~~, one of which should open onto or provide access to a park.
3. The neighborhood's system of streets and paseos should be designed in a manner that creates linear view corridors through the neighborhood and out to its edges. Where paseos are used to create a view/access corridor from the neighborhood's edge to its interior, the paseo should be aligned with a street to create a linear, unobstructed passageway.
4. Where feasible, a single-loaded neighborhood street may be provided along a portion of the open space preserve with



homes that front on to this feature, creating a soft edge that integrates the open space with the neighborhood.

5. To enhance permeability in and out of the neighborhood, lotting patterns and corresponding home siting may utilize minor paseos to create additional linear view corridors and passageways from the neighborhood's interior to adjacent linear parkways and open space areas.
6. One of the paseos provided along the northern edge of the neighborhood should provide a direct linkage to the neighborhood across Ingram Slough to the north, via a pedestrian bridge. This paseo should be aligned with an internal north/south residential street, creating a linear view corridor to the pedestrian bridge from within the neighborhood.
7. Compact and/or higher-density housing types may be clustered around the park near the roadway entrance ~~from~~ from Liberty Parkway ~~the Central Boulevard~~, with building forms, scale, and massing designed in a manner to frame the public space, and with front doors, porches, stoops, and/or balconies oriented to the park.
8. Where residential units back onto open space areas, paseos or live-end cul-de-sacs should be provided, which are aligned with the street network and provide visual and physical access to the open space.
9. Multiple different housing types may be provided throughout the neighborhood, as provided for in Section 4.2 of this GDP. This could include a mixture of conventional front-loaded homes, paired homes, cluster homes, and attached townhomes or stacked flats.
10. The distribution of housing types through the neighborhood should be seamless. Streets and/or blocks should be designed to accommodate different housing types, such that no visual barriers are created within the neighborhood.
11. Fencing along ~~Liberty Parkway~~the central boulevard ~~the Central Boulevard~~ may be provided, where needed to provide privacy for individual yards. Fencing along open space areas should provide privacy for individual ~~yards, but~~yards but should allow for views to adjacent open space. (See Section 7.3 for fence requirements.)

3.3.8. Neighborhood 7

The physical design of this residential neighborhood should be guided by the following principles.



1. The development pattern of streets and blocks should utilize a modified grid system with the roadway network responding to the edges of the open space preserve.
2. ~~Two a~~Automobile access points to the neighborhood should be provided, one from the c~~C~~entral b~~B~~oulevard and one from Neighborhood #5 to the north.
3. Where feasible, single-loaded roadways may be provided along a portion of open space areas, allowing the neighborhood to front on to this feature.
4. Where provided, cul-de-sacs should have a live-end design that provides visual and physical access to the open space.
5. Homes should be oriented to the park, both through lotting pattern and building placement, such that front doors, porches, and fenestration frame the space and activate the streetscape.
6. View corridors should be created through the neighborhood via the street network. In addition, paseos should be used to enhance the view corridors between the park and open space features.
7. Where residential units back onto open space areas, breaks in the lotting pattern should be provided to maintain the neighborhood's visual and physical access to the open space.
8. Multiple lot design/lot size configurations may be accommodated in the neighborhood, providing for a variety of large-lot, estate homes, as provided for in Section 4.2 of this GDP. This neighborhood is envisioned as a "move-up market" and will consist of conventional front-loaded homes.
9. ~~Fencing along open space areas should provide privacy for individual yards but should allow views into adjacent open space. (See Section 7.3 for fence requirements.)~~Fencing along

the central boulevard may be provided, where needed to provide privacy for individual yards. Fencing along open space areas should provide privacy for individual yards but should allow for views to adjacent open space. (See Section 7.3 for fence requirements.)

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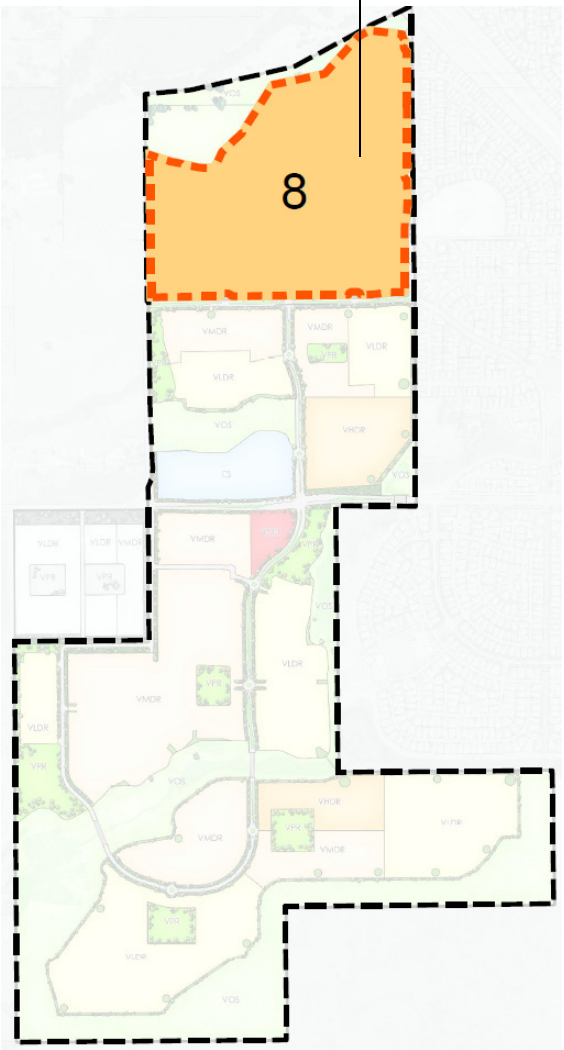

3.3.9. Neighborhood 8

The physical design of this residential neighborhood should be guided by the following principles.

1. The development pattern of streets and blocks should utilize a modified grid system with the roadway network responding to the edges of the open space preserve.
2. Automobile access points to the neighborhood should be provided, one from the c~~C~~entral b~~B~~oulevard and one from Neighborhoods 1 and 2 from the south.~~.~~
3. Where feasible, single-loaded roadways may be provided along a portion of open space areas, allowing the neighborhood to front on to this feature.
4. Where provided, cul-de-sacs should have a live-end design that provides visual and physical access to the open space.
5. Homes should be oriented to the park, both through lotting pattern and building placement, such that front doors, porches, and fenestration frame the space and activate the streetscape.
6. View corridors should be created through the neighborhood via the street network. In addition, paseos should be used to enhance the view corridors between the park and open space features.
7. Where residential units back onto open space areas, breaks in the lotting pattern should be provided to maintain the neighborhood's visual and physical access to the open space.
8. Multiple lot design/lot size configurations may be accommodated in the neighborhood, providing for a variety of ~~large-lot, estate homes~~home types and sizes.~~, as provided for in Section 4.2 of this GDP.~~ This neighborhood also ~~is envisioned as a "move-up market"~~provides the most opportunities for flexible development and ~~will~~may consist of ~~conventional front~~street-loaded and/or lane-loaded homes ~~homes~~as provided for in Section 4.2 of this GDP.~~.~~

~~Fencing along open space areas should provide privacy for individual yards but should allow views into adjacent open space. (See Section 7.3 for fence requirements.)~~

9. Fencing along ~~Liberty Parkway~~the central boulevard may be provided, where needed to provide privacy for individual yards. Fencing along open space areas should provide privacy for individual ~~yards, but~~yards but should allow for views

to adjacent open space. (See Section 7.3 for fence requirements.)

9.

3.4 Mobility Plan

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Consistent with the framework established in the Village 7 Specific Plan, the mobility system supports several modes of transportation choices for residents. In addition to the conventional arterial, collector, and local roadways that serve automobile travel, an extensive system of multi-use paths and open space trails are planned to create a network for pedestrian and bikeway travel.

3.4.1. Roadways

Planned roadways build upon the community design elements for mobility systems, previously outlined in Section 3.2. This includes development of arterial, collector, and local roadways, as illustrated on Figure 5.1 Roadway Plan, in the Village 7 Specific Plan.

Street Standards

The design standards for each roadway/street type identified on the Roadway Plan below are provided in Section 5.2 of the Village 7 Specific Plan.

Landscape Requirements

The street landscaping requirements for each roadway/street type are provided in Section 7.1 of the Village 7 GDP.

Bus Stops

Provisions for fixed-route and demand-responsive public transit service, including roadways to include future bus stops, are provided in Section 5.4 of the Village 7 Specific Plan.

3.4.2. Pedestrian & Bikeway Network

Consistent with the design principles for mobility systems previously outlined in Section 3.2, the pedestrian and bikeway network includes a system of multi-use paths, open space trails, and pedestrian routes.

Building upon the framework of roadways, the multi-use paths and open space trails create a comprehensive system for pedestrians and bicyclists. This pedestrian and bikeway network works to link all residential neighborhoods with one another, as well as to parks, open space areas, and the Village Center.

Pedestrian and bikeway mobility are illustrated in Figure 3-3; refer to Figure 5.16 Pedestrian Bike System in the Village 7 Specific Plan for more detail. Additional details are provided in the street design

standards for each street type in Section 5 of the Village 7 Specific Plan.

Multi-Use Paths and Sidewalks

Multi-use paths are 10 feet in width and are included within linear parkways along collector streets and along Ferrari Ranch Road. Sidewalks are provided along arterial, collector, and residential roadways, these include the interconnected and continuous walkable network of sidewalks along all neighborhood streets.

Open Space Trails

These features loop throughout the open space areas, including the north, south, and main branches of Ingram Slough, Auburn Ravine, the North Orchard Creek Tributary, the community park, and along the southern and western open space edges of Village 7. Class I bike paths typically consist of 10 feet of pavement with a 2-foot-wide decomposed granite/ gravel shoulder on each side.

Main Pedestrian Route Design Standards

The design standards for sidewalks are provided in Section 5.2 of the Village 7 Specific Plan.

Landscape Requirements

The landscaping requirements for the linear parkways and paseos, where multi-use paths are located, is provided in Section 7.1.A of the Village 7 GDP.

3.4.3. Paseos

Paseos are enhanced landscaped areas within residential neighborhoods, which create linkages and view corridors to parks and open space areas. Paseos are to be sited strategically in residential neighborhoods to build upon the development pattern in a manner that helps create linear linkages through neighborhoods and to their edges.

As previously described in the Community Design Elements in Section 3.2, paseos are one of several green elements that can create a permeable edge to the residential neighborhoods, which enhance the pedestrian and bikeway mobility system by providing additional choices for transportation routes. Two types of paseos are provided for in the Village 7 GDP.

Major Paseos

Major paseos include trail corridors along open space edges and within residential neighborhoods. The width of these features will vary depending on location and adjacent uses ~~These features vary in size with a~~however are typically 30' ~~minimum~~ in width and are significant enough in scale to create a clearly identifiable view corridor within a residential neighborhood. Major paseos ~~are typicall~~may also be~~y~~ located~~sited~~ at the terminus of streets or at significant bends in a local roadway, to create a linear view corridor and pedestrian/ bikeway linkage from a neighborhood's interior to an edge linear parkway or open space preserve.

A concept plan for a major paseo is provided ~~in Figure 3-8;~~ here; alternative designs are possible and may be considered at time of tentative map.

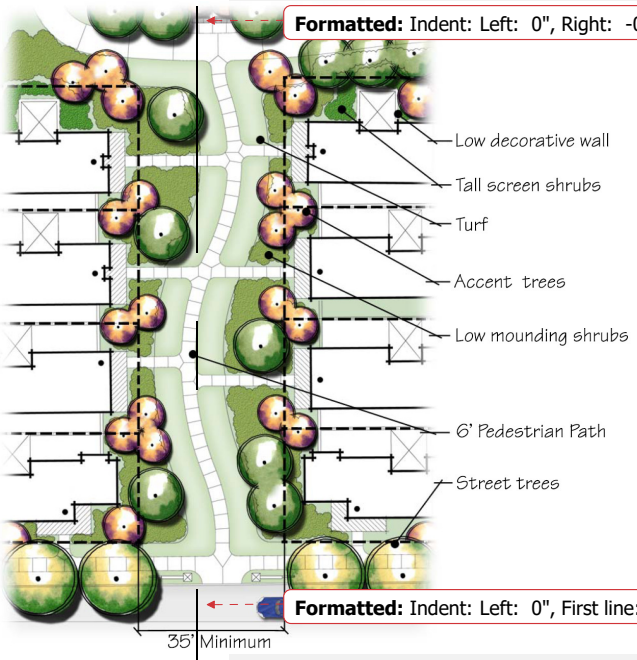


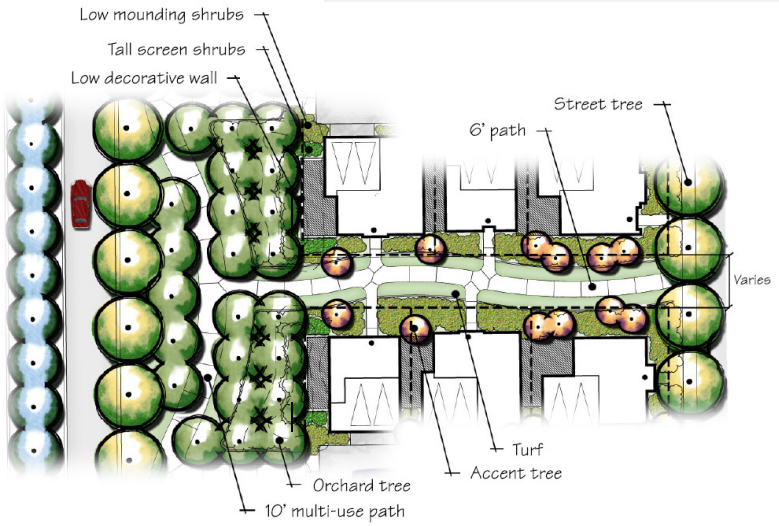
Figure 3-4: Major Paseo Concept Plan

30' Minimum

Minor Paseos

Although these features are smaller in scale than the major paseos and do not count towards the City of Lincoln General Plan open space requirement, they function in a similar manner. Typically, minor paseos are created in more compact neighborhoods, where the siting of individual homes results in linear passageways that are used to access front doors and/or garage doors. These passageways create both view corridors and pedestrian linkages along neighborhood edges, enhancing a neighborhood's overall physical and visual linkage to adjacent roadways and open space areas.

For housing types that include paseos, please refer to single-family detached housing prototypes (Lane Loaded Paseo



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Cluster homes) in Section 4~~.2~~ of the Village 7 GDP.

A concept plan for a minor paseo is provided ~~in Figure 3-9~~here; alternative designs are possible and may be considered at time of tentative map.

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Figure 3-5: Minor Paseo Concept Plan

3.5 Parks and Recreation Plan

As outlined in the Village 7 Specific Plan, parks and open space facilities provide a full range of active and passive recreational opportunities for residents. Parks are sited strategically throughout the community, with typically at least one park in each neighborhood, placing these amenities in walkable distance from most homes. Several types of park and recreation facilities are planned, which include a community park, neighborhood parks, mini parks, linear parkways, and paseos. The location of these facilities is illustrated in Figure 6-1 of the Village 7 Specific Plan. Preliminary programming for each category of facility is outlined ~~i~~on Table 3-2, below, which is intended to be the final program for each park.

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The elementary school site includes 8.0 acres of public park that receives Quimby Credit. Refer to Table 3-1 Zoning Summary and Figure 3-1 Zoning for more detail. Refer also to the Lincoln Village 7 Specific Plan for additional information.

For additional information regarding parkland requirements, credits, and acreage provided for each of the Planning Areas within Village 7, refer to Section 6.2 of the Village 7 Specific Plan.

Table 3-2: ~~Prog~~ Recreation Facilities

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PARK AMENITIES MENU *(Actual site-specific park amenities may vary and will be determined at time of park development)*	Community Park	Neighborhood Park	Mini Park
Picnic / BBQ	X	X	X
Tot Lot Play Equipment	X	X	X
Adventure Play Equipment		X	
Parking Lot	X		
On-Street Parking		X	X
Pavillion / Picnic Shelter	X	X	
Multi-use Trail	X	X	
Basketball Court	X	X	X
Soccer Field	X	X	
Baseball / Softball Field	X	X	
Volleyball Court	X	X	
Multi-use Turf Area		X	X
Restrooms	X		
Drinking Fountain	X	X	X
Site Furnishings (benches, trash)	X	X	X
Security Lighting	X	X	X
Interpretive Signage	X	X	
Bocce Ball	X	X	
Pickleball Courts	X	X	
Game Area	X	X	X

3.5.1. Community Park

Village 7 includes a ~~20.5-acre~~ Community Park site along the western edge of the Plan Area, adjacent to Ingram Slough. The preliminary programming for this park includes facilities for both active and passive recreation. This could include active playfields for organized sports such as baseball and soccer, sports courts, pedestrian and bicycle trails, informal turf areas, seating and picnic facilities, and other amenities. The community park will be connected to the residential neighborhoods through the pedestrian and bicycle trail system.

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3.5.2. Neighborhood Park

Village 7 provides several neighborhood parks throughout the community, including a park at the school site. ~~.~~A range of both active and passive recreation is planned, including play areas for children, areas for organized sports, picnic areas, and flexible opportunities for small to large groups of people to gather and recreate. In addition, a portion of the site north of Ferrari Ranch Road could be used to accommodate a fire station or other public building type use for the City of Lincoln.

~~A portion of the school site is intended to be a joint use park and as such, receives Quimby credit. Refer to the Lincoln Village 7 Specific Plan, Chapter 6 Public Services Plan for more detail.~~

3.5.3. Mini Parks

As identified on Figure 3-18, several smaller mini parks are planned throughout the ~~community, and~~community and build upon the Parks and Recreation Plan provided in the Village 7 Specific Plan. These facilities are sited within residential neighborhoods to create a central public space for residents to gather, socialize, and recreate. While the individual design and programming of each park may differ, they are all intended to provide both active and passive recreation facilities, including elements such as tot lots, active ball fields, turf areas for informal play, picnicking facilities, and similar elements. In addition, each park provides connections to the pedestrian/bicycle mobility system via linear parkways and paseos.

Park locations and sizes are conceptual and subject to change; final park location, size, design, and programming will be determined by the City. For conceptual park designs, see the Village 7 Specific Plan Section 6.2.3.

3.5.4. Linear Parkways

The landscaped corridors along Ferrari Ranch Road, Liberty Parkway (formerly ~~the~~ Central Boulevard), Shallus Boulevard, and Moore Road will be developed as linear parkways. The Village 7 Specific Plan designates these elements as Open Space. Linear parkways will have both active and passive recreational value. Depending on the location, linear parkways vary in width and provide an acoustical separation for residential areas, in addition to creating a scenic edge that reinforces Village 7's community identity. These corridors include multi-use paths that provide pedestrian and bikeway linkages to each of the residential neighborhoods.

Conceptual plans for linear parkways are illustrated in Section 5 of the Village 7 Specific Plan; alternative designs are also possible and may be considered at time of Tentative Map. Final design, planting plans, and recreational amenities will be determined by the City during review of improvement plans for roadway construction.

As a part of the Project's on-going participation with the Placer County Conservation Plan (PCCP) for preservation of high-quality open space lands, and to offset the reduced acreage of PCCP-deemed lessor quality open space in the Aitken Ranch and Scheiber portions of the project, approximately 29.1 acres of additional open space (including 9.2 acres of parkland dedication) are provided in the Lincoln Village 5 Specific Plan Area, adjacent to the Lincoln Village 7 Specific Plan Area boundary. Portions of this area have been re-designated and re-zoned via separate and concurrent Specific Plan and General Development Plan Amendments.

Additionally, as a component of the Village 7 Specific Plan, a 162.0-acre offsite preserve was established immediately west of the plan area and north of the City of Lincoln Wastewater Treatment and Reclamation Facility. The establishment of the preserve was required to mitigate wetland and species impacts associated with the development of Village 7. The preserve area is not a part of an existing or planned specific plan area but contributes to the Village 7 total open space allocation of 50.7% which exceeds the required 40% of allocated open space.

Refer to Lincoln Village 7 Specific Plan Section 4.6.3 for additional detail.

3.6 Natural Resources Preservation Plan

Wetlands, and their associated hydrology, are an important environmental component that shapes the character and function of Village 7. A fundamental principle of the Village 7 Specific Plan is to preserve and enhance the biological value of wetland resources where feasible.

This GDP focuses on wetland resources in the participating planning area (see Figure 1-2). As other planning areas are incorporated into this GDP, the appropriate technical studies and plans specific to that planning area's natural

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resources will be prepared and addressed.

3.6.1. Open Space Preserves

Portions of the plan area are set aside for the preservation of open space resources, including wetlands, drainages, grasslands, and riparian woodlands. To the extent permitted by the regulatory agencies, public access to the preserves may be permitted so residents may enjoy the natural environment.

Use of the open space preserves will be subject to the conditions outlined in the Operations and Management Plan (O&M Plan) prepared for the planning areas and approved by the regulatory resource agencies. (For additional information see "Preservation Guidelines" in this Section, and Section 8 of the Lincoln Village 7 Specific Plan.)

Wetland Features

A wetlands delineation for the planning areas will be required and will also need to be verified by the U.S. Army Corps of Engineers (Corps). Many of the wetlands occur as isolated basins, others are associated with interconnected drainages that occur throughout the site.



Section 404 of the Clean Water Act requires that permits be obtained from the Army Corps of Engineers for activities associated with the discharge of dredged or fill materials into wetlands.



Wetland Preservation and Compensation Program

A Village 7 goal is no net loss of wetland functions or values, and as such, the plan preserves large, contiguous open space areas to allow for the restoration of Ingram Slough and preservation of wetlands and other habitat within the Lewis Property. Due to development constraints, not all wetland features can be feasibly avoided.

Jurisdictional wetlands will be preserved within permanent open space. Wetland features will be unavoidably affected by the development. The proposed mitigation for these impacted wetlands will be through a combination of the following.

1. On-site wetland creation/ restoration along Ingram Slough
2. Off-site mitigation through purchase of habitat credits.

Lewis Property: *A USFWS Biological Opinion was issued on 11/30/17. A wetlands delineation was verified by the Corps; the wetland delineation identified a total of 30.63 acres of waters of the United States as regulated under the Clean Water Act.*
A 404 Permit issued by the United States Army Corps of Engineers (Corps) was issued on 11/27/18 to fill wetland features that are not avoided in Village 7's development.
Mitigation of impacted wetlands on the property is achieved through the following.

1. *Preservation of 38.6 acres of wetlands within the on-site open space preserves.*
2. *Purchase of 9.72 acres of wetland mitigation credits from Antonio Mountain Ranch wetland mitigation bank directly south of Lincoln Village 7.*
3. *Preservation of 24.2 acres of wetlands and species habitat by recording a conservation easement over 162 acres of property to the west of Lincoln Village 7.*

Principles for On-Site Preservation and Restoration

The Ingram Slough corridor encompasses a contiguous open space preserve that will protect the most significant habitats on the site. Ingram Slough has been significantly modified over the years to convey irrigation water for agricultural purposes but has high restoration potential.

The preservation of Ingram Slough establishes a contiguous multi-functional open space corridor linking the planning area to existing open space areas along the western edge of the City of Lincoln that will achieve the following.

1. Provide improved habitat
2. Preserve watershed integrity
3. Facilitate the movement of wildlife between preserve areas
4. Provide flood control protection
5. Present opportunities for trail connections and passive recreation
6. Accommodate water quality treatment

Preservation Guidelines

The following guidelines shall be implemented to ensure that the Open Space Preserves are maintained ~~consistent~~consistently with the vision of the Village 7 Specific Plan.

Lewis Property: *An O&M Plan has been prepared and approved by the regulatory agencies.*

1. An Operations and Management Plan (O&M Plan) for the non-participating planning areas will need to be adopted and approved by the regulatory agencies, which shall specify the permitted activities and features within the open space preserves, addressing at a minimum, fire/fuel modification zones, mowing activities, grading/ construction activities, pedestrian/bikeway paths, storm drainage systems (including outfall locations and the transfer of storm water to receiving waters), and other permitted and prohibited activities.
2. All wetland compensation measures approved by the U.S. Army Corps of Engineers in the appropriate Section 404 Permit for each planning area shall be implemented.
3. One or more Community Facilities Districts (CFD) will be established to help fund the construction and/or acquisition of backbone infrastructure and facilities within Village 7. (See Village 7 Specific Plan Section 9.6 for details.)
4. All-weather pedestrian/bicycle paths may be permitted in certain areas of the open space preserves to link the Plan Area's various park and open space amenities. The path's design shall conform to the standards specified in Section 3.4.B of the Village 7 General Development Plan.

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The path may also be used as an access route for the maintenance, management, and policing of the open space preserves. The design and location of the pathway system shall be consistent with any approved O&M Plan.

5. Irrigation systems in developed areas adjacent to the open space preserves shall be designed so that no direct untreated irrigation water reaches any portion of the Preserve. As permitted by State and Federal regulatory agencies and as outlined in an applicable O&M Plan, non-point source sheet flow from adjacent land uses will be allowed to pass through designated areas as a means of water quality treatment prior to discharge in the drainage channels.
6. Areas within the open space preserves that were disturbed through permitted construction activities shall be re-planted with native vegetation.
7. Development adjacent to the open space preserves, or any activity within them, shall comply with the mitigation measures outlined in the Village 7 Specific Plan Project EIR.

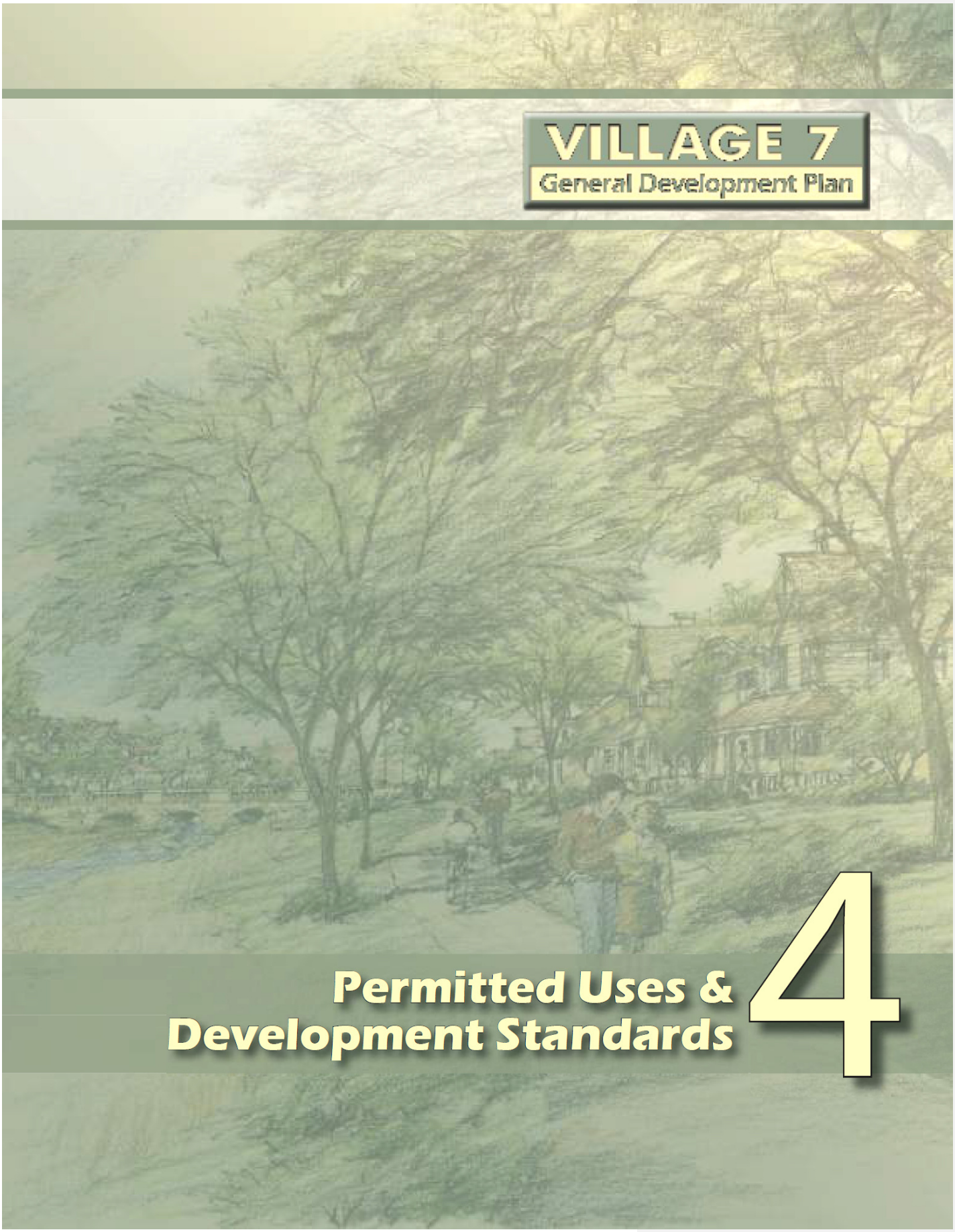
3.7 Public Services Development

Development within Village 7 is subject to policies set forth in the Public Services and Facilities Element of the General Plan, as well as Section 6, Public Services, of the Village 7 Specific Plan. At full buildout, Village 7 provides 100% of all park facilities needed to serve its residents, as well as an elementary school site for new students generated through the development of the community. Public services with respect to Police, Fire, and Library facilities, will be provided by the City of Lincoln.

3.8 Utilities Development

Development within Village 7 is subject to policies set forth in the Public Services and Facilities Element of the General Plan, as well as Section 7, Utilities, of the Village 7 Specific Plan. The Specific Plan provides a comprehensive utilities plan for the services needed to support the buildout of the project's envisioned land uses. For water, reclaimed water, wastewater, drainage, dry utilities, and solid waste, the Village 7 Specific Plan describes all existing facilities, anticipated demand for new or expanded facilities, and the nature and location of all proposed facilities. In addition, the Village 7 GDP includes a Phasing Plan (in Section 8) that illustrates the sequencing for the construction of utilities.


VILLAGE 7
General Development Plan


VILLAGE 7
General Development Plan
Permitted Uses &
Development Standards
4

4.1 Overview

This section provides Village 7's essential zoning regulations, outlining the permitted uses and development standards for residential, commercial, park, and open space parcels. These regulations provide specific standards for future development projects and are crafted in a manner that responds to the design principles in the Land Use Regulatory Guide (Section 3). The intent is to provide a clear and concise set of regulations that builders, property owners, and City staff can use to implement the Village 7 GDP.

4.1.1 Relationship to Zoning Ordinance

A Planned Development (PD) zoning designation is applied to parcels that have City-approved entitlements for development. Pursuant to the City's Zoning Ordinance, this allows the uses and standards to be defined by this General Development Plan. To that end, this section builds upon the City's Zoning Ordinance and provides a comprehensive set of development regulations for the planning areas subject to this GDP.

The development regulations herein have a greater level of detail, and provide for a higher degree of implementation flexibility, than the City's Zoning Ordinance. Therefore, as specified in this section for each use type, the GDP's standards are intended to replace the City's Zoning Ordinance and serve as the zoning regulations for Village 7. Recognizing that the GDP's standards are not all-inclusive, where this document is silent, the City's Zoning Ordinance shall prevail. Where appropriate for the various use types outlined in this section, references are provided for applicable sections of the City's Zoning Ordinance.

4.1.2 Implementation Philosophy

A certain level of flexibility and creativity is envisioned for the implementation of the development standards provided in this section. Given the dynamic nature of potential uses and the continually evolving types of housing products and buildings, a "one size fits all" design approach is not desirable or practical for the development. Such an approach would curtail the creativity needed to meet the community design principles outlined in the Land Use Regulatory Guide.

To this end, the development standards outlined in this section are to be applied in close coordination with the community design elements in Section 3 and the design guidelines in Sections 5 and 6. Where the development standards provide minimum criteria for each development (setbacks, building height, lot coverage, etc.), these other sections provide a specific design guidance to ensure that a high-quality community, consistent with the overarching Specific Plan vision, will be developed through implementation of this GDP.

4.2 Residential Development

Several residential village neighborhoods are geographically defined within Village 7, with each anchored by a village green that provides a central park space for residents. Four residential land use designations are specified in the Village 7 GDP:

1. **Village Country Estates (VCE)**
   1.0 to 2.9 dwelling units per acre (du/ac)

2. **Village Low Density Residential (VLDR)**
   3.0 to 5.9 dwelling units per acre (du/ac~~)~~

   ~~(Except as noted herein and in the Lincoln Village 7 Specific Plan for Flex Designated Parcels)~~

3. **Village Medium Density Residential (VMDR)**
   6.0 to 12.9 dwelling units per acre (du/ac)

4. **Village Medium High Density Residential (VMHDR)**
   6.0 to 18.0 dwelling units per acre (du/ac)

   ~~(Except as noted herein and in the Lincoln Village 7 Specific Plan for Flex Designated Parcels)~~

~~4.~~5. **Village High Density Residential (VHDR)**

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13 and above dwelling units per acre (du/ac)

Consistent with the Land Use Regulatory Guide, the residential development standards are structured to create neighborhoods that emphasize enhanced streetscapes, variable front yard setbacks, and alternative garage orientation options, including the use of rear-access garage lanes. This will provide for a mix of new and traditional housing types including small-lot single family homes, innovative attached and detached medium-density housing products, and higher density multi-family homes.

The development standards are modeled after a form-based zoning code and are closely integrated with the Land Use Regulatory Guide in Section 3. Together, these standards direct the physical form of the residential neighborhoods by guiding both neighborhood design and home design, and how the edge between the public and private realms is defined. The standards and guidelines include provisions that direct living spaces to the street, garages to the rear, and encourage porches and other architectural elements that will activate the relationship between the public and private spaces.

4.2 1 Permitted Uses for Residential Parcels

As noted in the table below, the following uses shall be permitted or conditionally permitted on residential parcels subject to this GDP. Uses not specifically permitted but allowed in equivalent residential districts elsewhere in the City of Lincoln, may be allowed at the discretion of the Community Development Director, provided the use is consistent with the intent and purpose of this GDP and is compatible with adjacent land uses

.

Table 4-1: Residential Permitted Uses

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C = Conditionally Permitted

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uses within an established overflight zone must be reviewed by the Placer County Transportation Planning Agency to ensure compliance with the Placer County Airport Land Use Compatibility Plan, dated October 25, 2000

2 Refer to Village 7 Specific Plan Section 4.6 for more detail.

~~2 VHDR is permitted in select VLDR and/or VMDR~~

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Use	VCE[1]	VLDR	VMDR	VHDR	
Single-family residential	P	P	P	P	--
Two-family residential	--	P	P	P	P
Multi-family residential	--	~~P~~ --	P	P	P
Accessory uses and structures, per LMC Chapter 18.36	P	P	P	P	P
Home occupations, consistent with LMC Chapter 18.62	P	P	P	P	P
Community & public facilities	P	P	P	P	C
Churches	C	C	C	C	C

Public utility facilities, per LMC Chapter 18.36	P	P	P	P	P
Private Schools	C	C	C	C	C
Public Schools [2]	P	P	P	P	P
Recreation facilities	P	P	P	P	P
Day care facilities	--	C	C	C	C
Temporary model homes	P	P	P	P	P
Temporary construction offices	P	P	P	P	P

4.2.2 Residential Development Standards

The following development standards provide for the development of single-family homes. They can be applied to Village Country Estate, Village Low-Density, Village Medium-Density, Village Medium High-Density, and Village High-Density Residential areas, provided that the resulting gross density of each large lot parcel is consistent with its applied land use designation. Housing prototypes are provided to support these standards to illustrate the types of housing products that could be permitted through the flexible application of these standards.

~~Where VHDR is developed in VLDR and/or VMDR designations, applicable VHDR Development Standards and permitted uses shall apply relative to the desired development/product type.~~

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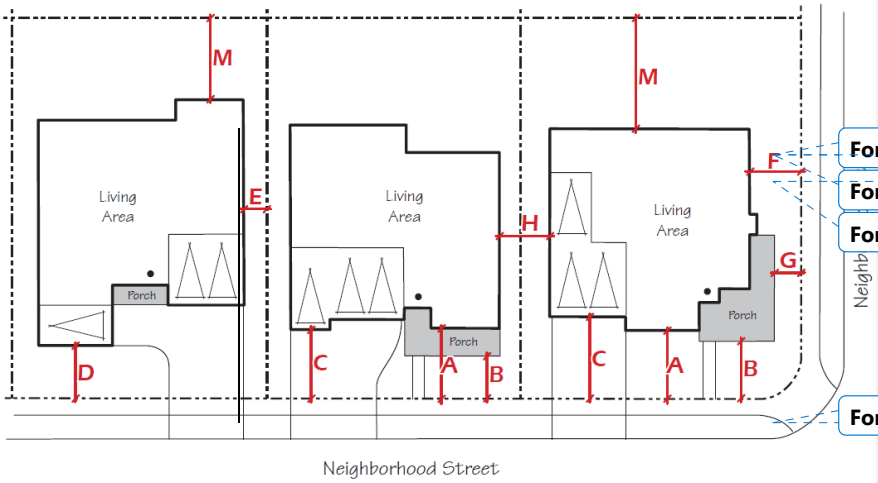
Table 4-2: Front Loaded Estate Homes (70'x100')

Lot Size and Building Intensity	
Lot Area (minimum)	7,000 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	70'
Width, Knuckle or Cul-De-Sac (min)	50'
Width, Corner Lot (min)	75'
Depth (min)	100'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1,6]	
A: To living area	20'
B: To porch, stoop, or patio	15'
C: To garage door (facing primary street)	20'
D: To side wall of swing garage	15'
Side Setback/ Min. Building Separation [1,6]	
E: Interior side	5'
F: Street side to main structure	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1,6]	
M: Main structure or garage	15'
Patio cover or second story deck	10'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Estate Homes (70'x100')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

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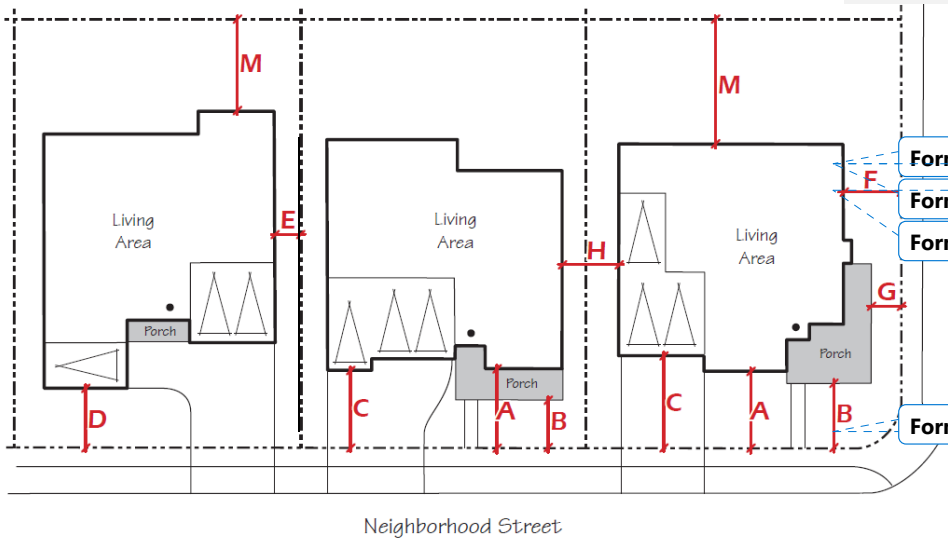
Table 4-3: Front Loaded Villa Homes (60'x100')

Lot Size and Building Intensity	
Lot Area (minimum)	6,000 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	60'
Width, Knuckle or Cul-De-Sac (min)	50'
Width, Corner Lot (min)	65'
Depth (min)	100'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1,6]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	20'
D: To side wall of swing garage	15'
Side Setback/ Min. Building Separation [1,6]	
E: Interior side	5'
F: Street side to main structure	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1,6]	
M: Main structure or garage	15'
Patio cover or second story deck	10'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (60'x100')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

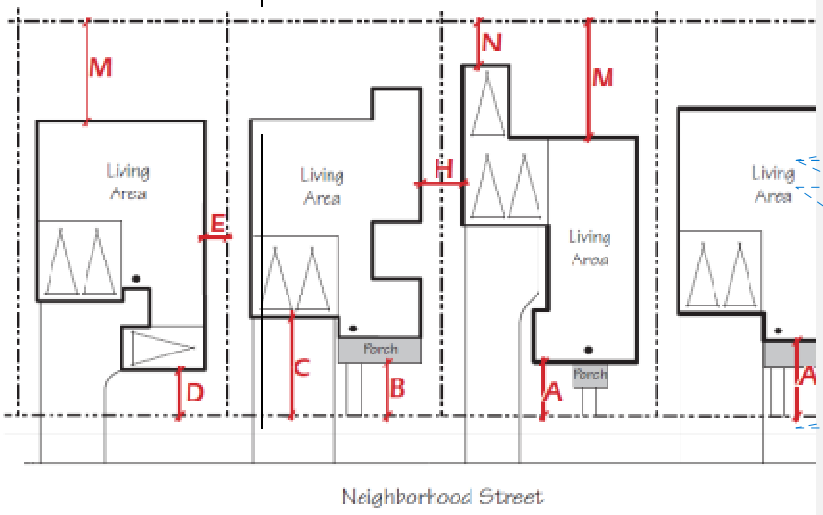
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-4: Front Loaded Villa Homes (50'x100' & 50'x 105')

Lot Size and Building Intensity	
Lot Area (minimum)	5,000 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	50'
Width, Knuckle or Cul-De-Sac (min)	30'
Width, Corner Lot (min)	55'
Depth (min)	100'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1,6]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1,6]	
E: Interior side	5'
F: Street side to main structure	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1,6]	
M: Main structure	15'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (50'x100')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

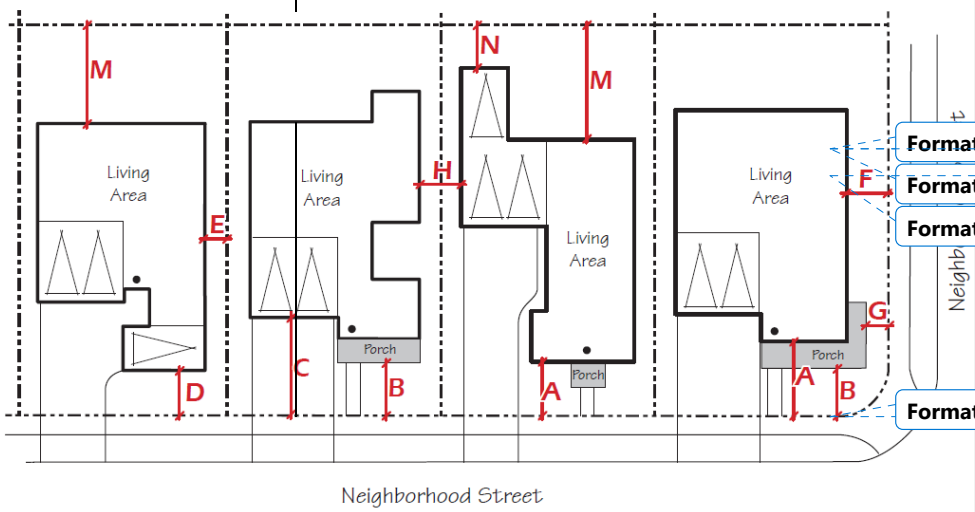
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-5: Front Loaded Villa Homes (50'x90' & 50'x95')

Lot Size and Building Intensity	
Lot Area (minimum)	4,500 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	50'
Width, Knuckle or Cul-De-Sac (min)	30'
Width, Corner Lot (min)	55'
Depth (min)	90'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1]	
E: Interior side	5'
F: Street side to main structure	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1]	
M: Main structure	10'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



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Footnotes for Front Loaded Villa Homes (50'x90')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

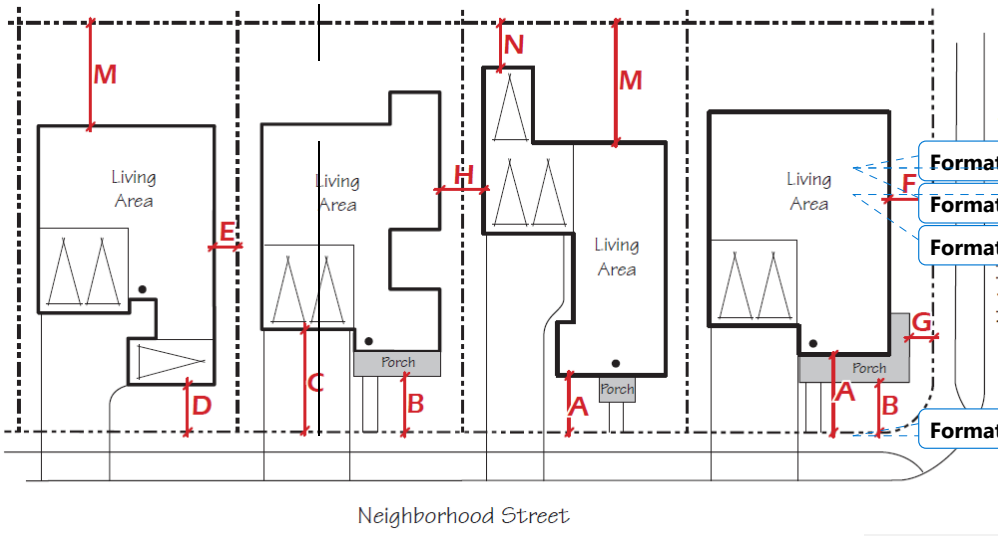
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-6: Front Loaded Villa Homes (50'x80' & 50'x 85')

Lot Size and Building Intensity	
Lot Area (minimum)	4,000 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	50'
Width, Knuckle or Cul-De-Sac (min)	30'
Width, Corner Lot (min)	55'
Depth (min)	80'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1,6]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1,6]	
E: Interior side	5'
F: Street side	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1,6]	
M: Main structure	10'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (50'x80')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

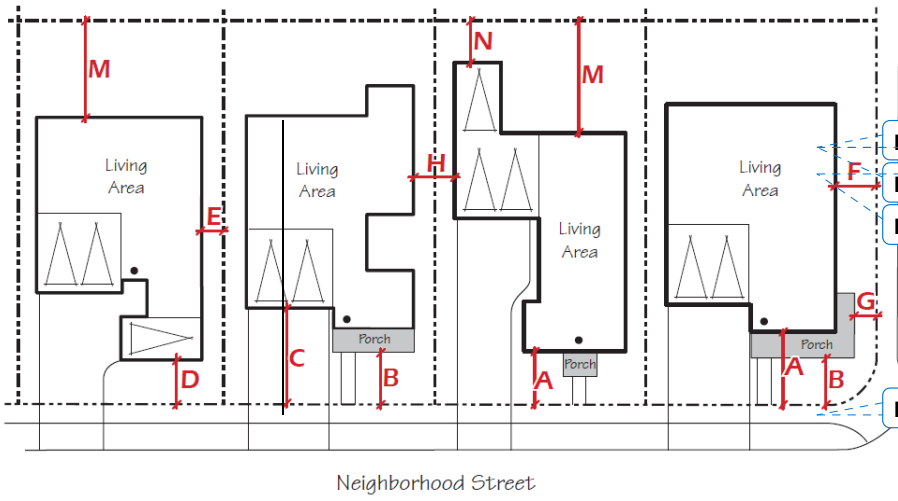
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-7: Front Loaded Villa Homes (55'x80' & 55'x85')

Lot Size and Building Intensity	
Lot Area (minimum)	4,400 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	55'
Width, Knuckle or Cul-De-Sac (min)	30'
Width, Corner Lot (min)	60'
Depth (min)	80'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1]	
E: Interior side	5'
F: Street side	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1]	
M: Main structure	10'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (55'x80')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

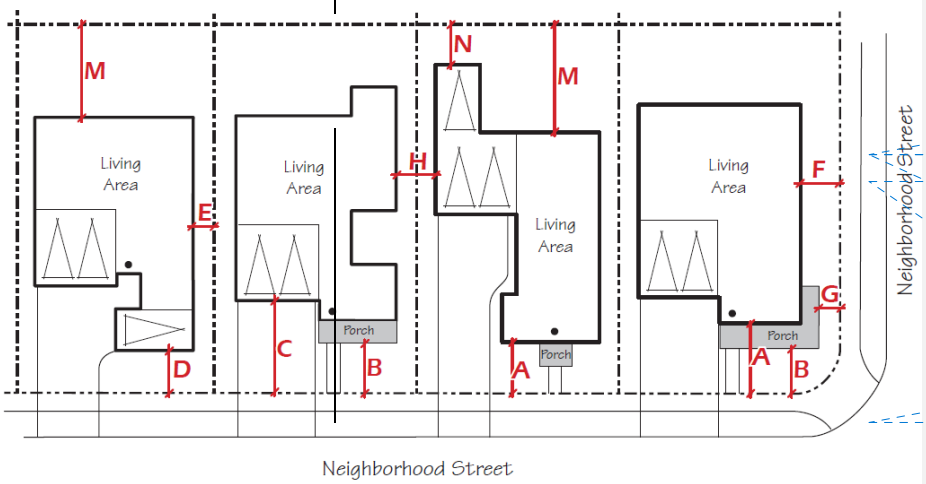
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-8: Front Loaded Villa Homes (45'x80' & 45'x85')

Lot Size and Building Intensity	
Lot Area (minimum)	3,600 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	45'
Width, Knuckle or Cul-De-Sac (min)	20'
Width, Corner Lot (min)	50'
Depth (min)	80'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1,6]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1,6]	
E: Interior side	5'
F: Street side	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1,6]	
M: Main structure	10'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (45'x80')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

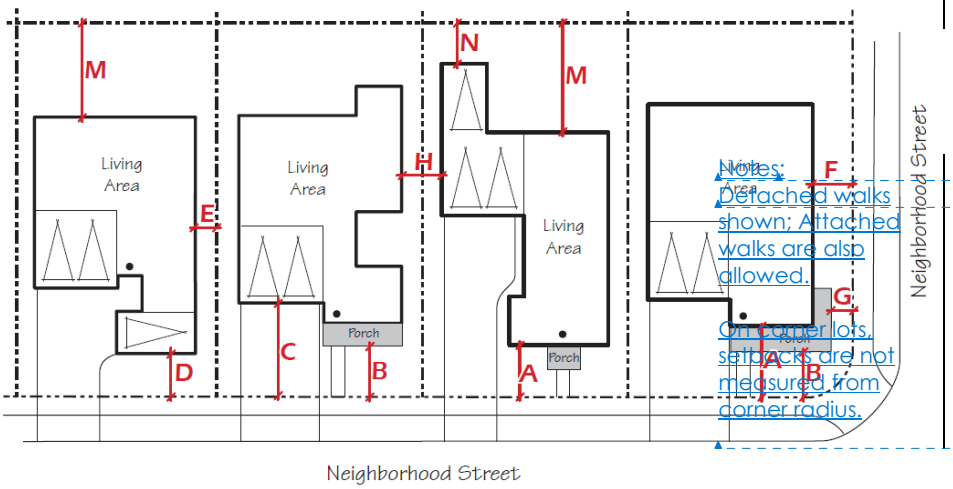
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Villa Homes (40'x90' & 40'x95')

sity	
	3,600 sf
	60%
	40'
ac (min)	20'
	45'
	90'
	35'
s (max. height)	
operty line [3]	3'
rty line [4]	6'
	2

Front/ Street Minimum Setback [1]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1]	
E: Interior side	3.5'
F: Street side	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	7'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1]	
M: Main structure	10'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



Notes:
Detached walks shown; Attached walks are also allowed.
On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (40'x90')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

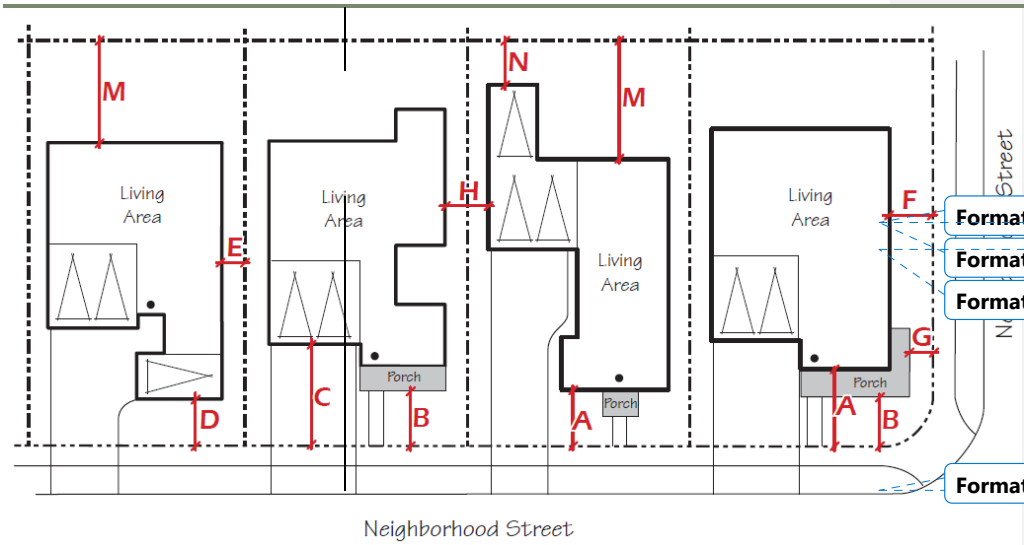
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-10: Front Loaded Villa Homes (45'x67' & 45'x72')

Lot Size and Building Intensity	
Lot Area (minimum)	3,375 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	45'
Width, Knuckle or Cul-De-Sac (min)	20'
Width, Corner Lot (min)	50'
Depth (min)	67'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Setback [1,6]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	18'
D: To side wall of swing garage	10'
Side Setback/ Min. Building Separation [1,6]	
E: Interior side	5'
F: Street side	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1,6]	
M: Main structure	10'
N: Garage (single-story plate line)	10'
Patio cover or second story deck	5'



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (45'x67')

1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

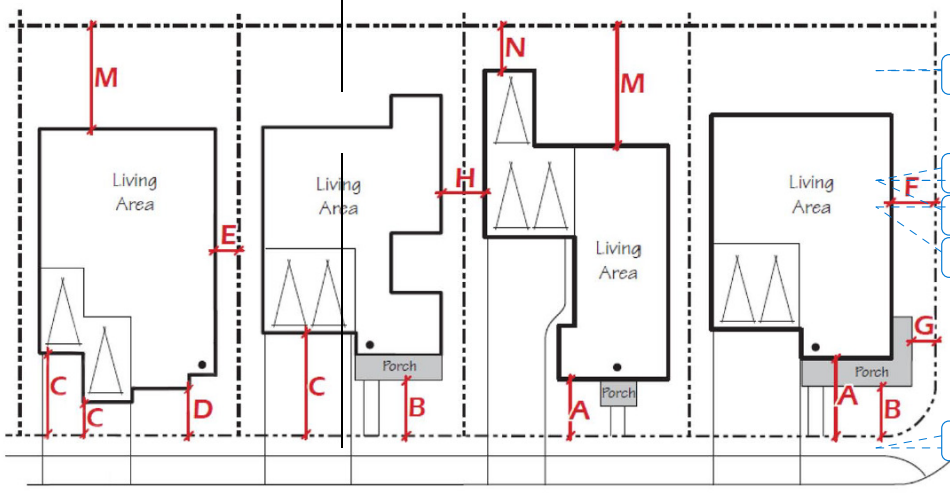
5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-11: Front Loaded Villa Homes (50'x50')

Lot Size and Building Intensity	
Lot Area (minimum)	2,500 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	50'
Width, Knuckle or Cul-De-Sac (min)	30'
Width, Corner Lot (min)	55'
Depth (min)	50'
Building Height	
Height (maximum) [2]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [3]	3'
On interior and rear property line [4]	6'
Parking	
Spaces required per unit [5]	2

Front/ Street Minimum Se	
A: To living area	5'
B: To porch, stoop, or patio	5'
C: To garage door (facing primary street) [6]	≤10 or ≥18
D: To side wall of swing garage	5'
Side Setback/ Min. Building Separation [1, 7]	
E: Interior side	4'
F: Street side	10'
G: Street side to porch, stoop, or patio	10'
H: Between main structures side to side	8'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	N/A
Rear Setback [1, 7]	
M: Main structure	5'
N: Garage (single-story plate line)	5'
Patio cover or second story deck	5'



On corner lots, setbacks are not measured from corner radius.

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Footnotes for Front Loaded Villa Homes (50'x50')

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1 Setbacks measured from property line. Architectural projections may extend a maximum of 3 feet into a front, rear and street side (but not the interior side) setback area, however, in no case shall such projection encroach into the PUE or be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

2 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

3 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

4 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

5 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

6 Garage setback depends on the type of residential product designed. If driveway apron is provided (no parking) then garage setback/apron shall be 10' maximum. If standard driveway is provided (parking allowed) then driveway shall be 18' minimum.

7 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

d Detached Homes (50'x110') [1]

sity	
	5,500 sf
	60%
	50'
ac (min)	30'
	55'
	100'
	35'
s (max. height)	
operty line [5]	3'
rty line [6]	6'
	2

Front/ Street Minimum Setback [2, 8]	
A: To living area	15'
B: To porch, stoop, or patio	10'
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [2, 8]	
E: Interior side	5'
F: Street side to main structure	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	10'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	30'
L: Garage door to garage door	30'
Rear/ Lane Setback [2, 3, 8]	
M: Main structure or garage	5'
Patio cover or second story deck	5'



Notes:
Detached walks shown; Attached walks are also allowed.
On corner lots, setbacks are not measured from corner radius.

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Footnotes for Lane Loaded Detached Homes (50'x110')

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Measured from edge of garage lane.

4 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

5 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

6 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study; maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

7 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

8 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

d Detached Homes (40'x80')

sity	
	3,200 sf
	60%
	40'
ac (min)	35'
	45'
	80'
	35'
s (max. height)	
operty line [5]	3'
rty line [6]	6'
	2

Front/ Street Setback [2, 8]	
A: To living area	10'
B: To porch, stoop, or patio	5'
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [2, 8]	
E: Interior side	3.5'
F: Street side	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	7'
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	30'
L: Garage door to garage door	30'
Rear/ Lane Setback [2, 3, 8]	
M: Main structure or garage	5'
Patio cover or second story deck	5'



Notes:
Detached walks shown; Attached walks are also allowed.

On corner lots, setbacks are not measured from corner radius.

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Footnotes for Lane Loaded Detached Homes (40'x80')

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Measured from edge of garage lane.

4 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

5 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

6 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study; maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

7 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

8 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

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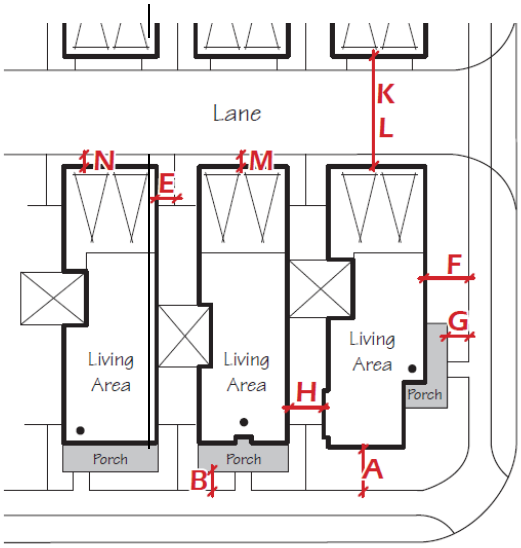
d Detached Homes (32'x100') [1]

ity		Front/ Street Minimum Setback [2, 9]	
	3,200 sf	**A:** To living area	10'
	60%	**B:** To porch, stoop, or patio	5'
	32'	**C:** To garage door (facing primary street)	N/A
ac (min)	N/A	**D:** To side wall of swing garage	N/A
	37'	**Side Setback/ Min. Building Separation [2, 9]**	
	100'	**E:** Interior side	5' [3]
		F: Street side	10'
	35'	**G:** Street side to porch, stoop, or patio	5'
s (max. height)		**H:** Between main structures side to side	10' [3]
operty line [6]	3'	**I:** Between main structures front to front	N/A
rty line [7]	6'	**J:** Between main structures front to side	N/A
		K: Between main structures rear to rear	30'
	2	**L:** Garage door to garage door	24'
		Rear/ Lane Setback [2, 4, 9]	
		M: Main structure	5'
		N: Garage (single-story plate line)	2'
		Patio cover or second story deck	2.5'



Neighborhood Street

Notes:
Detached w
shown; Atta
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allowed.

On corner lots, setbacks are not measured from corner radius.

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Footnotes for Lane Loaded Detached Homes (32'x100')

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Setback dimensions assume that a shared-use easement side yard, unobstructed by a wall or fence, is provided. If not provided, a 5' side yard is required.

4 Measured from edge of garage lane.

5 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

6 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

7 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study; maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

8 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

9 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

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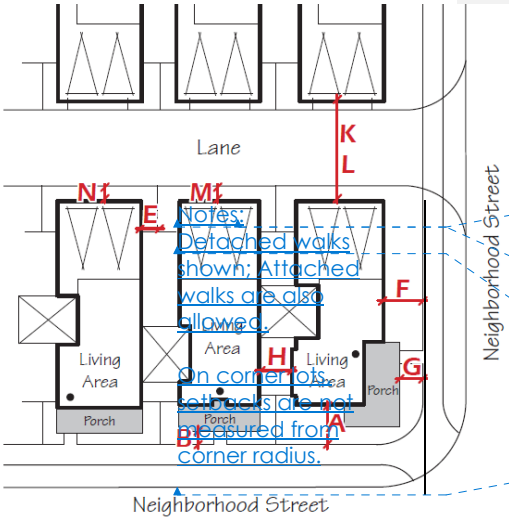
l Row Homes (31'x50')	
ty	
	1,550 sf
	60%
	31'
ac (min)	N/A
	36'
	50'
	35'
(max. height)	
perty line [7]	3'
y line [8]	6'
	2

Front/ Street Minimum Setback [2, 10]	
A: To living area	10'
B: To porch, stoop, or patio	5'
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [2, 10]	
E: Interior side	5' [3]
F: Street side	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	10' [3]
I: Between main structures front to front	N/A
J: Between main structures front to side	N/A
K: Between main structures rear to rear	30'
L: Garage door to garage door	30'
Rear/ Lane Setback [2, 5, 10]	
M: Main structure	3' [4]
N: Garage (single-story plate line)	2'
Patio cover or second story deck	2.5'



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Footnotes for Lane Loaded Homes (31'x50')

1 Minimum lot dimensions, front yard, rear yard requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

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2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Setback dimensions assume that a shared-use easement side yard, unobstructed by a wall or fence, is provided. If not provided, a 5' side yard is required.

4 5' minimum setback required if main structure stepped back from garage

5 Measured from edge of garage lane.

6 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

7 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

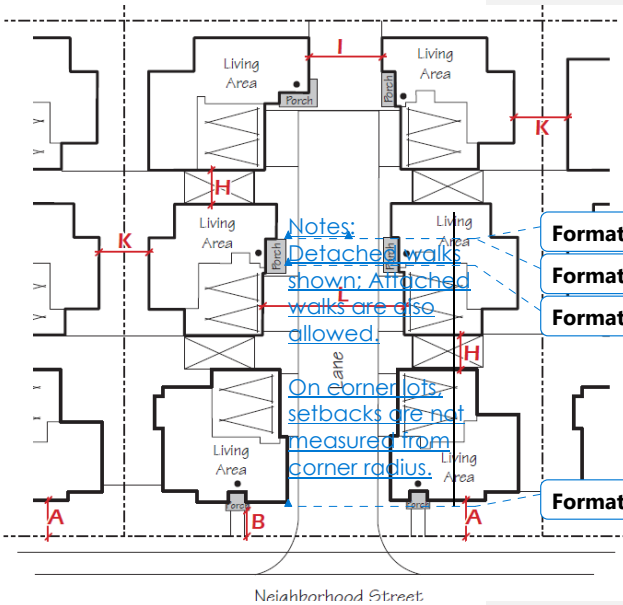
8 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

9 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

10 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Homes [1, 2]	
ty	
	1,800 sf
	60%
	N/A
ac (min)	N/A
	N/A
	N/A
	35'
(max. height)	
perty line [7]	3'
y line [8]	6'
	2 [10]

Front/ Street Setback [3, 11]	
A: To living area	10' [4]
B: To porch, stoop, or patio	5' [4]
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [3, 11]	
E: Interior side	N/A
F: Side street	N/A
G: Street side to porch, stoop, or patio	N/A
H: Between main structures side to side	6' [5]
I: Between main structures front to front	25'
J: Between main structures front to side	N/A
K: Between main structures rear to rear	15'
L: Garage door to garage door	30'
Rear/ Lane Setback [3, 11]	
M: Main structure or garage	N/A
Patio cover or second story deck	N/A



Notes:
Detached walks shown; Attached walks are also allowed.
On corner lots, setbacks are not measured from corner radius.

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Footnotes for Court Cluster Homes

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Minimum rear yard, side yard, and garage setbac housing types. Refer to building separation requirements.

3 Setbacks measured from property line unless othe may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

4 Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements.

5 Assumes zero openings along adjacent walls (3' to assumed property line), otherwise minimum building separation shall be 6'6" with a maximum of 25% openings along adjacent walls (3'3" to assumed property line)

6 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

7 Solid masonry walls or wood fencing materials ma sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

8 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

9 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

10 Plus 0.5 spaces per unit for guest parking where n parking can be provided on-street or within designated open parking areas.

11 Where development abuts existing Agricultural us residential structures is 50'.

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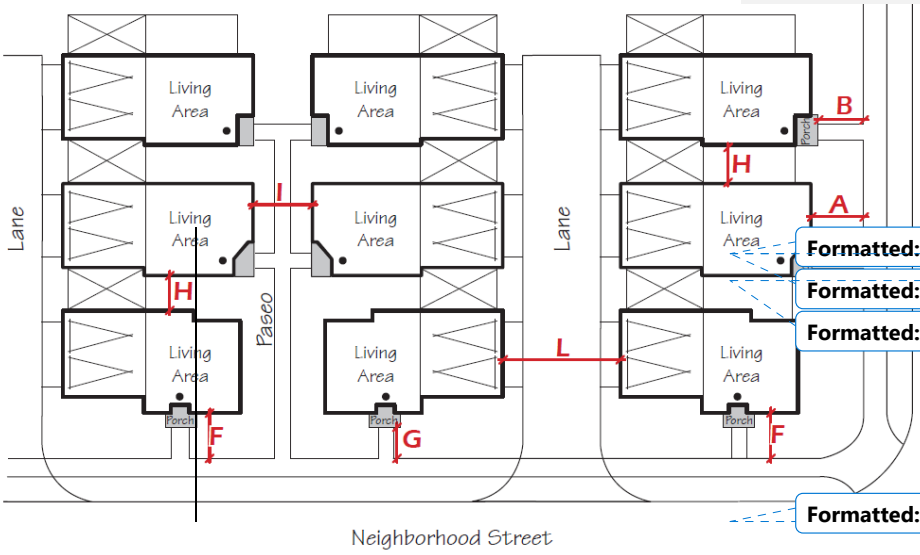
Table 4-176: Detached Green Court Homes (40'x80') [1, 2]

Lot Size and Building Intensity		**Front/ Street Minimum Setback [3, 12]**	
Lot Area (minimum)	3,200 sf	**A:** To living area	10' [4]
Site Coverage (maximum)	60%	**B:** To porch, stoop, or patio	5' [4]
Width, Interior Lot (min)	40'	**C:** To garage door (facing primary street)	N/A
Width, Knuckle or Cul-De-Sac (min)	35'	**D:** To side wall of swing garage	N/A
Width, Corner Lot (min)	45'	**Side Setback/ Min. Building Separation [3, 5, 12]**	
Depth (min)	80'	**E:** Interior side	N/A
Building Height		**F:** Side street	10'
Height (maximum) [7]	35'	**G:** Street side to porch, stoop, or patio	5'
Walls, Fences, and Hedges (max. height)		**H:** Between main structures side to side	6' [6]
On front and street side property line [8]	3'	**I:** Between main structures front to front	25'
On interior and rear property line [9]	6'	**J:** Between main structures front to side	N/A
Parking		**K:** Between main structures rear to rear	N/A
Spaces required per unit [10]	2 [11]	**L:** Garage door to garage door	30'
		Rear/ Lane Setback [3, 12]	
		M: Main structure or garage	N/A
		Patio cover or second story deck	N/A



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Detached Green Court Homes (40'x80')

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Minimum rear yard, side yard, and garage setback criteria not applicable to cluster housing types. Refer to building separation requirements.

3 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

4 Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements.

5 Setback dimensions assume that a shared-use easement side yard, unobstructed by a wall or fence, is provided. If not provided, a 5' side yard is required.

6 Assumes zero openings along adjacent walls (3' to assumed property line), otherwise minimum building separation shall be 6'6" with a maximum of 25% openings along adjacent walls (3'3" to assumed property line)

7 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

8 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

9 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

10 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

11 Plus 0.5 spaces per unit for guest parking where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

12 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

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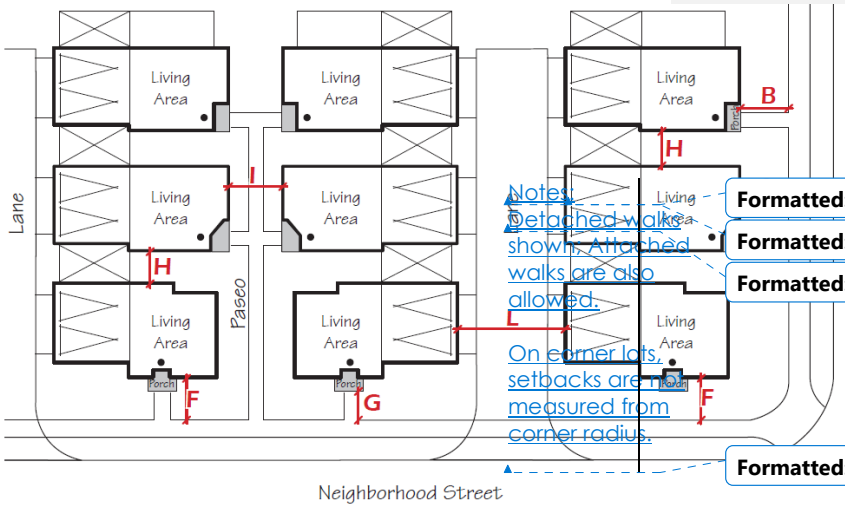
reen Court Homes [1, 2]	
ty	
	1,800 sf
	60%
	N/A
ac (min)	N/A
	N/A
	N/A
	35'
(max. height)	
perty line [8]	3'
y line [9]	6'
	2 [11]

Front/ Street Minimum Setback [3, 12]	
A: To living area	10' [4]
B: To porch, stoop, or patio	5' [4]
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [3, 5, 12]	
E: Interior side	N/A
F: Side street	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	6' [6]
I: Between main structures front to front	25'
J: Between main structures front to side	N/A
K: Between main structures rear to rear	N/A
L: Garage door to garage door	30'
Rear/ Lane Setback [3, 12]	
M: Main structure or garage	N/A
Patio cover or second story deck	N/A



Notes:
Detached walks shown. Attached walks are also allowed.
On corner lots, setbacks are measured from corner radius.

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Note: *There are two variations to the plotting of this unit type – one that is plotted 3 homes deep on each court (shown above), and one that is plotted 2 homes deep on each court, up to a maximum court depth of 150'-deep.*

Footnotes for Detached Green Court Homes

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Minimum rear yard, side yard, and garage setback criteria not applicable to cluster housing types. Refer to building separation requirements.

3 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

4 Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements.

5 Setback dimensions assume that a shared-use easement side yard, unobstructed by a wall or fence, is provided. If not provided, a 5' side yard is required.

6 Assumes zero openings along adjacent walls (3' to assumed property line), otherwise minimum building separation shall be 6'6" with a maximum of 25% openings along adjacent walls (3'3" to assumed property line)

7 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

8 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

9 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

10 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

11 Plus 0.5 spaces per unit for guest parking where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

12 Where development abuts existing Agricultu for all residential structures is 50'.

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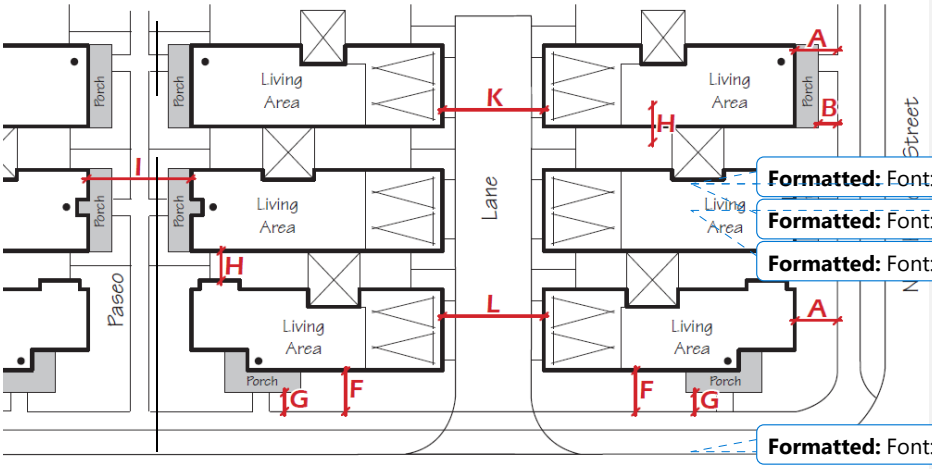
Table 4-198: Lane Loaded Detached Green Court Homes [1, 2]

Lot Size and Building Intensity	
Lot Area (minimum)	3,200 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	32'
Width, Knuckle or Cul-De-Sac (min)	N/A
Width, Corner Lot (min)	37'
Depth (min)	100'
Building Height	
Height (maximum) [7]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [8]	3'
On interior and rear property line [9]	6'
Parking	
Spaces required per unit [10]	2 [11]

Front/ Street Minimum Setback [3, 12]	
A: To living area	10' [4]
B: To porch, stoop, or patio	5' [4]
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [3, 5, 12]	
E: Interior side	N/A
F: Side street	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	6' [6]
I: Between main structures front to front	25'
J: Between main structures front to side	N/A
K: Between main structures rear to rear	30'
L: Garage door to garage door	30'
Rear/ Lane Setback [3, 12]	
M: Main structure or garage	N/A
Patio cover or second story deck	N/A



Neighborhood Street

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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Lane Loaded Detached Green Court Homes

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Minimum rear yard, side yard, and garage setback criteria not applicable to cluster housing types. Refer to building separation requirements.

3 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

4 Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements.

5 Setback dimensions assume that a shared-use easement side yard, unobstructed by a wall or fence, is provided. If not provided, a 5' side yard is required.

6 Assumes zero openings along adjacent walls (3' to assumed property line), otherwise minimum building separation shall be 6'6" with a maximum of 25% openings along adjacent walls (3'3" to assumed property line)

7 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

8 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

9 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

10 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

11 Plus 0.5 spaces per unit for guest parking where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

12 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

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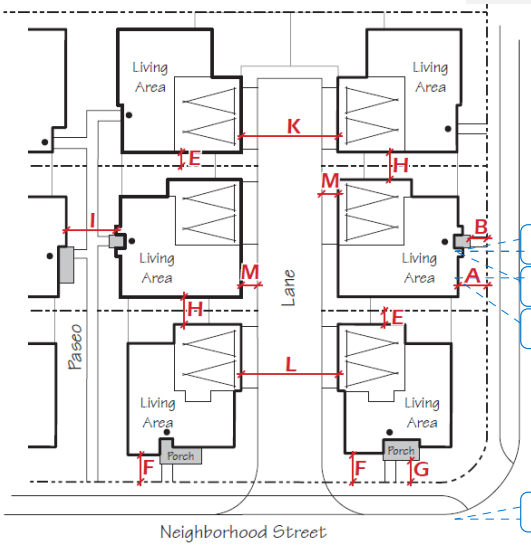
Table 4-2019: Lane Loaded Paseo Cluster Homes (Alt. 2) [1, 2]

Lot Size and Building Intensity	
Lot Area (minimum)	1,800 sf
Site Coverage (maximum)	60%
Width, Interior Lot (min)	N/A
Width, Knuckle or Cul-De-Sac (min)	N/A
Width, Corner Lot (min)	N/A
Depth (min)	N/A
Building Height	
Height (maximum) [6]	35'
Walls, Fences, and Hedges (max. height)	
On front and street side property line [7]	3'
On interior and rear property line [8]	6'
Parking	
Spaces required per unit [9]	2 [10]

Front/ Street Minimum Setback [3, 11]	
A: To living area	10' [4]
B: To porch, stoop, or patio	5' [4]
C: To garage door (facing primary street)	N/A
D: To side wall of swing garage	N/A
Side Setback/ Min. Building Separation [3, 11]	
E: Interior side	3' [5]
F: Side street	10'
G: Street side to porch, stoop, or patio	5'
H: Between main structures side to side	6' [5]
I: Between main structures front to front	25'
J: Between main structures front to side	N/A
K: Between main structures rear to rear	30'
L: Garage door to garage door	30'
Rear/ Lane Setback [3, 11]	
M: Main structure or garage	3'
Patio cover or second story deck	N/A



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Lane Loaded Paseo Cluster Homes (Alt. 2)

1 Minimum lot dimensions, front yard, rear yard, side yard, and garage setback requirements, and building coverage standards, not applicable to condominium style development. Pursuant to the terms provided in Section 8 for minor revisions to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Minimum rear yard, side yard, and garage setback criteria not applicable to cluster housing types. Refer to building separation requirements.

3 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

4 Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements.

5 Assumes zero openings along adjacent walls (3' to assumed property line), otherwise minimum building separation shall be 6'6" with a maximum of 25% openings along adjacent walls (3'3" to assumed property line)

6 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

7 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

8 Walls may exceed 6' in height for noise attenuation purposes subject to a City approved Acoustical Study and may have a maximum height of 9' if a combination wall/fence/hedge and retaining wall is necessary.

9 All parking spaces shall be enclosed within the garage with a minimum 20'x20' clear dimension for two spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

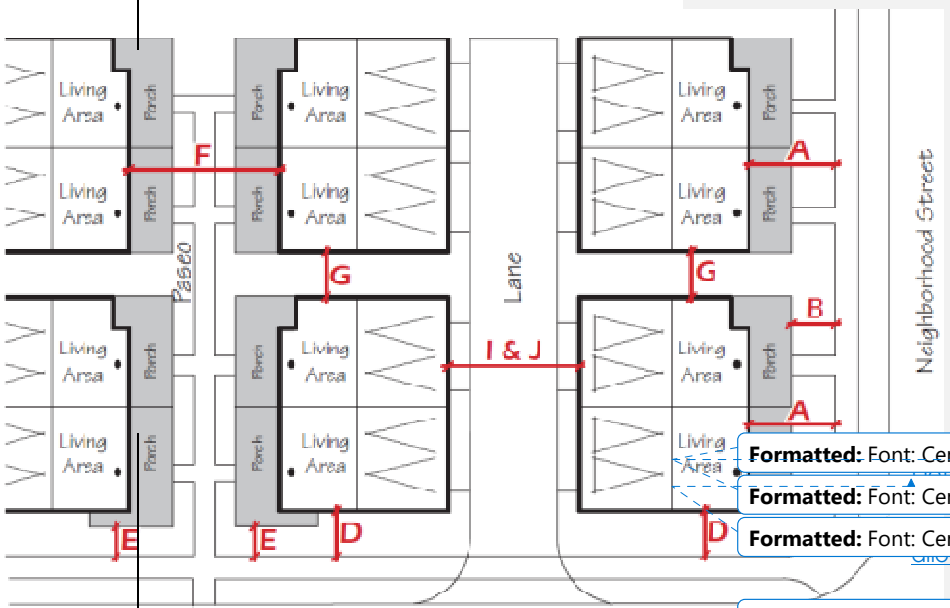
10 Plus 0.5 spaces per unit for guest parking where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

11 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-210: Lane Loaded Paired Homes [1]

Lot Size and Building Intensity	
Lot Area (minimum)	N/A
Site Coverage (maximum)	70%
Building Height [3]	
Main Structure	40'
Parking structures (detached from main structure)	25'
Walls and Fences (max. height) [4]	
At front of building or street side setback line	2'
At interior or rear building site boundary line [5]	6'
Parking Required [7]	
Resident covered spaces per:	
1-bedroom unit	1.5
2-bedroom unit	1.9
3-bedroom unit	2.1
Guest spaces per unit [8]	0.3

Front/Street Minimum Setback [2, 9]	
A: To living area	8'
B: To porch, stoop, patio, or balcony	5'
C: To garage door (facing primary street)	N/A
Minimum Building Separation [9]	
D: Side street (from property line)	8'
E: Street side to porch, stoop, or patio	5'
F: Between main structures front to front	25'
G: Between main structures side to side	8'
H: Between main structures front to side	N/A
I: Between main structures rear to rear	30'
J: Garage door to garage door	30'
Usable Open Space [6, 9]	
Outdoor private/public open space (per unit)	100 SF



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measured from corner radius.

Footnotes for Lane Loaded Paired Homes

1 Pursuant to the terms provided in Section 8 for minor amendments to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

4 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

5 Walls may exceed 6' in height for noise attenuation purposes subject to an approved Acoustical Study, subject to review and approval by the City.

6 Minimum open space requirements to be provided on each lot in the form of a yard, courtyard, porch, or balcony. For multi-family developments, or single-family developments where the minimum requirement cannot be achieved on each lot, the development's total open space requirement may be satisfied by providing common open space within the neighborhood, in the form of a passive park, tot lot, picnic area, or other similar park-like amenity.

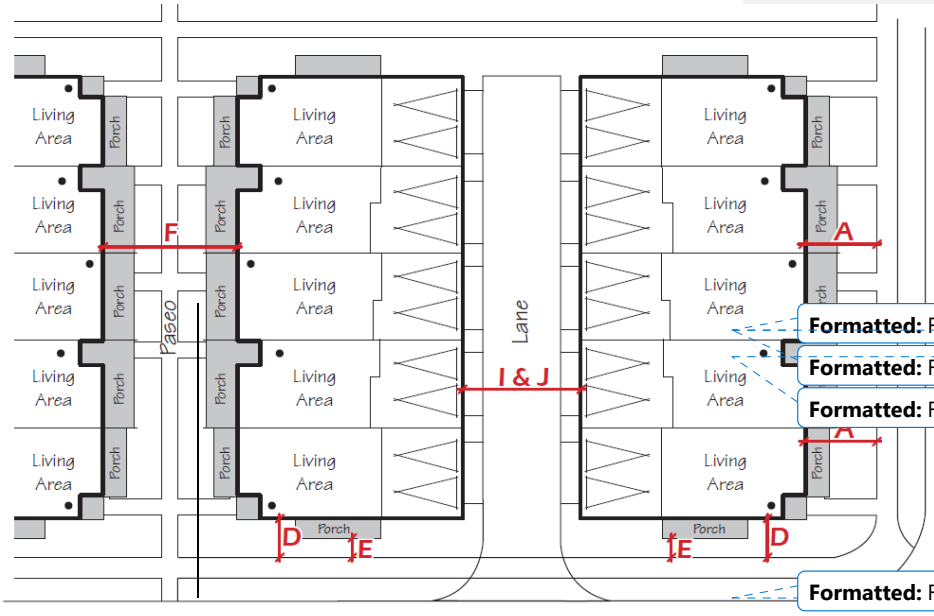
7 All parking spaces within an enclosed garage shall have a minimum of 20'x20' clear inside dimension for double spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

8 Guest parking shall be provided where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

9 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

Table 4-2~~1~~: Lane Loaded Attached Row Townhomes [1]

Lot Size and Building Intensity		**Front/Street Minimum Setback [2,11]**	
Lot Area (minimum)	N/A	**A:** To living area	8'
Site Coverage (maximum)	70%	**B:** To porch, stoop, patio, or balcony	5'
Building Height [5]		**C:** To garage door (facing primary street)	N/A
Main Structure	40'	**Minimum Building Separation [3,11]**	
Parking structures (detached from main structure)	25'	**D:** Side street	8'
Walls and Fences (max. height) [6]		**E:** Street side to porch, stoop, or patio	5'
At front of building or street side setback line	2'	**F:** Between main structures front to front	10' [3]
At interior or rear building site boundary line [7]	6'	**G:** Between main structures side to side	8' [4]
Parking Required [9]		**H:** Between main structures front to side	19'
Resident covered spaces per:			
1-bedroom unit	1.5	**I:** Between main structures rear to rear	30'
2-bedroom unit	1.9	**J:** Garage door to garage door	30'
3-bedroom unit	2.1	**Usable Open Space [8,11]**	
Guest spaces per unit [10]	0.3	Outdoor private/public open space (per unit)	100 SF



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Footnotes for Lane Loaded Attached Row Townhomes

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1 Pursuant to the terms provided in Section 8 for minor amendments to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Minimum separation increases to 19' when fronting on, or adjacent to, a paseo or greenway.

4 Minimum separation increases to 15' if the side of buildings are adjacent to paseo or greencourt.

5 Architectural projections such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

6 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

7 Walls may exceed 6' in height for noise attenuation purposes subject to an approved Acoustical Study, subject to review and approval by the City.

8 Minimum open space requirements to be provided on each lot in the form of a yard, courtyard, porch, or balcony. For multi-family developments, or single-family developments where the minimum requirement cannot be achieved on each lot, the development's total open space requirement may be satisfied by providing common open space within the neighborhood, in the form of a passive park, tot lot, picnic area, or other similar park-like amenity.

9 All parking spaces within an enclosed garage shall have a minimum 20'x20' clear inside dimension for double spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

10 Guest parking shall be provided where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

11 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

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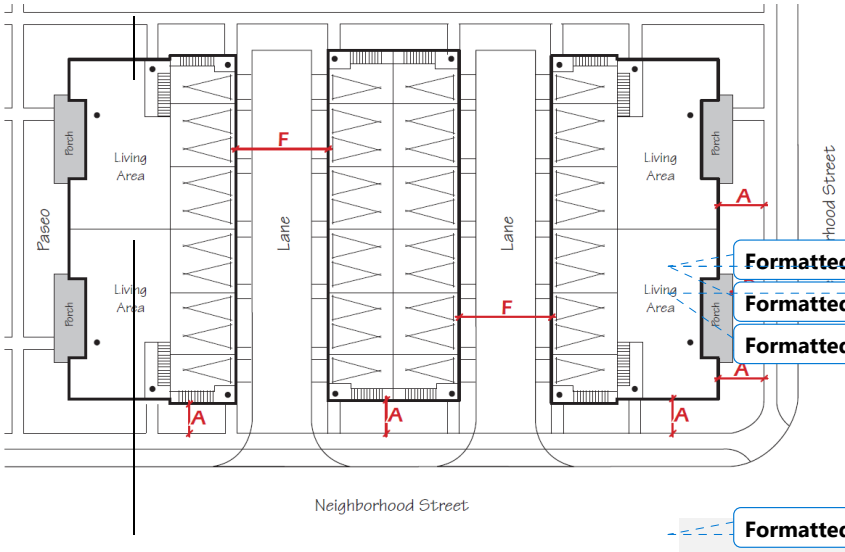
Table 4-232: Lane Loaded Attached Stacked Flats[1]

Lot Size and Building Intensity		**Front/Street Minimum Setback [2,9]**	
Lot Area (minimum)	N/A	**A:** To living area	8'
Site Coverage (maximum)	70%	**B:** To porch, stoop, patio, or balcony	5'
Building Height [3]		**C:** To garage door (facing primary street)	N/A
Main Structure	40'	**Minimum Building Separation [29]**	
Parking structures (detached from main structure)	25'	**D:** Between structures not fronting on a paseo or greenway	8'
Walls and Fences (max. height) [4]		**E:** Between structures fronting on or along a paseo or greenway	19'
At front of building or street side setback line	3'	**F:** Garage door to garage door	30'
At interior or rear building site boundary line [7]	6'		
Parking Required [7]		**Usable Open Space [6,9]**	
Resident covered spaces per: 1-bedroom unit	1.5	Outdoor private/public open space (per unit)	100 SF
2-bedroom unit	1.9		
3-bedroom unit	2.1		
Guest spaces per unit [8]	0.3		



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On corner lots, setbacks are not measured from corner radius.

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Footnotes for Lane Loaded Attached Stacked Flats[1]

1 Pursuant to the terms provided in Section 8 for minor amendments to this GDP, the Community Development Director may review and approve deviations to these development standards concurrent with review and approval of a small lot subdivision map and review of proposed housing product type. The requested deviation(s), housing product type(s), and/or siting characteristics shall be determined to be consistent with the spirit and intent of the example housing prototypes contained in this GDP.

2 Setbacks measured from property line unless otherwise specified. Architectural projections may extend a maximum of 3 feet into a front, side, or rear setback area, however, in no case shall such projection be closer than 3 feet to any property line. Architectural projections are defined as elements that articulate a building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced windowsills, shutter details, window trim, balconies and entry gates, and other similar elements. Not applicable to paseo or court-fronting units. Refer to minimum building separation requirements. The width of lots fronting on a curved street or on the curved portion of a cul-de-sac or elbow may be measured along an arc located within the front fifty (50) feet of the lot.

3 Architectural projection such as chimneys, cupolas, and similar features may exceed the maximum height limit by 10'.

4 Solid masonry walls or wood fencing materials may be permitted 3' from the back of sidewalk up to a height of 3'. Fences, walls, hedges or similar view-obstructing structures or plants that reduce safe ingress or egress of vehicles or pedestrians shall not exceed 3' in height in any required front yard area.

5 Walls may exceed 6' in height for noise attenuation purposes subject to an approved Acoustical Study, subject to review and approval by the City.

6 Minimum open space requirements to be provided on each lot in the form of a yard, courtyard, porch, or balcony. For multi-family developments, or single-family developments where the minimum requirement cannot be achieved on each lot, the development's total open space requirement may be satisfied by providing common open space within the neighborhood, in the form of a passive park, tot lot, picnic area, or other similar park-like amenity.

7 All parking spaces within an enclosed garage shall have a minimum of 20'x20' clear inside dimension for double spaces and 10'x20' for single and tandem spaces. Parking spaces shall be clear of solid waste receptacles or other utilities such as garbage toters, recycling bins, gas meters, water heaters, or other items that might be permanently stored in a garage. Tandem parking is permitted provided that both spaces are assigned to the same unit.

8 Guest parking shall be provided where no driveway is provided. Required guest parking can be provided on-street or within designated open parking areas.

9 Where development abuts existing Agricultural use, the minimum building setback for all residential structures is 50'.

4.3 Village Mixed Use Commercial Development

~~Commercial~~ Recreational development is intended to activate the Village Center's mix of land uses by providing opportunities for a broad range of uses that support Village 7's residents. ~~A~~ Village Mixed Use (VMU) ~~Commercial~~ sites are~~is~~ located at the crossroads of Ferrari Ranch Road ~~and~~ and Liberty Parkway, and at the northern terminus of Liberty Parkway, which will provide ~~a~~ HOA--maintained private highly-amenitized recreation facilities~~y~~, including both indoor and outdoor amenities. ~~Central Boulevard, sited with other core uses that include an elementary school, a neighborhood park, open space, and high-density residential parcels~~. Consistent with the design principles for the Village Center outlined in the Land Use Regulatory Guide, the development standards for the Village Mixed Use ~~commercial~~ sites are tailored to foster development of a walkable community in the heart of Village 7.

VMU site development is subject to review and approval by the City, pursuant to Chapter 18.32 of the Lincoln Municipal Code.

4.3.1 Development Standards for Village Mixed Use Parcels

The following standards shall apply to ~~the~~ VMU parcels. The final design of each VMU site, including the location of buildings, parking, and landscaping, shall be subject to City review.

Table 4-2~~3~~: VMU Development Standards

	Neighborhood Commercial
Lot Size (minimum)	
Area, Interior Lot	2,500 sq. ft.
Area, Corner Lot	2,500 sq. ft.
Building Setbacks (minimum)	
from Parks, Open Space & Schools	20 ft.
from Linear Parkways	15 ft.
Coverage (maximum)	
Site Coverage	60%
Height (maximum)	
Height Limit [1]	50 ft.
Parking Requirements	
Spaces	Per Chapter 18.44 of Lincoln Zoning Ordinance

1 Architectural elements such as towers, cupolas, spires, or other features may exceed the maximum height limit, provided such features are harmonious with the overall design integrity of the building.

4.3.2 Permitted Uses – Village Mixed Use

As specified in Table 4-24, the following uses shall be permitted or conditionally permitted on Village Mixed Use (VMU) parcels. Other Neighborhood Commercial Uses identified in Chapter 18.22 of the Lincoln Municipal ~~Code, and~~Code and not expressly enumerated in the Village 7 GDP shall be prohibited. Uses deemed by the Community Development Director to be consistent with the permitted use list may be allowed with approval of a Conditional Use Permit.

Table 4-2~~5~~4: Village Mixed Use Permitted Uses

Use		Use	
Antique Store	P	Hobbies/ Crafts Store	P
Alcoholic Sales or onsite consumption	C	Insurance Sales	P
Art Gallery/Studio	P	Jewelry Store	P
Bakery Store (Small scale; non-distribution)	P	Laundry or Cleaning Service	P
Barber/ Beauty/ Nail Salon	P	Locksmith/Keys Sales/Service	P
Bicycle Sales/ Rental/Service	P	Music/ Musical Instrument Sales/ Service	P
Book/ Stationary Store	P	Outdoor sales/ storage	C
Bookkeeping/ Accounting Services	P	Photographic Studio/ Supply/ Sales/ Service	P
Candy Store	P	Printer/ Lithographer	P
Churches	C	Private Recreation Facility	P
Clothing/ Apparel Store	P	Professional Offices	P
Community Center	P	Public Buildings (libraries, community buildings, fire or police stations, post offices, civic bldgs.)	P
Delicatessen	P	Restaurant	P
Drug Store/ Pharmacy	P	Drive Through for All Uses	C
Electronic Equipment Sales/Service	P	Shoe/ Leather Repair	P
Eyewear Sales/ Service/ Optometrist/ Ophthalmologist	P	Sporting Goods Store	P
Florist	P	Studio – Dance/ Voice/ Music/ Exercise	P
Financial Planning Sales/ Service (including banks, title companies, and similar businesses)	P	Video Sales/Rentals Tattoo Parlor	P P
Gift/ Card/ Novelty Store	P	Retail uses ancillary to any other permitted use, as determined by the Community Development Director.	P
Hearing Aid Sales/Service	P	Other uses as determined by the Planning Commission	C

4.4 Parks and Open Space

Over forty percent (40%) of the participating planning areas in Village 7 are designated for park and open space uses, providing a green network that connects neighborhoods throughout the community. Several types of park and open space uses are specified in this GDP.

Village Parks and Recreation (VPR) and Joint-Uuse Park located in the School Site (ES)
Developed park areas with formal programming and facilities for active and passive recreation.

Village Open Space Preserves (VOS-P)
Natural resource areas containing features such as wetlands, drainages, grasslands or riparian woodlands.

Village Open Space Linear Parkways (VOS-LP)
Landscaped areas along major roadways (Ferrari Ranch Road, Moore Road, Liberty Parkway, and Shallus Boulevard) that provide a physical and visual buffers between the village residential neighborhoods and roadways.

Village Open Space Major Paseos (VOS-MP)
Landscaped trail corridors and access point areas within village residential neighborhoods that provide on- and off-street connections to parks, open space areas, and roadways. Also includes naturalized trail corridors between the development edge and natural open space.

The development regulations for park and open space areas are specific to the individual types listed above.

P = Permitted. C = Conditionally Permitted

4.4.1 Permitted Uses – Parks and Open Space

The following uses shall be permitted or conditionally permitted on park and open space parcels, as specified in the table below. Uses not specifically permitted but determined to be substantially equivalent with a listed permitted use, may be allowed at the discretion of the Community Development Director.

Table 4-2~~6~~5: Parks & Open Space Permitted Uses

Use	Park	Open Space Preserve	Linear Park/ Paseo
Class I Bike Path/ Multi-Use Trail	P	P[1]	P
Community Gardens	P	P[1]	P
Fencing	P	P[1]	P
Fuel Modification Zones	P	P[1]	--
Landscaping	P	--	P
Lighting	P	--	P
Mowing & Maintenance Activities	P	P[1]	P
Museums and Art Galleries	P	--	--
Parks (including ancillary uses and facilities, such as ball fields, sports courts, amphitheaters, restrooms, tot lots, shade structures, etc.)	P	--	P
Schools (Public and Private) [2]	P	--	--
Storm Drainage Systems	P	P[1]	P
Equivalent uses as determined by the Community Development Director	P	P[1]	P

P = Permitted Use

1 As permitted in the Open Space Operations and Management (O&M) Plan, as approved by applicable Federal and State regulatory agencies. (See Section 8.2 of the Village 7 Specific Plan for additional information regarding the O&M Plan.)

2 Refer to Village 7 Specific Plan Section 4.6 for more detail. Note that Lincoln General Plan dedication requirements are still required to be met.

4.4.2 Development Standards – Parks and Open Space

Village Parks and Recreation

Parks are to be programmed and designed on a case-by-case basis, consistent with the concept plans provided in The Lincoln Village 7 Specific Plan and this GDP. Section 6.2 of the Lincoln Village 7 Specific Plan provides a concept plan for parks located in participating planning areas of Village 7, outlining the general park layout. Section 3 of this General Development Plan further defines the park sites and includes the intended programming facilities that may be provided. The concept plans are to be used to guide the preliminary plan for each park, recognizing that programming, financial considerations, facilities, and other amenities will be adjusted and refined when each park is designed. The final park design will be subject to review and approval by the City.

Village Open Space

Two types of open space are provided in Village 7, both of which are consistent with the General Plan's Village Open Space land use designation:

Preserves

Open space preserves are set aside for the preservation of open space resources, including wetlands, drainages, grasslands, and riparian woodlands. Section 3, Land Use Regulatory Guide, provides detailed information about the natural resources within the preserves, including a wetland preservation and compensation program.

For specific regulations governing the allowable uses and development activity within the preserves, please refer to the appropriate Operations and Management Plan (O&M Plan) prepared for each planning area.

Linear Parkways and Paseos

As identified on the land use plan, a network of linear parkways and paseos is provided throughout the community to link residential neighborhoods with the Village Center, parks, and open space areas. For detailed information about linear parkways, including a "typical" concept plan, please refer to the Lincoln Village 7 Specific Plan and Section 3 of this GDP.

4.5 Agricultural Overlay Zone

On September 28, 221, the Lincoln City Cou
Ordinance 1041B allowing for the continuati
agricultural uses and support agricultural use
Lincoln Village 7 Specific Plan Area. The language from that Ordinance is provided below.

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4.5.1 Agricultural Overlay (AO)

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The Agricultural Overlay Zone allows
agricultural uses and agricultural support use
AO Zone is superimposed over the urban zoning assigned by the Village 7 Specific Plan Land Use Diagram, shown on Figure 1.2. The AO Zone is applied to the entirety of the Village 7 Plan Area. Any use not listed as allowed in the AO Zone pursuant to 4.5.3 but that is existing and allowed at the
property, may continue as a-conforming use pursuant to Section 4.5.3(H) Conforming Uses.

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It is the intent of the Village 7 General Development Plan to allow agricultural uses existing at the time of annexation to continue, on an interim basis or in perpetuity, concurrent with development of the Specific Plan land uses by requiring buffers on the adjacent developing Zoned Parcels. Buffer requirements for properties which pursue development in accordance with the Specific Plan and which abut agricultural activity, operation or facility are addressed in the Development Standards of each applicable zone. The buffers apply to all property boundaries of the Zoned Parcel where the parcel abuts an existing agricultural activity, operation or facility within the Plan Area. In addition, all Zoned Parcels abutting an existing agricultural activity, operation or facility shall provide notice, disclosure and acknowledgement to all non-agricultural uses of the subject land that they may be subject to inconveniences or discomforts from the pursuit of those adjacent agricultural operations.

The AO Zone establishes land development
"new" agricultural and rural residential uses v
annexation by the City. The permitted uses for "new" uses in the AO Zone are listed in Section 4.5.3 Section 4.5.4 and 4.5.5 establish separation standards for animal keeping and crops associated with new uses which are located adjacent to Zoned Parcels, however these standards shall not apply to new uses being located adjacent to an existing agricultural use. Table 4.23 provides the development standards for new uses in the AO Zone. Where a use is not specifically contemplated by these AO Zone standards, the underlying urban zoning regulations as defined by the Specific Plan shall apply. No development can occur on lands subject to the Williamson Act, except to the extent allowed by the applicable Williamson Act

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4.5.2 Definitions

For the purpose of the AO Zone, the following definitions apply:

"Agricultural activity, operation, or facility, or appurtenances thereof" shall include, but not be limited to, the cultivation and tillage of soil, the production, cultivation, growing, and harvesting of any agricultural commodity including, viticulture, apiculture, nursery stock, or horticulture, the raising of livestock, fish or fowl. The term also includes any uses permitted under the Williamson Act or applicable Williamson Act contract, any practices performed by a farmer or on a farm as incident to or in conjunction with such farming operations, including but not limited to, preparation for market, delivery to storage, to market, or to carriers for transport to market. Pesticide application, discharge of a firearm and burning shall be in accordance with all applicable local, state and federal regulations.

"Animals" refers to Fowl and Livestock but does not include domestic pets.

"Buffer" means any method of achieving a physical separation with uses that may include building setbacks, roadways, open space, greenbelts, hedges, trees, linear parkway or any combination of the above.

"Conforming use" means any use existing on legal parcels at the time of annexation to the City of Lincoln and is consistent with the list of permitted uses in Section 4.5.3.

"Existing agricultural and rural residential uses" refers to the land use in existence on legal parcels at the time of annexation to the City of Lincoln. Deferred or fallow agricultural uses shall be granted "existing" status subject to the Ag Commissioner review for legitimate reasons, such as drought, water restrictions, crop rotation or other limitations.

"Fowl" means any common farm fowl including, but not limited to, turkeys, geese, ducks, chickens and pigeons.

"Livestock" means any common farm animal including, but not limited to cows, horses, sheep, goats, and pigs, but excluding Fowl.

"New uses" refers to a proposed land use not in existence on a legal parcel at the time of annexation to the City of Lincoln and is consistent with the list of permitted uses in Section 4.5.3.

"Zoned Parcel" means any property within the Plan Area which has obtained annexation, zoning, and has applied for approval of a tentative map and/or site plan to allow for the development of the site in conformance with the Specific Plan and General Development

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Plan (GDP).

4.5.3 Permitted Uses

The following uses are permitted in the AO Zone:

A. One (1) single-family residence, and one (1) accessory dwelling unit up to a maximum of 1,200 square feet;

B. Agricultural crops and open field grazing;

C. Livestock and Fowl;

D. Accessory buildings, including barns, sheds, outbuildings and greenhouses, when incidental to agricultural uses on premises:

E. Selling of agricultural products grown or raised on the premises;

F. Pasturing and grazing and;

G. Wildlife habitat;

H. All uses in existence at the time of annexation or new uses consistent with the above-listed permitted uses shall be deemed "conforming uses", which are permitted by right in the AO zone.

4.5.4 Animal Keeping / Separation Standards for "New Uses"

The following site development standards shall apply to the keeping of animals, except domestic pets, for "new uses" which are located adjacent to Zoned Parcels. This section shall not apply to a "new uses" being located adjacent to an existing agricultural use. If one or more adjacent parcel boundaries are Zoned Parcels, then this section will apply.

I. Animals shall be kept at least 50 feet, measured in a straight line, from any adjoining property which is zoned for Public/Quasi-Public or the following residential uses; VCE, VLDR, VMDR, VHDR.

J. Animals shall be kept at least 15 feet from interior side and rear property lines, and 25 feet from street side property lines adjacent to VPR, VMU, VOS/LP, VOS, and VOC/MP.

K. Any building, pen, cage, aviary, animal run or area used to contain, house, confine or feed such animals shall not be located closer than 50 feet to any boundary property line of the premises, or any building containing a dwelling unit on the same premises.

L. Any corrals shall maintain a distance of not less than 45 feet from any building containing a dwelling unit on the same premises.

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M. Animals shall be secured by a fence at least six feet in height, made of chain-link, five (5) strand barbed wire, woven wire mesh, steel panels or other appropriate confining material. Only low voltage (solar or battery) electric fence or strands may be used. Landowner is required to post warning signs about the use of an electrified fence must be posted at 300-foot intervals on the fence. Property line walls and fences may be used to secure animals, provided the appropriate restraint distances are maintained. Animals shall be kept a minimum of 100 feet from any domestic water well.

N. A reduction in animal separation requirements may also be considered for facilities with proven means of reducing odors, such as covering lagoons, substituting concrete-lined pits for lagoons, and employing recommended ventilation systems for animal confinement buildings. A conditional use permit shall be required to approve reduction in the standards. Applicants may propose alternative setbacks after consulting with qualified agricultural engineers to ensure that the measure will reliably accomplish the intended purpose.

O. Any open-air storage of hay, str
similar materials shall maintain a
35 feet from any boundary prop
not less than 45 feet from any building containing a dwelling unit or accessory living quarters on the same premises.

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P. Any open-air storage of animal manure, composted vegetative matter or similar materials shall maintain a distance of not less than 100 feet from any boundary property line, and a distance of not less than 50 feet from any building containing a dwelling unit or accessory living quarters on the same premises.

4.5.5 Crop/Crop Storage Separation Standards for "New Uses"

The following site development standards shall apply to "new uses" which are located adjacent to Zoned Parcels. This section shall not apply to a "new uses" being located adjacent to an existing agricultural use. If one or more adjacent parcel boundaries are Zoned Parcels, then this section will apply.

Any open-air storage of hay, straw, shavings or similar materials shall maintain a distance of not less than 35 feet from any boundary property line, and a distance of not less than 45 feet from any building containing a dwelling unit or accessory living quarters on the same premises.

A reduction in crop separation requirements may also be considered for facilities with proven means of reducing dust and chemical drift, such as berms, landscaping or similar methods. A conditional use permit shall be required to approve reduction in the standards. Applicants shall consult with qualified agricultural engineers to ensure that the measure will reliably accomplish the intended purpose.

4.5.6 Edge Maintenance

The property owner is required to maintain the setback/separation areas described in 4.5.4 and 4.5.5. These setback areas shall be maintained in accordance with the City of Lincoln Weed Abatement and Public Nuisance requirements.

4.5.7 AO Infrastructure Standards

The construction or installation of a new public sewer or water system will not cause property owners to abandon their private systems. Property owners using private sewer and water systems that are in compliance with applicable codes and regulations may continue to use the private system(s) when new public sewer or water systems are constructed within 200 feet or more from the building or drainage facility.

However, installation of a new private sewer and water system by a private owner shall only be permissible provided that (1) such system complies with all current and applicable local, state and federal environmental health laws and (2) the new private system is not within 200 feet of a public sewer or water facilities at the time of necessary improvements. Restoration or repair of an existing private sewer or water system is permissible provided any restoration or repair of such systems complies with all current and applicable local, state and federal environmental health laws.

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All costs and expenses related or incident to the installation and connection of sewer and water infrastructure to a new building shall be borne by the property owner, which includes connection fees and meter costs. The owner shall indemnify and hold harmless the city from and against any loss or damage that may directly or indirectly result from the installation or connection of the new infrastructure by city employees.

When a property owner connects to public sewer, any septic tanks, cesspools and similar private sewage disposal facilities shall be abandoned and filled with suitable material to the satisfaction of the agency of jurisdiction.

Table 4.23: AO Zone Development Standards for "New" Uses	
Lot Standards	
Minimum Lot Area (1)	
Minimum Lot Width (1)	
Maximum Lot Coverage for Primary and Accessory Structures	
Maximum Structure Height	*40 ft.*
Minimum Primary Building Setbacks from Property Line	
Front	*30 feet*
Side (interior)	*20 feet*
Rear	*30 feet*
Side or Rear abutting a public street	*20 feet*
Minimum Accessory Building(Non- Animal)Setbacks from Property Line	
Front	*50 feet*
Side (interior)	*20 feet*
Rear	*30 feet*
Side or Rear abutting a public street	*50 feet*
Minimum Accessory Animal Keeping Building Setbacks from Property Line	
Front	*50 feet*
Side (interior)	*30 feet*
Rear	*50 feet*
Side or Rear abutting a public street	*50 feet*

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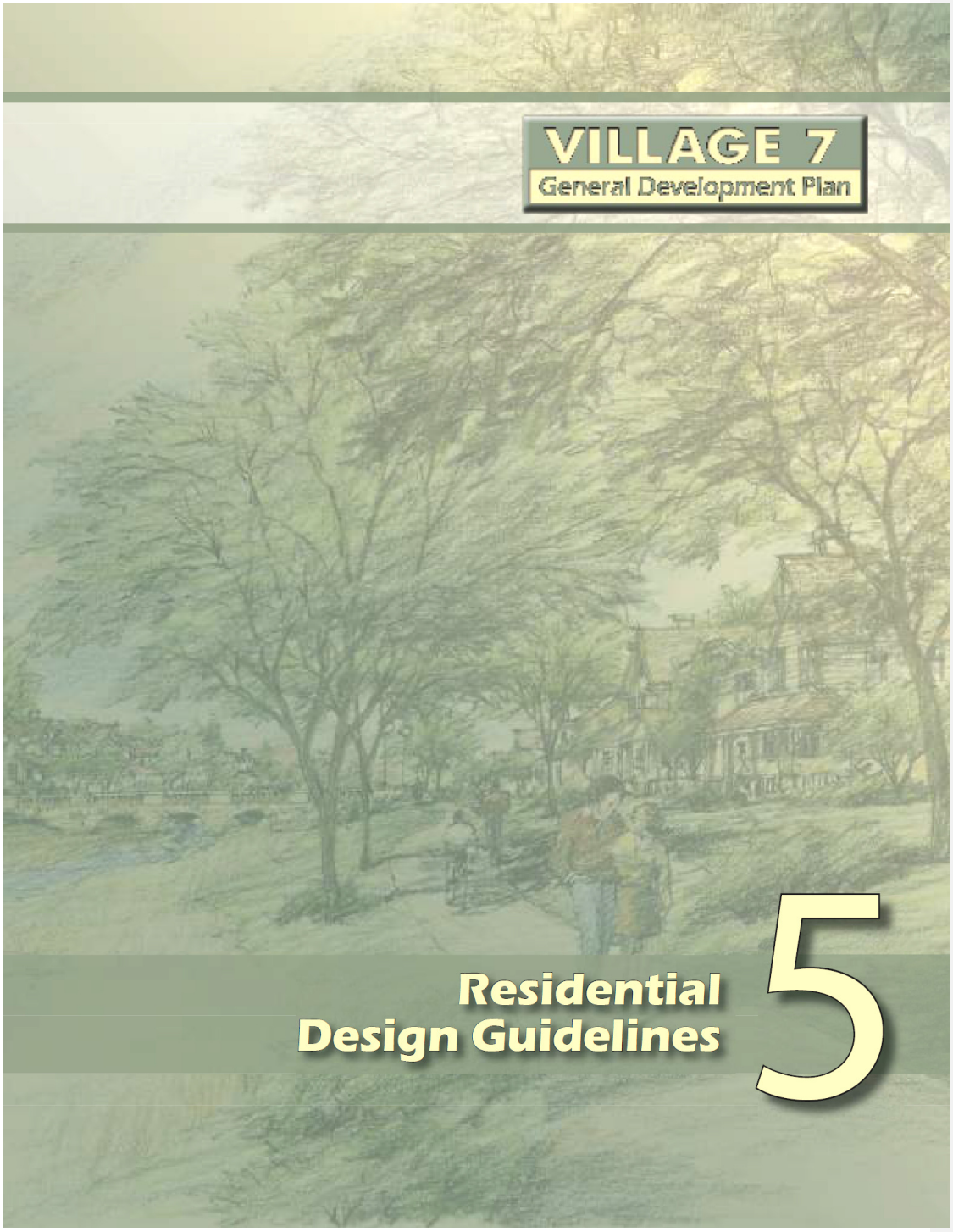
(1) As approved in this amended Lincoln Village 7 General Development Plan relative to the interpretation of Minimum Lot Area, Minimum Lot Area does not apply to existing parcels or existing parcels that have been merged into a single parcel. For Lincoln Village 7, Minimum Lot Area may be calculated as gross acres and may include easements and frontage landscape to back-of-curb at City right-of-way.


VILLAGE 7
General Development Plan
Residential
Design Guidelines
5

5.1 Overview

This section contains the design guidelines for the residential neighborhoods and builds upon the Land Use Regulatory Guide in Section 3. Where Section 3 of this General Development Plan focuses on the physical design of neighborhoods, these guidelines focus on the design of homes within them. It provides guidance for home siting and orientation, design quality, and architectural style characteristics.

These guidelines are organized into the following sub-sections.

1. Home Siting, Orientation, and Design Variation
2. Residential Design Elements
3. Architectural Style Characteristics

The Residential Design Guidelines are to be applied in conjunction with the residential development standards in Section 4. Together, these sections provide the regulatory framework and design guidance necessary to create residential neighborhoods that are consistent with the design principles outlined in the Regulatory Guide.



The guidelines are not to be applied as strict standards. Instead, they should be interpreted with flexibility, recognizing that a modern implementation of the traditional design elements outlined in this section is anticipated. This will allow home designs to respond to market conditions, development patterns, and/or new information that was not available when this GDP was approved by the City. While flexibility is needed, proper implementation of these guidelines, in tandem with the Regulatory Guide and Development Standards in Sections 3 and 4, is important to create neighborhoods that achieve the vision for the community.

~~5.2 Siting, Orientation & Design Variation Guidelines~~

5.2 Siting, Orientation & Design Variation Guidelines

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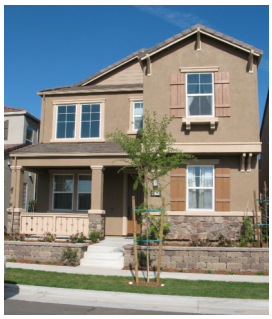

Porches and other visual cues instinctively separate the public and private realm.



Lane loaded homes "front" on to residential streets to engage the public realm and include rear lanes with through-access for automobiles.



Garage lanes open on to adjacent residential streets providing view corridors through neighborhoods.

Where the Land Use Regulatory Guide provides design principles for each neighborhood's development pattern, including the creation of lots and blocks, this sub-section provides the guidelines for the siting and orientation of homes on each lot, as well as the variety of architectural expressions expected of each neighborhood. This is important to ensure that homes will appropriately address the street and define the edge of the public realm and will have sufficient variety in design and character to create a traditional, "built over time" appearance.

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The following guidelines should be used to direct the plotting, layout, orientation, and dispersion of home designs within each village residential neighborhood:

5.2.1 Site Planning & Home Orientation

1. Residential lots should be designed to allow for home designs with indoor and outdoor living spaces oriented to the street, which de- emphasize the appearance of garages, such that the active spaces of a home are engaged with the streetscape.
2. Porches, low fences or walls, landscaping, or other features should be incorporated into home design in order to create a visual distinction between the public and private realm.
3. As provided for in the Regulatory Guide, where homes are located along a neighborhood edge street, where privacy, security and/or noise attenuation are not concerns, homes should "front" on to these streets rather than back up to them. These homes should have architectural elements such as doors, windows, and porches that are visually engaged with the public realm.
4. Homes should include design features, such as front doors, fenestration, and porches that are oriented to the front/street side of the home, to promote "eyes on the street" neighborhood watch.
5. As provided for in Section 5.3, homes located on corner lots or along neighborhood edge streets (such as the cCentral bBoulevard) should have enhanced architectural treatments on elevations facing a public street.
6. Where live-end cul-de-sacs or garage lanes terminate adjacent to a neighborhood edge street (such as the cCentral bBoulevard), homes should be plotted such that the cul-de-sac/garage lane creates a view corridor from the edge street into the neighborhood. In these instances, the homes located at the end of a cul-de-sac or garage lane should incorporate design elements (front doors, porches, fenestration) that front on to the collector street and engage the public realm.

5.2.2 Design Variation

1. The collection of homes in each village residential neighborhood should incorporate several architectural expressions, using a variety of floor plans, building forms, roof designs, materials, colors, garage orientations, outdoor living spaces, and architectural detailing.
2. Homes should be plotted in a manner that disperses a variety of home designs on each block, which ~~collectively.~~collectively create variety in scale and massing along the streetscape.
3. Each neighborhood shall have a minimum of three floor plans for each single-family housing type and include a minimum of three exterior elevations for each floor plan.
4. No more than two dwelling units with the same floor plan shall be plotted adjacent to one another along a street frontage. Where this plotting condition occurs, the floor plans should be reversed and each home should have a different exterior design, unique with respect to its elevation, roof forms, detailing, and color scheme.

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A variety of home designs and architectural expressions create an interesting streetscape and edge to the public realm.



Garage lanes can create cross connectivity and view corridors through neighborhoods.

5.3 Residential Design Elements

The design guidelines in this sub-section articulate the architectural quality expected of homes constructed in the community. Regardless of each home's architectural stye, there are several important elements that should be considered in home design, which include building massing, roof forms, entries, windows, and exterior finishes.

The intent of this guidance is to ensure that home design helps build the community's sense of identity, provides visually interesting streetscapes, and prevents the resulting neighborhood from appearing monotonous and sterile. By engaging living spaces with the public street, carefully siting and orienting garages, and encouraging a variety of architectural details and exterior finishes, the backdrop of homes that visually define the public realm of each neighborhood will create a sense of permanence and establish a strong community identity.

The design elements addressed in this section should be used to guide the design of single and multi-family homes. The guidelines should be interpreted with flexibility, allowing home design to respond to the context of the surrounding neighborhood, lot sizes, and applicable development standards. Also, the guidelines should be used in a manner that allows individual home design to adapt to the style characteristics provided in Section 5.4. A variety of home designs and architectural expressions create an interesting streetscape and edge to the public realm.

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5.3.1 Scale, Massing, and Façade Articulation

Encouraged

The proper design of a home's physical form, its massing and scale, is essential in creating neighborhoods that have a high-quality appearance. To ensure that homes possess a strong foundation for good design, several basic elements should be employed to ensure that the overall form, scale, and appearance of homes in each neighborhood create an environment that is comfortable for residents to walk, bike, and recreate. To achieve this intent, the following guidelines should be employed.



Breaking up the form and massing of homes with variations in building height, bulk, shape, and footprint, with offset wall planes on each façade. Two-story homes should incorporate one- story elements along the front street-side and rear facades to break up massing and provide visual relief. Also, see Corner Lot Guidelines on pg. 5-6.



Articulating building mass with a variety of building orientations, roof forms, and one-story elements.

Providing stylistic diversity using a mix of plan forms and elevations, and a variety of exterior finish materials. See Section 5.2 for additional guidelines regarding creating architectural variety through each residential neighborhood.



Integrating a combination of single and multiple-story elements into each neighborhood to create a varied streetscape skyline.

Using massing techniques that create a series of "building blocks" such that each home's outer form has a complex and interesting shape.

Not Permitted





Building footprints with a basic rectangle or "L-shaped" garage-forward house design.

Unarticulated massing that results in a box-like building form.



Repeated building forms that create visual monotony along the streetscape.

Homes that have repetitious flat wall planes, similar building profiles, and similar ridge heights.

5.3.2 Corner Lots and Neighborhood Perimeter Edges

Encouraged

The architectural treatment of homes located on corner lots and neighborhood edges requires special consideration to ensure that the visual character of the neighborhood is upheld. Wherever the facade of a home fronts along a street, its appearance influences the visual character of the streetscape. Therefore, any street-facing facade of a home located on a corner lot or neighborhood perimeter street should be treated as a primary facade that incorporates enhanced architectural treatments. For these conditions, the following guidelines should be used to direct home design.



Adding enhanced architectural elements to any home elevation that faces the street including the following.

A variety of window treatments including, but not limited to, window surrounds, trim, and multi-paned glass.

A variety of hipped and gabled roof forms.

Exterior façade details such as accent materials, color juxtaposition, and other architectural elements appropriate to a home's individual style; and

Changes in wall planes between first and second floors (as appropriate).



Enhancing corner lot units so that the elevations facing the street are treated as primary elevations. This includes articulated building mass, wrap around porches, single story elements, and detail elements specific to the architectural style of the home.



Making home plans easily adaptable to include elements such as wrap-around porches, bay windows, or pop-outside gables.

Not Permitted

Windows that lack trim elements and/or do not have the same design appearance as those on the front/primary building elevation.





Blank walls with no windows or other architectural enhancements that face a public street or park.

Large wall planes with no breaks between first and second story elements, and/ or with no changes in building massing.



5.3.3 Roof Forms

Encouraged

Roof forms are important elements of both home and neighborhood design and should have a high-quality appearance and provide variety along neighborhood streetscapes.

Careful consideration must be given to roof lines, ridge heights, roof forms, materials, and colors. To accomplish this intent, the following guidelines should be employed.



Varying roof forms within each neighborhood, specific to each home's architectural style, with changes in massing, pitch, and direction.

Using distinctive roof materials and colors on each home, that collectively create enough variety and avoids creating monotone-colored appearance along the street's skyline.

Ensuring that all elements of roof design are appropriate to a home's architectural style, with several different roof forms, planes, ridge heights, design features (gables, hips, dormers, etc.) that break up the mass of the roof and add to the home's architectural quality



Varying the height of ridgelines and facias.

Using roof materials with substantial, three- dimensional definition and create deep shadow lines along the roof plane.

Specifying roof colors that are harmonious with the color palette of each house.

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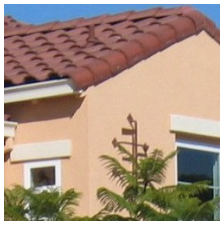




Not Permitted

Roof materials that are flat and create no shadow relief along the roof plane.





Repetitious gable ends, framed side to side on rear elevations.

Repeated roof forms and/or designs that create a monotonous streetscape, such that all houses appear to have a similar or same roof design.



Homes that all utilize the same roof materials and colors throughout the neighborhood.

5.3.4 Entries

Encouraged A home's primary entrance is an important element that influences the character of a neighborhood streetscape. It visually activates a home and engages it with the public realm. As such, a home's primary entrance, its "front door," should be articulated as the main focal element of its street-facing elevation. This is achieved through the appropriate use of several design elements, which are outlined below and should be used to guide the design and orientation of each home's entry.





Using roof elements, columns, porticos, recesses or projections, windows or other architectural features that "announce" a home's primary entrance.





Articulating entryways with porches or courtyards, where design is appropriate.





Orienting entryways to the front/street side of the house, and side street on corner units.

Not Permitted

Primary entrances that face a side yard, unless located on a corner lot or a paseo.

Front doors that are hidden behind garage doors and/or are not visible from the street.







5.3.5 Porches and Balconies

Encouraged

Porches and balconies add a visually-pleasing, pedestrian-scaled element to a streetscape edge, which brings outdoor living spaces to the front yard and promotes social interaction among neighborhood residents. These features also provide visual relief to the building mass. As such, porches and balconies are encouraged to promote social activity within the neighborhoods. When porches are incorporated into home design, these guidelines should be followed.



Covering porches with distinct roof forms that articulate the massing of the house, and utilizing wrap-around porches on corner lots, or lots adjacent to open areas.

Raising porches a minimum of 2-feet from the adjacent sidewalk elevation to create a visual separation between the public and private realm, and to provide a sense of security for homeowners.

Designing porches as an integral element of the building, with details, eaves, supports, and railings that are harmonious with the architecture of the home.



Designing porches to be at least 6'-deep and 10'-wide so there is sufficient area for outdoor furniture.



5.3.5 Porches and Balconies, continued

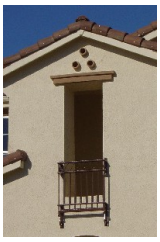
Encouraged



Using a variety of balcony designs, covered or open, and either recessed into the mass of the building or as a cantilevered element to match architectural style.

Adding decorative balconies to articulate and provide visual relief on exterior facades.









Not Permitted

Porches that do not wrap around the side of the house (on corner lots, where appropriate).

Porches that are less than 6'-deep.

Porches or balconies that appear "tacked on" or that lack architectural design elements evident in the home.







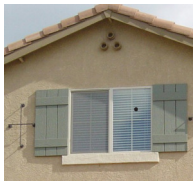
5.3.6 Window Treatments

Encouraged

Window location is determined both by the practical considerations of interior views and privacy, as well as exterior home design. To ensure that windows have a high-quality architectural appearance, the following guidelines should be implemented.







Adding trim elements that are appropriate to the architecture of the home and that enhance its appearance and provide shadow relief along each building elevation, including the following.

Decorative or bracketed window heads.

Full trim surrounds.

Fabric awnings or awning shutters;

Decorative shutters.

Detailed sill plates; or

Window boxes and flowerpot shelves.

Utilizing glass with no glazing (clear), or with lightly tinted, non-reflective glazing.

Using windows with dark, anodized, painted aluminum, vinyl, or wood frames that are harmonious with the architecture a~~n~~nd color palette of the home.

Utilizing vertically oriented window forms, with multiple windows paired or ribboned (3 or more) together with a unifying trim surround.

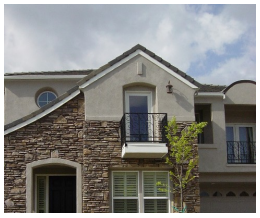
Including decorative trim elements on windows located on the sides and rear of homes, especially on elevations that face neighborhood edge streets and open space areas.



Including transom or clerestory windows in large wall planes, where appropriate to a home's architecture.

Recessing windows, when appropriate to home's architectural style (trim surround not necessary).

Using multi-paned windows where appropriate to architectural style.





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Not Permitted

Windows without trim surrounds or architectural enhancements on heads or sills.



Glass with dark or reflective glazing.



Clear anodized or mill-finished aluminum window frames.



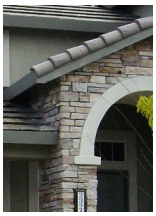
Monochromatic treatment of window surrounds that 'disappear' into the building facade

Clustered window forms that lack a unifying trim surround or bracketed window heads/sills

5.3.7 Materials, Colors, and Exterior Finishes

Encouraged

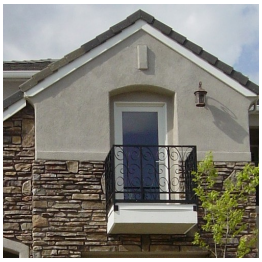
The composition of a home's colors and materials heavily influences its architectural quality and character. At a neighborhood level, a collection of homes that each possess a well-composed palette of materials and colors, helps generate a timeless appearance, adds diversity to the streetscape and establishes its character and identity. To help direct proper color and material composition, the following guidelines should be employed.





Adding accent materials such as brick, wood siding, or stone to punctuate important architectural forms, such as entryways, balconies, support columns, or porches.

Utilizing material changes in a logical and aesthetically-pleasing manner and that occur at reverse corners or return on a sidewall towards the privacy fence. Unless a material is being used to create a column effect, the side-wall return shall be no less than 4-feet.



Creating color schemes that visually articulate a home's exterior form and that highlight architectural features such as porches, support posts, fascia,
trim, and other detail elements.

Using a maximum of four (4) material types and/or colors, exclusive of the roof and trim.

Including architectural detailing on homes with rear or side elevations that face public streets or parks.





Not Permitted





Accent materials that appear "tacked on" to the house and/or do not have sufficient sidewall return

Large-sheet siding materials such as plywood, T1- 11, or other materials that create an unnatural appearance and/or create distinct reveal lines that are not harmonious with a home's architectural style.



Accent materials that appear fake or synthetic.

Single color use on an entire home, with no distinction between the primary body and architectural elements or trim.

5.3.8 Garage Design and Orientation

Encouraged

The prominence of garages along residential streets are a component that can affect the overall scale, appearance, and walkability of a neighborhood. To ensure that garages are incorporated into the design of each home and do not dominate the streetscape, the following guidelines should be implemented.



Varying garage placement in a neighborhood to reduce the visual prominence of garage doors along the streetscape.

Reducing the visual impact of a doublewide garage by using two single doors, in lieu of one single door.

Using garage doors that have a unique window design and/or color scheme that is appropriate to a home's architectural style.



Reducing the prominence of three-car garage configurations by utilizing off-set and/or separated bays, or tandem garage configurations.

Prevent side-entry/swing-in garages from becoming a focal point along the streetscape by using architectural elements such as windows or flower boxes, on the side wall facing the street.

Creating shadow lines and dimensional relief by using garage doors that incorporate raised panels with a wood-like exterior finish and appearance.



Articulating the garage door plane with treatments such as trellises, Porte cochere, brackets, or architectural headers.



5.3.8 Garage Design and Orientation, continued

Encouraged

Using alternative garage placement options to avoid a visual monotony of garage doors along the residential streetscape, such as the following.

Recessed Garage

Located at least 5 ft. behind the front elevation/living space or porch projection, with setback variations ranging from 5 ft. to 10 ft.

Corner Lot with Side-Street Entry Garage

Garage entry occurs from a side street, thereby eliminating the garage and driveway from the front face of the house.

Forward Swing-In Garage or Split Garages

Located at the front, side, or rear of a plan to reduce garage door's prominence on the streetscape. A minimum of 25 ft. between the garage door and the side property line is needed to accommodate back-up space.

Alley-Loaded Garage

Accessed from a rear or side alley to eliminate driveway cuts along the front street.

Detached Garage

Located toward the rear of the lot behind the primary structure.

Not Permitted

Front-loaded garages that are located closer to the street than the house's primary front walls and/or porch areas.

Garage doors that are flat, appear unnatural, and/or have no windows.

Blank walls facing the street on forward swing-in or side-entry garages.

Garage door placement that dominates the front facade.

3-car garage bays that have no off-sets in the front wall plane or separation among bays.











ENCOURAGED: AC units are screened from view by low fencing and landscaping



NOT PERMITTED: AC units are located next to building entrances and not screened from view.



ENCOURAGED: Equipment rooms provide space for utilities

5.3.9 Utilities and Storage Areas

The design of each neighborhood should give careful consideration for the placement of utilities, equipment boxes, solid waste receptacles, and other infrastructure-related facilities. This is particularly important in neighborhoods with ~~m~~compact development forms, such as small-lot single-family homes or attached townhomes and apartments. The overall intent of these guidelines is to provide design direction for the placement, orientation, and screening of utilities and related facilities to ensure that they are screened from public view and integrated into the design of a residential neighborhood to the best extent possible. With proper attention, these facilities can be unnoticeable elements of a neighborhood versus visually prominent fixtures of the public realm. The following guidelines should be used for air conditioning units, solid waste receptacles, and utility boxes and equipment.

Air Conditioning Condenser Units

1. Air conditioning condenser units (AC units) should be screened from view with a combination of fencing, walls, and/or landscaping. For single-family detached homes, AC units should be in fenced, side or rear yard areas that screen them from off-site view. For compact and/or attached housing types, where limited or no private yard space is provided, AC units should be located adjacent to buildings and banked where possible within single enclosures.
2. Screening of AC units should not interfere with the air circulation requirements of the units and should not inhibit access for unit maintenance.
3. AC units should be located away from building entrances or private outdoor spaces, such as porches and patios.
4. Where feasible for the housing type, AC units should be located on roof tops within equipment wells, or behind parapets or roof ridges, where the equipment can be fully screened from ground-level view.

Solid Waste Receptacles

1. For neighborhoods where individual toters will be used for solid waste, recycling, and/or green waste, toters shall be located within a fenced yard or an enclosure that screens them from view along a public street or garage lane. Acceptable locations include the interior of a garage (provided it does not conflict with the required clear space for parking), within a fenced rear/side yard, or within a separate enclosure that screens them from off-site view.
2. For neighborhoods or multi-family developments where common- use solid waste receptacles are used, each receptacle (or grouping of) shall be located within a trash enclosure that fully screens it from view.

3 The design of trash enclosures should consist of a solid fence or wall, with gate, that matches the style, color, and material of the adjacent building and incorporates landscape screening and plantings such as shrubs and vines.

4 Trash enclosures should be easily accessible for service trucks, with access provided from secondary streets or garage lanes.

5 Trash enclosures should not be located near pedestrian traffic and gathering areas within a neighborhood or multi-family development, such as entries and plazas.

Utility Boxes and Equipment

1 In neighborhoods with compact housing types, including attached homes and apartments, utility boxes (gas meters, water meters, electric meters, etc.) should be banked or clustered together.

2 Utility meters and other equipment should be screened from view with landscaping or screen walls, or should be located within an enclosure or equipment room that screens them from view.

3 Where utilities cannot be fully screened from view, they should be located in landscape planters (not flat turf/groundcover areas) and painted to blend in with adjacent surfaces. For instance, wall-mounted equipment such as electric and gas meters should be painted to match the adjacent building color, and surface-mounted equipment such as transformers and backflow prevention valves should be painted dark green or black to blend in with the landscaping.

4 Components of the neighborhood's infrastructure and utilities, such as electrical transformers, cable/telephone utility boxes, backflow preventers, etc., should be oriented away from public view and should be sited next to buildings or in landscaped areas behind the back of sidewalks, where they can be screened. In addition, these facilities should not be placed in prominent view corridors, such as at street corners or paseos, where they are prominent in the public view or create visual blockages to key pedestrian linkages within a neighborhood.

5 To the extent possible and allowable by utility companies, electrical transformers, cable/telephone utility boxes, backflow preventers, and other infrastructure-related components should be screened with evergreen landscaping or placed in an enclosure.

6 Where utilities are located on the roof of a building, they should be located within roof wells or screened from ground-level view by screen walls that are integrated into the building and roof design. In these instances, equipment screening should not appear to be added or "tacked on" to the roof or building and should utilize materials, colors, and exterior finishes that are integral to the architectural design of the building.



ENCOURAGED: Gas meters banked and located within an enclosure.



ENCOURAGED: Utility meters painted to match building color.



NOT PERMITTED: Gas meters not painted or appropriately screened.



NOT PERMITTED: Transformers not screened from view and located adjacent to building entrances.

5.4 Architectural Style Characteristics

Several architectural styles have been selected for the Lewis Property, which are intended to provide diversity and individuality for each village residential neighborhood, while maintaining an overall consistent character for Village 7. The residential styles include, but are not limited to:

1. American Cottage
2. Craftsman
3. American Farmhouse
4. Traditional Americana

The architectural style sheets provided in this sub-section should be used with the residential design elements in Section 5.3 to guide home design. The massing, character, and detailing of the architectural styles should be as authentic to the selected styles as possible. However, the style sheets should be used with flexibility to allow contemporary adaptations of traditional vernaculars. Architects and designers are encouraged to exercise creativity and individual expression in conceiving and interpreting architectural form.

Furthermore, architectural styles should be honest and appropriate for the building typology. Where feasible, the choice of architectural expression should be derived from the respective building typology (i.e. row towns, courtyard buildings, single family homes, etc.).

5.4.1 American Cottage

The American Cottage architectural style, often influenced by Craftsman homes, provides a strong sense of character in many older California communities. Style elements include massive chimneys, dormers, and tall, narrow multi- paned windows that are often grouped. Roof form is primarily shallow with wide projecting gables. Wide front porches with tapered columns are also indicative of American Cottage design. In an effort to allow design diversity, both traditional and abstract interpretations of this style are encouraged.



Outlooker



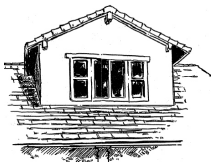
Tapered Columns



Dormer with Shed Roof



Band of Windows



Shallow Roof with Projecting Gable



Wide Front Porch

Graphics shown are for illustrative purposes only.

Element	Defining Characteristics
Form	One and two-story massing with simple gabled roofs
Roof	Primarily shallow roofs with wide projecting gables and wide overhangs; flat or shingle roof tile
Walls	Stucco and/or horizontal siding
Windows	Vertically proportioned multi-paned windows arranged in horizontal banks or bands (paired or tripled); dormer windows with shed or gable roof element
Details	Wide porch across front elevation with tapered column detail; outlookers at gable ends

5.4.2 Craftsman

Inspired by the Arts and Crafts Movements of the late 19th Century, the Craftsman style focuses on the beauty of simplified lines and massing. Craftsman architecture usually features low-pitched roofs with broad overhangs and exposed rafter tails. Materials include stucco and horizontal siding. Wide front porches are another key element—generally supported by heavy wood columns made of wood or stone. In an effort to allow design diversity, both traditional and contemporary interpretations of this style are encouraged.



Outlooker



Band of Windows



Stacked Stone



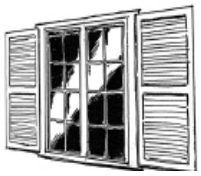
Exposed Rafter Tails

Graphics shown are for illustrative purposes only.

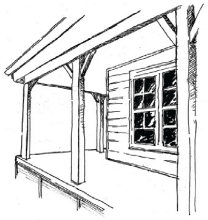
Element	Defining Characteristics
Form	Asymmetrical or symmetrical forms; simplified lines and massing with emphasis on the horizontal
Roof	Low-pitched gable roofs with broad unenclosed eave overhangs, exposed rafter tails; flat or shingle roof tile
Walls	Stucco and/or horizontal siding with stone accents
Windows	Vertically proportioned multi-paned windows arranged in horizontal banks or bands (paired or tripled); dormer windows with shed or gable roof element
Details	Wide front porches supported by heavy tapered wood columns of stone or wood; outlookers at gable ends

5.4.3 American Farmhouse

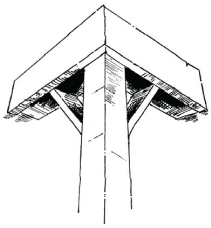
The American Farmhouse is traced back to both Colonial and New England architectural styles. Through technological advances and material availability, the style has evolved from its historical roots. Predominant features include large wrap porches with simple detailing, two-story massing with primary gable, steep pitched roofs, and accent materials. In an effort to allow design diversity, both traditional and contemporary interpretations of this style are encouraged.



Louvered Shutters



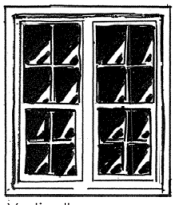
Large Wrap Porch



Square Posts



Primary Gable on Front Elevation



Vertically Proportioned Windows



Simple Railings

Graphics shown are for illustrative purposes only.

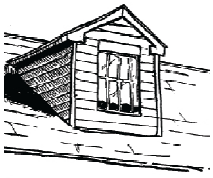
Element	Defining Characteristics
Form	Two-story massing with symmetrical or asymmetrical form
Roof	Steep pitched roofs; primary gable on front elevation; flat or shingle roof tile
Walls	Predominantly horizontal siding; could be combined with stucco and/or vertical siding elements
Windows	Vertically proportioned windows on front elevation
Details	Large wrap porches, square posts and simple railings, louvered attic vents and louvered shutters

5.4.4 Traditional Americana

Traditional Americana architecture recalls residential design from America's heartland. The simple massing is generally asymmetrical—a combination of one and two-story elements. Appropriate materials include brick, stone, wood- like siding, dormer windows, shutters, wide eaves, and wide wrap porches with simple column detailing. In an effort to allow design diversity, both traditional and contemporary interpretations of this style are encouraged.



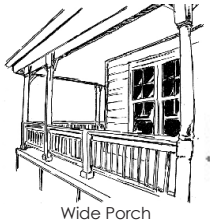
Shutters with Enhanced Sill



Dormer Windows



Simple Massing with Gabled Roofs



Wide Porch



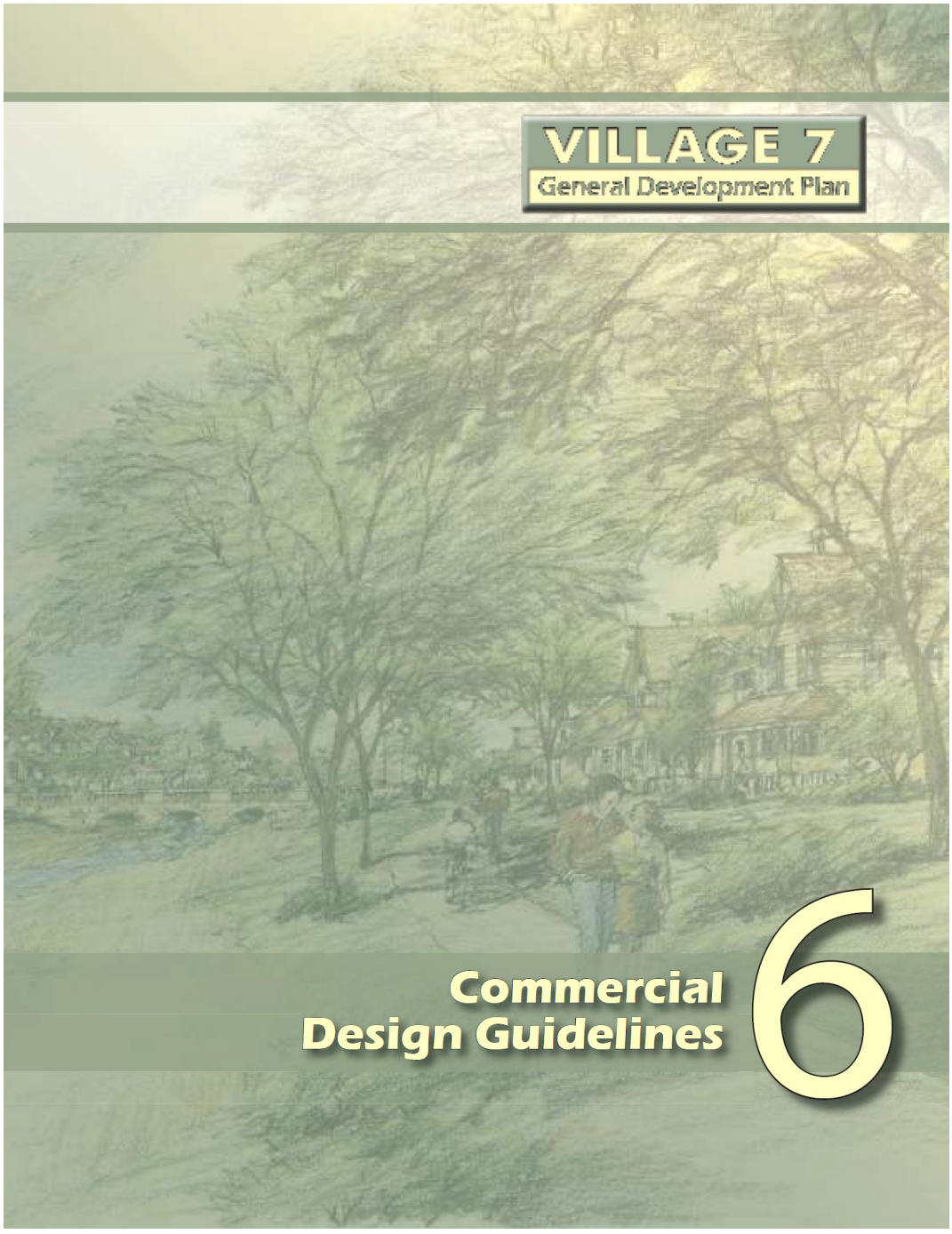
Simple Railings



Windows with Simple Trim

Graphics shown are for illustrative purposes only.

Element	Defining Characteristics
Form	One and two-story elements; simple massing, generally asymmetrical form
Roof	Simple gabled roofs with wide eaves (may include shed or side hip roofs); flat or shingle roof tile
Walls	Stucco and/or horizontal siding
Windows	Vertically proportioned multi-paned windows with simple trim; dormer windows; louvered or plank shutters; enhanced sills
Details	Wide wrap porches with simple column and railing details; simplified cornice trim at gable ends


VILLAGE 7
General Development Plan
Commercial
Design Guidelines
6

6.1 Overview

Development of the Village Mixed Use site in the Village Center should have a planning and design program that establishes a consistent architectural character. This will ensure that retail buildings and the community center have a cohesive architectural appearance. The design of buildings and structures, including landscaping, signage, and site furnishings will be considered as part of a greater whole.

6.2 Commercial Design Guidelines

Encouraged

The following guidelines will guide the design of non-residential projects.

1. The placement, visibility, and architectural style of buildings constructed for development of the Village Center will evoke a strong sense of place, which reflects the architectural styles used throughout the residential villages.
2. Primary building facades will be sited along, and oriented to, public streets and/or public park spaces.
3. Building facades that are visible to the public realm will be designed with sufficient architectural detail and features to create a visually-interesting streetscape and skyline.



4. Service areas, trash, mechanical equipment, and loading facilities will be located away from street and park edges and screened from view in the public realm.
5. The siting and design of all buildings will consider natural site features, relationships to streets, climatic orientations, and proximity to residential areas.
5. ~~The siting and design of all buildings will consider natural site~~

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~~features, relationships to streets, climatic orientations, and proximity to residential areas.~~

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6.21.1 Overall Design and Style

Encouraged To ensure that visual appearance of non-residential development is in keeping with the character envisioned for the community, the following guidelines shall be employed:





1. All proposed development shall respond contextually to adjacent land uses. This may be achieved using height, scale, fenestration, and other architectural detailing.

2. Building facades should have an architectural style that complements the natural setting. The overall use of materials and colors shall be coordinated to achieve harmony and continuity of design.

3. Building forms, design elements and features shall clearly define entrance points to the site.

4. Buildings should be sited to provide functional outdoor spaces that enhance opportunities with adjacent open space and park areas.





6.21.2 Scale, Massing, and Façade Articulation

Encouraged: To ensure that buildings have an interesting form that will facilitate the creation of a pedestrian- scaled, walkable environment, the following guidelines should be employed.



1. Building frontages and sides of buildings oriented to the street or other public areas should incorporate a combination of roof lines, building projections and recesses, arcades, a variety of pedestrian level display windows, and trim or belt courses.

2. The wall height, cornice, or parapet line between buildings should be coordinated.

3. Buildings with walls over 50 feet in length shall be visually divided into smaller parts to reduce overall bulk. The apparent mass of a building may be reduced by variations in roof form and parapet heights, changes in wall planes, ground level arcades, recessed entries, vertical accents, pronounced projections, changes in texture and color of wall surfaces, landscape planter areas, and recessed windows with multi-panel treatments.



4. Buildings should incorporate design techniques that reduce their perceived height by dividing the building mass into smaller scale components. One way to achieve this breakdown is to provide a well-defined base, middle and top to the building:

5. A solid building base may be achieved by elements such as low planters and walls, base planting, a base architectural veneer banding and treatments defined by a different material, texture, or color.



6. A well-defined building top may be achieved by using features such as distinct and multiple architectural roof forms, clearly pronounced eaves, and distinct parapet designs and cornice treatments.

7. Other approaches and methods of establishing building definition exist and will be considered if the resulting design achieves a sense scale and character consistent with the surrounding context.







8. Towers and taller building heights, rounded or cut corners, special window display areas, plazas and other elements are strongly encouraged at corner locations to define the space as an important location.

9. Buildings with flat roofs should have pitched roof elements or other integrated architectural features, extended parapets, or projecting cornices in order to create a prominent edge when viewed.

10. Courtyards, patios, covered walkways, trellises, and enclosed gardens are encouraged to facilitate pedestrian use and create opportunities for conjunctive uses with adjacent park and open space areas.

11. Architectural projections such as overhangs, detail elements, columns, awnings, or other architectural features that create a change in wall plane, should be provided along large wall expanses, especially along public streets.





12. Rear and side facades that are visible from public streets or neighboring properties shall be carefully designed with detailing like the front façade. Although the architectural treatment may be simplified and vary according to function, all elevations should remain consistent through style, use of materials, colors, and details.

13. Site walls and screen walls shall be architecturally integrated with the building.





6.21.3 Colors and Materials

Encouraged

The exterior finish of all non-residential buildings should complement the overall character of the community by utilizing the following techniques.



1. A diverse palette of materials and colors on the wall planes, roofs, and ground plane is required to visually articulate the bulk and mass of a building.

2. Building colors should be mainly subtle, neutral, or muted earth tones.

3. Material or color changes should occur at a change of plan, and specifically at "inside" corners. Piecemeal embellishments and frequent changes in materials and/or colors should be avoided.

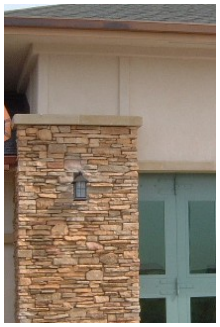
4. Color variation using compatible hues should be used to reduce the apparent scale and building mass of large buildings.

5. Stains and flat paints are encouraged. High gloss paints and other materials that are highly reflective are discouraged.

6. Stripes or bands of highly contrasting or vibrant colors that are not compatible with the style of architecture should not be used.









7. Details and ornamentation may be of pre-cast stone, concrete or synthetic materials, metal, wood, masonry, tile, and glass. The choice of materials should be governed by the style as well as its location and proximity to the pedestrian corridors.

8. Finish materials shall be appropriate in their use and application and be durable and of high quality. Basic wall materials include stucco, masonry (brick and stone), siding (wood, synthetic wood composites), metal and cast concrete or synthetic-concrete composites.





9. Roof materials may be of a built- up or membrane type at parapet conditions, and concrete tile or metal roof (flat, standing seam, or corrugated) at roof pitches 3:12 or greater.



10. All vents, gutters, downspouts, flashing, and similar shall be painted to match the color of the adjacent surface.

11. Reflective, colored, and tinted glass should be avoided, and only clear, transparent windows shall be used on ground floor elevations.



6.21.4 Parking, Service, Storage, and Refuse Buffers

Encouraged The following techniques shall be utilized to screen visual impacts of parking, service, storage, loading, and refuse areas from public view.



1. Service and maintenance areas, storage, loading docks, mechanical equipment, trash facilities, and refuse bins shall be located away and/or screened from public view, including streets, major pedestrian areas, open space areas, parks and school uses. Such areas and facilities should be in low visibility areas that are accessible to service collectors and shall be screened from the view with walls and landscaping. Trash collection, service and loading areas should be separated from main circulation and parking areas.

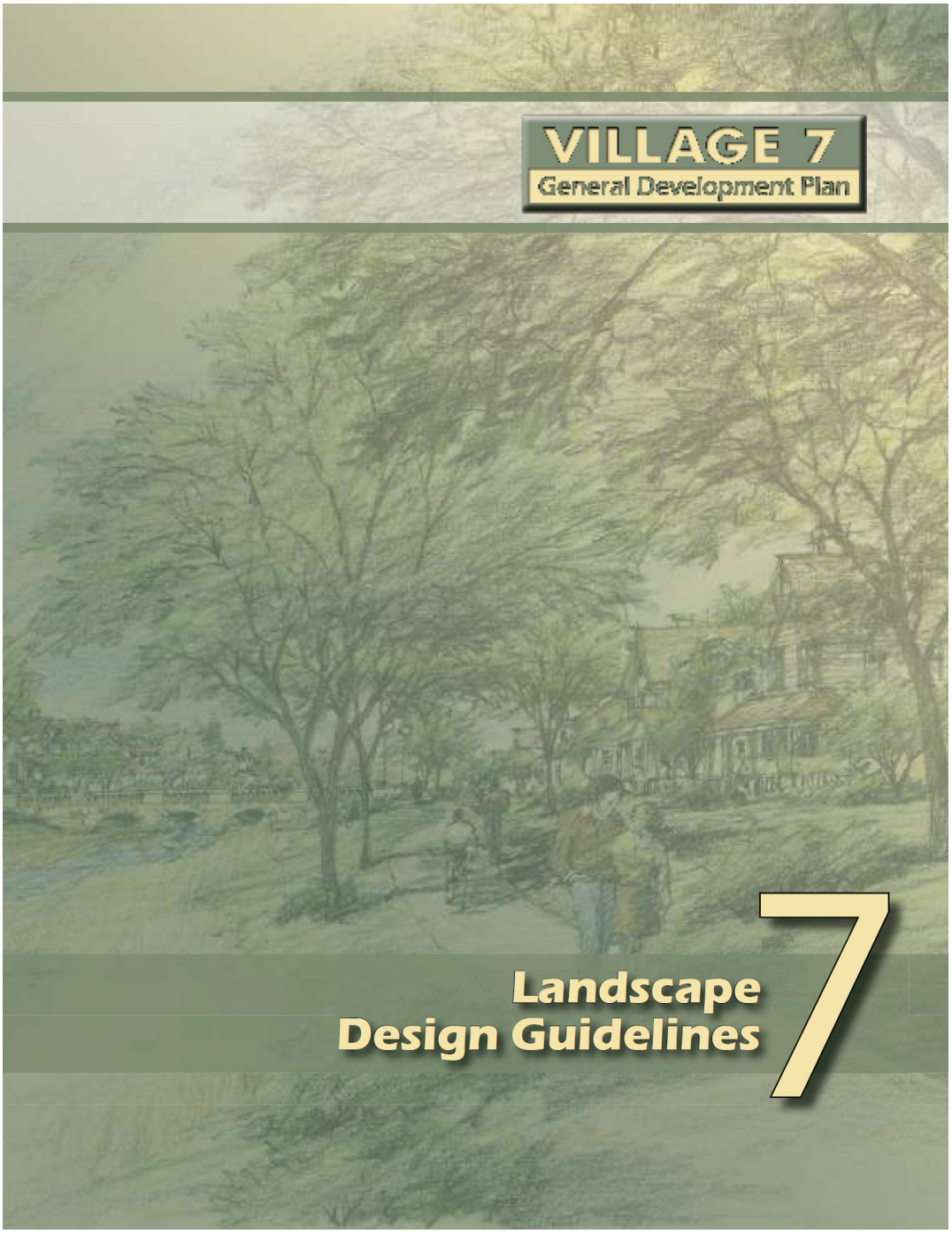


2. Service and refuse areas of nearby buildings should be clustered together when possible.

3. If applicable, shopping carts should be stored within the building or in a screened enclosure with a wall that is integral to the architectural design of the adjoining building.



4. Trash enclosures should be located away from pedestrian traffic and gathering areas such as project entries and plazas. Common use refuse and recycling containers shall be fully enclosed by a solid fence or wall and gate that match the style, color, and materials of the adjacent building. These elements should incorporate landscape screening planting such as shrubs and vines.


VILLAGE 7
General Development Plan
Landscape
Design Guidelines
7

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7.1 Community Theming

7.1.1 Streetscape Plan

The Landscape Design Guidelines are assembled for the purpose of intelligently and cooperatively guiding the physical implementation of the Specific Plan, as well as to create a distinctive character and quality image for Village 7. Furthermore, these guidelines are provided to serve as an outline for the community's overall theme and character, and to provide uniform standards for development in compliance with General Plan policies OSC 3-2, 3-9, and 3-10.



The guidelines are intended to encourage creativity in solutions to specific design opportunities. However, to meet the overall objectives of the Specific Plan, certain standards must be met in the General Development Plan. The guidelines provide detailed performance criteria and standards to be considered by City Staff, Design Review Committees, Planning Commission, and/or City Council in the review of the individual developments within the community. Where the provisions of the design guidelines are more restrictive than the zoning ordinance, the General Development Plan shall govern development.

The levels of development, which together provide for the total community experience, include the following.

Private development parcels, including acreage established for single-family and multi-family residential housing and commercial use areas.

Public and Quasi-public development parcels including acreage established for open space, landscape corridors, and public parks.

Specialty components include street tree selection, lighting, decorative paving, decorative walls, fencing, street intersection treatments, vehicular and pedestrian entries, monuments and iconographic signage. These specialty features are the most important elements in establishing a community 'signature', and as such will be dispersed throughout Village 7 as illustrated in this section.

The design theme for the Village 7 community is focused on the rural and agrarian heritage of the area, but with a strong emphasis on Contemporary Californian architectural elements that are common to the cultural legacy of Lincoln.

As a design style, **"Contemporary Rustic Californian"** employs a mix of historical architectural influences, which defines it as a uniquely Californian design style. This is achieved using natural materials such as stone and wood, manmade materials such as brick, architectural elements in earthen tones and detailing that includes metal work for lighting and community furnishings.

With great emphasis on the importance of open space as an integral theme of the Village 7 community, a plant palette and a design scheme has been developed that celebrates both the natural environment and the farming heritage of Lincoln and the surrounding area.

Distinctive community design elements and required components are as follows.

Clay oriented products are responsible for providing some of the most enduring architectural decorative elements in California, and as such, the built elements of Village 7 including pilasters, monuments, and sign walls, will reflect this heritage. Brick colors will be Spanish Moss with dark accents. A hierarchy of signs, monuments and iconographic design elements follows in the proceeding section.

1. Elements traditionally constructed of wood such as arbors and lattice screens should be constructed out of wood-textured metal for durability and ease of maintenance. Finish colors shall be earthen tones of dark brown and ochre with lighter accent colors for emphasis and contrast.
2. Stucco finishes may be incorporated as an accent material in colors illustrated in the preceding section.
3. A palette of plants with an emphasis on color, texture, and layered forms to add a distinctive richness to the landscape has been selected. Any landscape design for parcels, street sections or parks and open space areas should be appropriate for the local climate and soil conditions, harmonize with the native vegetation, and provide an appropriate transition between the formal landscaping in developed areas and the natural character of the open space areas.
4. Plant materials should consist of an appropriate mixture of deciduous and evergreen species, where visual screening is specifically intended. Parking lots subject to shade requirements should be planted with deciduous trees only. Where year-round screening is required, a limited number of deciduous species shall be used.
5. The rate and growth and the ultimate size of all plant materials should be considered in all landscape designs. Plant materials should be selected and positioned to minimize interference with pedestrian and vehicle movement. Also, plant materials should avoid blockage of signs, buildings, and street lighting.
6. In all planting areas a mixture of shrubs, groundcover and/ or mulch should be installed to provide full coverage of soil areas. A variety of complimentary plant materials are encouraged to achieve a richness of texture, shape, and color to reinforce the landscape concept for the community.
7. Planting areas, except for groundcover planting and turf areas should receive a minimum of three (3) inches of walk-on shredded bark mulch. Fibrous (gorilla hair) mulch, crushed colored marble or other aggregates, other than decomposed granite, are prohibited.
8. While drought tolerant species are encouraged all planted areas shall be irrigated with an automatic sprinkler system or drip system. Open space areas that are restored or replanted may receive irrigation that is temporary in nature and to be removed at plant establishment. Sprinkler heads shall be selected and placed to minimize damage from pedestrian and vehicle movement. Head-to-head coverage shall be achieved in all applications
9. All irrigation and landscaping shall conform to City of Lincoln's Water Conservation Ordinance contained in Chapter 15.28 of the Municipal Code, as well as California Assembly Bill 1881 and AB 1420 which promotes and enforces water use and conservation practices.

Master Street Tree Plan

The planting approach for the community incorporates a hierarchy of trees, shrubs, and groundcovers that are intended to evoke a rural landscape setting. Along street edges, the landscape architecture creates a formal setting, with linear rows of street trees and groundcovers. Beyond the street edges, in the linear parkways that separate the major roadways from the developed areas, the landscape architecture creates a less formal, rural setting with trees planted in clusters or small groves, and groundcover and shrub treatments that create a casual backdrop to the urban street edge. Along the site's edges, and along Open Space preserve interfaces, the landscape design approach mimics the site's existing setting, with natural plant species that create a visual transition from the formally developed environment.

The master plant palette specifies several plant materials that vary in species, height, color, and density. Fire-resistant plant species should be used sparingly adjacent to open space areas and roadways. Low growing shrub vegetation and fire-resistant broadleaf deciduous trees should be utilized instead. Consistent utilization of the palette will create a strong, unified landscape framework that helps define the community's sense of place.

To create the desired unified landscape theme throughout Village 7, this section contains plant palettes for trees, shrubs/vines, and groundcovers that should be used for landscape plans for any public spaces, including street edges, linear parkways, and parks/mini parks.

Table 7-1: Master Street Tree Palette

KEY / STREET	CHARACTER	PRIMARY TREE	ALTERNATE TREE
1 FERRARI RANCH ROAD	*Primary Street Tree:*	***Zelkova serrata 'Village Green'*** Village Green Zelkova	None
	Rural Zone: Informal Groupings	***Quercus agrifolia*** Coast Live Oak ***Gingko biloba 'Autumn Gold'*** Autumn Gold Gingko ***Cedrus deodara*** Deodar cedar	None
	Agrarian Zone: Orchard Planting	***Cercis canadensis 'Forest Pansy'*** Purple Leaf Redbud ***Prunus s. 'Kwanzan'*** Flowering Cherry ***Magnolia soulangeana*** Saucer Magnolia	***Laurus nobilis*** Sweet bay ***Lagerstroemia x faurial Hybrids*** Crape Myrtle
	Edge:	***Carpinus betulus'Fastigata'*** Pryimidal Hornbeam	***Crataegus laevigata 'Pauls Scarlet'*** Paul's Scarlet Hawthorne
	Primary Median Tree:	***Zelkova serrata 'Village Green'*** Village Green Zelkova	None
	Accent Median Tree: Nosings	***Lagerstroemia x faurial Hybrids*** Crape Myrtle ***Cercis canadensis 'Forest Pansy'*** Purple Leaf Redbud	None
2 LIBERTY PARKWAY & SHALLUS BOULEVARD	*Primary Street Tree-Central Boulevard:*	***Tilia cordata'Greenspire'*** Little-leaf Linden	None
	Primary Street Tree-Western Boulevard:	***Acer rubrum 'Red Sunset'*** Red Sunset Red Maple	None
	Street Tree: Informal Groupings	***Quercus virginiana*** Southern Live Oak ***Pistacia chinensis*** Chinese Pistache ***Cedrus deodara*** Deodar cedar ***Quercus shumardii*** Shumard Red Oak	None
	Primary Median Tree:	***Ulmus parvifolia 'Drake'*** Drake Evergreen Elm	None
	Accent Median Tree: Nosings	***Lagerstroemia x faurial Hybrids*** Crape Myrtle ***Cercis canadensis 'Forest Pansy'*** Purple Leaf Redbud	None
3 RESIDENTIAL COLLECTOR STREET	Villages 1 & 2: The Villages	***Acer rubrum 'Red Sunset'*** Red Sunset Red Maple	None
	Village 3: The Orchard	***Ulmus parvifolia 'Drake'*** Drake Evergreen Elm	
	Village 4: The Vistas	***Tilia cordata'Greenspire'*** Little-leaf Linden	
	Village 5: The Arbors	***Liriodendron tulipifera*** Tulip Tree	
	Village 6: The Avenues	***Platanus acerifolia 'Bloodgood'*** London Plane Tree	
	Village 7: The Retreat	***Quercus virginiana*** Southern Live Oak	
4 VILLAGE ENTRY	*Accent Tree Plantings:*	***Quercus phellos*** Willow Oak ***Crataegus laevigata 'Pauls Scarlet'*** Paul's Scarlet Hawthorne ***Gingko biloba 'Autumn Gold'*** Autumn Gold Gingko ***Lagerstroemia x faurial Hybrids*** Crape Myrtle ***Cercis canadensis 'Forest Pansy'*** Purple Leaf Redbud ***Carpinus betulus'Fastigata'*** European Hornbean ***Cedrus deodara*** Deodar cedar ***Prunus s. 'Kwanzan'*** Flowering Cherry ***Magnolia soulangeana*** Saucer Magnolia	None
5 PRIMARY RESIDENTIAL STREETS (Locations are not shown on Street Tree Concept Map)	*Small Lot:*	***Acer rubrum 'Red Sunset'*** Red Sunset Red Maple ***Laurus nobilis*** Sweet bay ***Nyssa sylvatica 'Wildfire'*** Wildfire Tupelo	None
	Traditional Lot:	***Pistacia chinensis*** Chinese Pistache ***Nyssa sylvatica 'Wildfire'*** Wildfire Tupelo ***Tilia cordata'Greenspire'*** Little-leaf Linden ***Ulmus parvifolia 'Drake'*** Drake Evergreen Elm	None
	Garage Lanes:	***Laurus x 'Saratoga'*** Saratoga Laurel ***Rhaphiolepis 'Majestic Beauty' Standard*** India Hawthorn ***Podocarpus macrophyllus*** Yew Pine ***Cupressus sempervirens 'Glauca'*** Italian Cypress	None

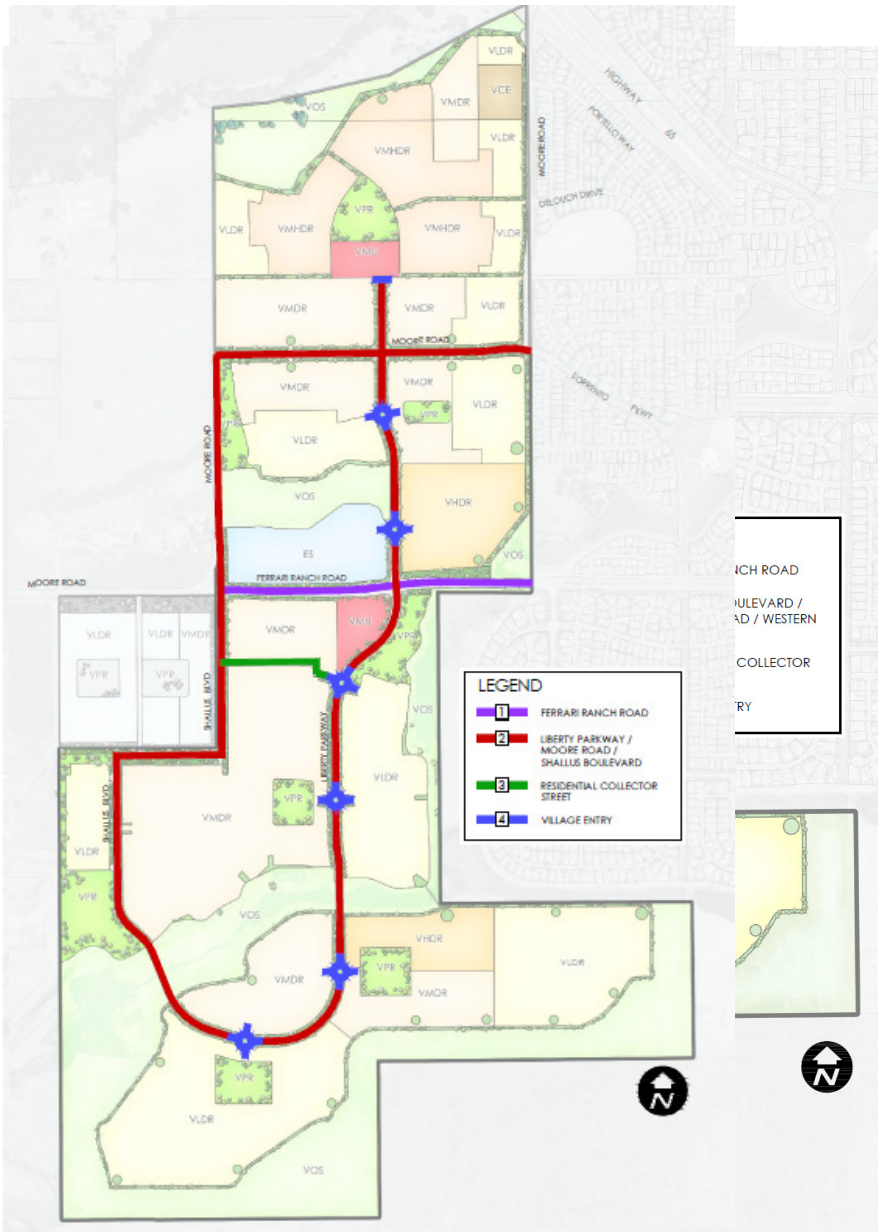


Figure 7-1: Street Tree Concept Plan

Preferred Street Trees



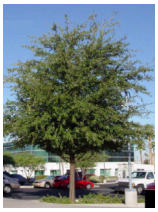
Autumn Gold Ginkgo



Deodar Cedar



Pyramidal Hornbeam



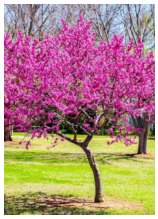
Southern Live Oak



~~Pink Flowering Locust~~Willow Oak



~~Chanticleer Pear~~Pink Dawn Chitalpa



Forest Pansy Redbud



~~Italian Cypress~~Wichita Blue Juniper



Red Sunset Maple



Coast Live Oak



Chinese Pistache



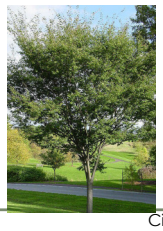
Tulip Tree



Crape Myrtle



Greenspire Linden



Village Green Zelkova

7.1.2 Gateways and Entry Features

Gateways and entrance features are to be visually prominent elements of the public realm that, through thematically consistent design elements, define the character of Village 7. Sited at key locations throughout the community, these features will utilize a common palette of plant materials, hardscape elements, project icons, and accent materials that reinforce Village 7's character and sense of place. A hierarchy has been developed for primary and secondary/ neighborhood entry features, each of which is designed to have a different level of visual emphasis, depending on each feature's purpose and location. The different types of gateway/entry features, including siting and application within Village 7, are outlined as follows.



Figure 7-2: Entry Monument Elevation

7.1.3 Primary Community Entry

Ferrari Ranch Road / Liberty Parkway ~~Central Boulevard~~

The most significant gateways in the community are located along ~~the~~ Liberty Parkway ~~Central Boulevard~~, at the southern and northern sides of its intersection with Ferrari Ranch Road. As the primary entrances into the community, these gateways have an enhanced design that creates a significant sense of entry. As a major points of arrival, these gateways visually establish the hardscape and landscape theme for the entire community. These entry features are intended to align with the Type 1 Major Project Identification Signage outlined in Section 7.2.

Primary Community Entry Key Characteristics

1 Larger-scale monuments framing the intersection of the roadway forming a large plaza entry to the community. These primary monuments are relatively grand in scale and are meant to reinforce the sense of arrival while providing a great pedestrian experience. Bench seating and pedestrian scale lighting shall be installed to provide an intimate pedestrian experience.

2 Low walls will be used to define the plaza environment and shall integrate with thematic walls, pilasters, and the street edges of Ferrari Ranch Road and Liberty Parkway~~the Central Boulevard~~.

3 Entry plaza elements including the pergola and monumentation will reflect the rural character and establish a grand presence at the intersection. The rural character of the community will be reinforced with significant stands of evergreen and deciduous accent trees, planted formally to complement the grand scale of the entrance monument, but transitioning to an informal naturalized pattern as it envelopes the water feature.

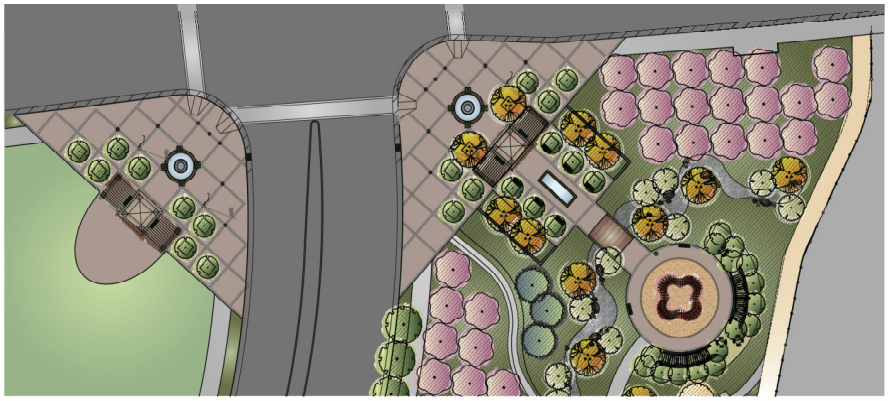


Figure 7-3: Primary Community Entry Plan

4 Lighting and signage may be incorporated into the monument design in a subtle manner that is secondary to the overall form.

5 Accent plants and formal groupings of shrubs and groundcovers planted at the base of the pilasters to add color and variety to the gateway.

6 Enhanced pedestrian crosswalks at intersection surrounding roundabout, defined with stamped concrete, pavers, or other accent material.

7 Trees and shrubs over 18" in height are not permitted in visibility

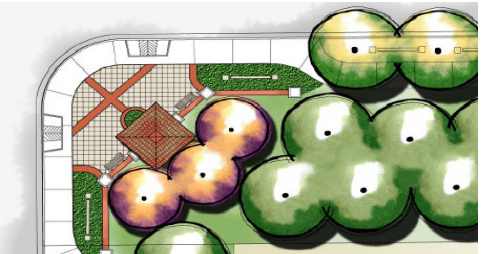
triangles.

Secondary Community and Neighborhood Entry Features

Secondary Community Entry features and Neighborhood Entry features within the community are distinguished with monuments and pilasters that thematically match the Primary Community Entry feature but are scaled down in size and proportion. The intent is to create landmark waypoints along community roadways and provide a visual transition into each neighborhood. These entry features will be designed in conjunction with Type 3 – Neighborhood Entry Signage (Section 7.2) where appropriate.

Key Characteristics

1. Secondary Community Entry - Smaller-scale monuments flanking each side of the roadway, located at neighborhood entries along Ferrari Ranch Road and Moore Road. Monuments shall be integrated into any adjacent community wall and may be combined with smaller stand-alone pilasters and sign walls.
2. Neighborhood Entry - Small-scale monuments located on street corners at neighborhood entrances along Liberty Parkway~~the Central Boulevard~~.
3. May be combined with Type 3 – Neighborhood Entry Signage.
4. Residential Neighborhood identification signage or thematic logos/ emblems incorporated into pilaster/wall elements in the form of an iconographic logo imprinted in a metal plaque.
5. Lighting and signage shall be incorporated into the monument design in a subtle manner that is secondary to the overall form of the monument.
6. Pilasters flanked by formal plantings of accent trees that reinforce the visual monumentation.
7. Formal groupings of shrubs and groundcovers to add color and variety to the foreground of the hardscape elements.



Roundabouts

Several roundabouts may be located along Liberty Parkway ~~the Central Boulevard~~ at key entrances to the residential neighborhoods. While these features are intended to slow traffic, they also provide visual relief and variety to the streetscape. As such, roundabouts will be treated as focal elements providing visual way points for drivers, bicyclists, and pedestrians. It is important that internal elements of the roundabouts are constructed so as to not impede the view of drivers and pedestrians to avoid potential conflict.

Key Characteristics

1. Roundabouts (width as determined by the City's traffic engineer), should have rolled curbs and be located in the center of the right-of-way.
2. Mounds of shrubs or tall groundcovers layered or stepped within low walls or raised planters to provide visual interest.
3. Enhanced pedestrian crosswalks at intersection surrounding roundabout, defined with stamped concrete, pavers, or other accent material.
4. All roundabouts will conform to the City's design criteria with respect to turning radius.



Figure 7-4: Typical Neighborhood Roundabout Entry

Bridge Features

There are two roadway bridges as well as two pedestrian bridge crossings located within the community. Bridge features should have a thematic architectural design and be clad with brick that matches the hardscape materials used in the entrance features. Wing walls, abutments and any accompanying columns shall also be clad to match.

Key Characteristics

1. Decorative railing and rail caps that provide a three-dimensional, architectural appearance along the streetscape.
2. Stone pilasters with decorative caps, used along the street edge to provide rhythmic breaks in the spans of railing.
3. Decorative light standards that are unique to the bridge but are part of the same design "family" of light standards used on all streets.
4. Brick cladding that matches the other hardscape materials used in entrance feature.

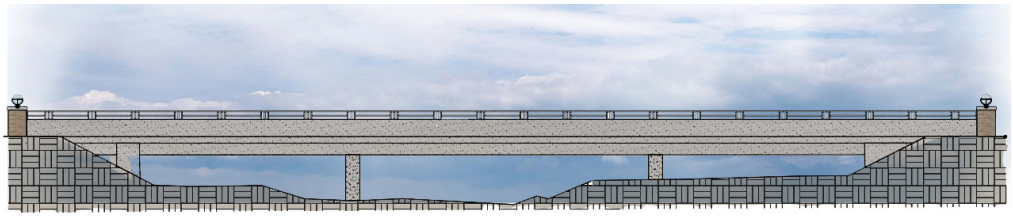


Figure 7-5: Ferrari Ranch Road Bridge Crossing

7.2 Community Signage

Signage and landmarks are important elements of the overall character and streetscape theme in the community. The proper location and design of signage features help orient residents and visitors to the community, while reinforcing its sense of place.

The signage philosophy is to establish the project's identity through a combination of thematic entrance features, hardscape elements, and related signage and landmarks. Guidelines for entry features are provided in Section 7.1. The community signage and landmark features described in this section are intended to create a cohesive system of icons for project identity and way finding and thus should be read in conjunction with Section 7.1 for proper application of monuments and signage.

Sign elements referred to in this section are intended to globally address the community's identity, rather than specific project or tenant identification. Specific sign requirements for commercial businesses are subject to review per a sign program approved as part of the future site-focused Specific Development Plan for that site.

Several sign types are envisioned to enhance the community character of Village 7. Figures 7-6 and 7-9 show the location of these various sign types throughout the Village 7 community.

Type 1 – Primary Identification Signage: Located at Village 7's primary entrance gateway at the gateway at the entry bridge on Ferrari Ranch Road. It identifies the Village 7 community and announces entrance into the residential neighborhoods beyond.

Type 2 – Secondary Community Entry Signage: Located at the secondary community entry at the intersections of Ferrari Ranch Road and Moore Road, and Moore Road and ~~the Central Boulevard~~ Liberty Parkway, these signs function much like the Type 1 signage, but have a smaller scale.

Type 3 – Neighborhood Entry Signage: Residential entrance identification signage, distinguishing each of the residential neighborhoods.

Type 4 – Community Feature Signage: Identification signage located at public parks, schools, or other civic facilities; also, interpretive signage located along multi-use trails within the Open Space preserves.

Type 5 – Marketing Signage: Temporary signage used to orient visitors to model homes and other community features when the project is under construction. (Locations not shown; to be determined at time of development.)

Type 6 – Open Space Signage: Type 6 signage interpretively identifies the surrounding open space areas and destination points along the

multi-use paths.

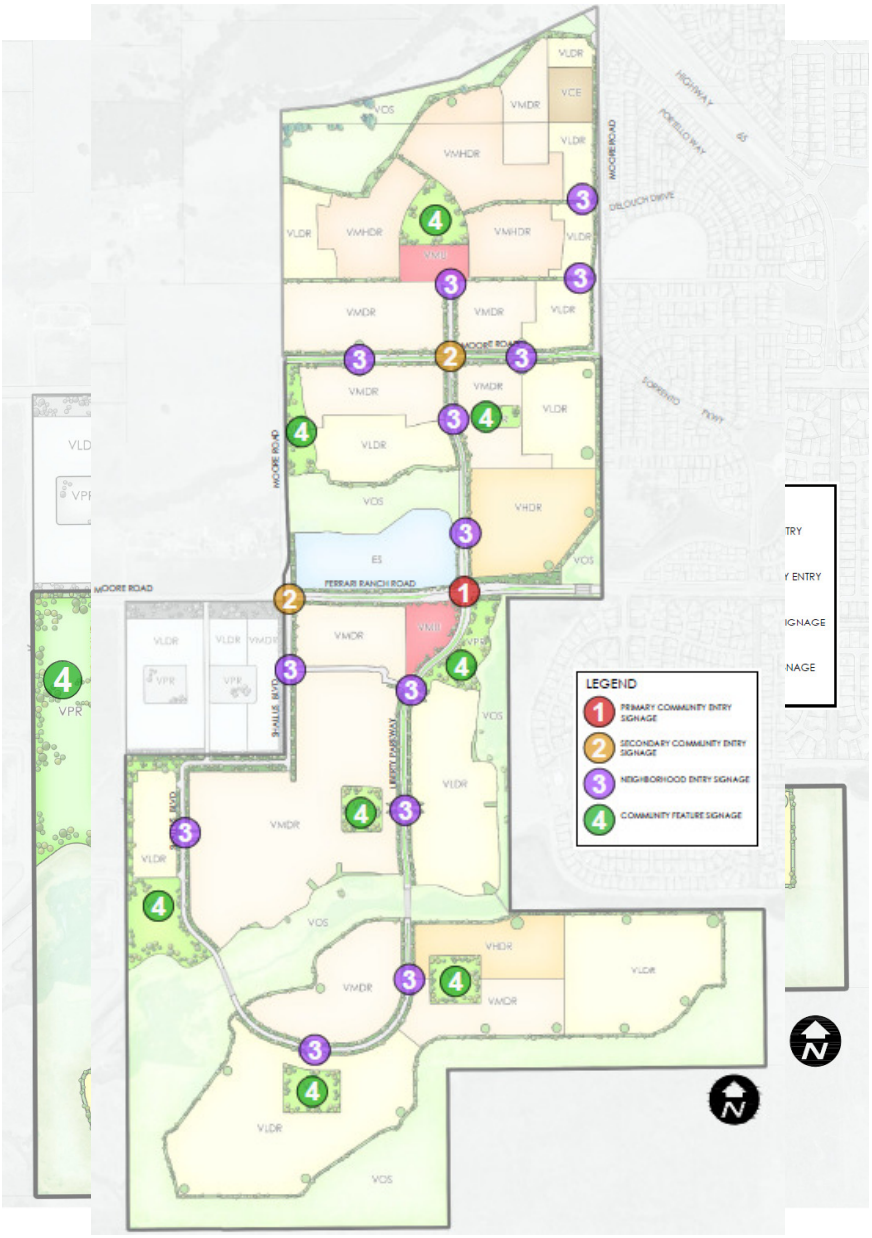


Figure 7-6: Community Signage Key Map

Type 1 – Primary Identification Signage

This sign type is intended to be incorporated as a freestanding element into the Primary Community Entry feature, located at the intersection of Ferrari Ranch Road and Liberty Parkway~~the Central Boulevard.~~

Elements include the following.

1. Signage and logos incorporated into thematic walls flanked by thematic pilaster.
2. Project identification text provided with raised metal letters at a minimum height of 10-inches, set on stucco background.
3. Maximum area per sign is 50 sq. ft. and is limited to community identification.
4. The height and width of each sign may vary and shall be complimentary to the entry monument feature that it is incorporated into, such that each sign serves as easily read community identification marker.
5. External illumination via ground-mounted, vandal-resistant, up-lights

Type 2 – Secondary Community Identification Signage

This sign type is intended to be incorporated as a freestanding element into
the Secondary Community Entries outlined in Section 7.1.

Elements include the following.

1. Signage and logos incorporated into thematic walls flanked by thematic pilaster.
2. Project identification text provided with raised metal letters at a minimum height of 8-inches, set on stucco background.
3. Maximum sign area for each logo/emblem is 6 sq. ft.
4. Height and width of each sign may vary and shall be complimentary to the entry monument feature that it is incorporated into, such that each sign serves as easily read community identification marker.
5. May have external illumination via ground-mounted, vandal-resistant, up-lights.

Type 3 – Neighborhood Entry Signage

The landscape features at each residential neighborhood entrance are permitted to have identification signage. Signage shall repeat the community project identification theme or may identify the specific neighborhood with a logo insert in the form of a metal plaque.

Elements include the following

1. Decorative stone pilaster thematically designed to complement the Primary and Secondary Community Signs and Monuments. (8'-high maximum).
2. Materials consist of brick that match the project's hardscape theme.
3. Neighborhood identifications and/or logos shall be located on a metal plaque.
4. May have external illumination via ground-mounted, vandal-resistant, up-lights.
5. May be located on neighborhood entry corners.

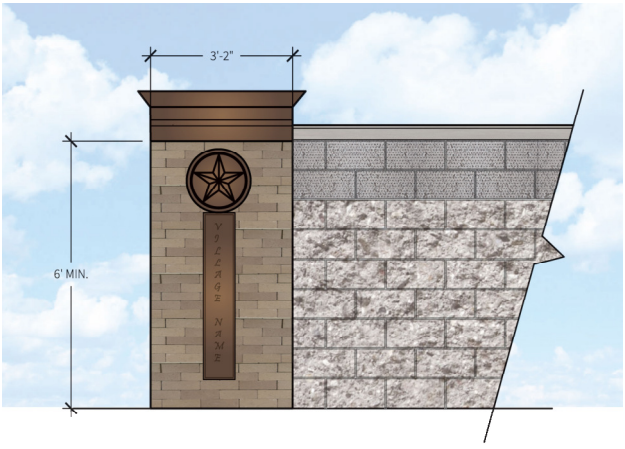


Figure 7-7: Typical Neighborhood Entry

Type 4 – Community Feature Signage

Type 4 signage identifies key features and destination points, such as the project's parks, multi-use trails, school, community building, open space and other community features.

Elements include the following.

1. Free-standing wall signs (5'-high maximum).
2. Materials consist of brick that match the project's hardscape theme.
3. Signage is limited to identifying the facility or community feature.
4. Consistent font used on all Community Feature signs.
5. Sign lettering is provided as surface mounted metal lettering. Maximum size: 12-inches
6. Maximum lettering area of 20 sq. ft.
7. May have external illumination via ground-mounted, vandal-resistant, up-lights.

Type 5 – Marketing Signage

Type 5 signage provides a unified approach to on-site temporary marketing and real estate signage that is common within a master-planned development during build-out. These signs are intended to orient visitors to model homes and other community features and will be removed upon build-out of the community.

Elements include the following.

1. Freestanding signs (8'-high maximum), with support posts.
2. Thematic posts, sign board, and color scheme that is complimentary to the rural streetscape character and permanent hardscape features.
3. Coordinated signboards with removable marketing signage and logos.
4. Maximum sign area of 48 sq. ft. per side.
5. Located in parkway strips between curb and sidewalk, in a manner that does not obstruct vehicular sight distances.
6. Marketing signs are subject to a master sign program and master Encroachment permit.

Type 6 – Open Space Signage

Type 6 signage interpretively identifies the surrounding open space areas and destination points along the multi-use paths. All open space signage shall conform to the City of Lincoln Sign Ordinance.

Elements include the following.

1. Locate approximately every 500' (as appropriate per the design) along multi use trail inside the post and cable fencing and at trail entrance points.
2. Locate a 3' radius zone around the sign adjacent to multi use trail.
3. Signposts should be anchored in a concrete footing, sloped to drain.
4. Sign text and/or content subject to change according to City of Lincoln Sign Ordinance.



Figure 7-8: Typical Open Space Signage



Figure 7-9: Open Space Signage Key Map

7.3 Walls and Fences

Walls and fences throughout Village 7 are intended to provide screening between properties and uses, help define the edges of linear ~~parkways, and~~parkways and provide privacy and security for private property. It is anticipated that there will be limited use of walls, except along the north and western edges of the community where required for sound ~~attenuation, or~~attenuation or where incorporated as part of entry features. The design and material for walls and fences varies depending on the specific purpose but will be united through a common thematic color/ material application. Several wall and fence types are ~~provided for~~provided, as summarized below, and illustrated as follows.

Type 1 – Perimeter Walls and Fencing: Masonry soundwalls and/ or open view fencing (or combination thereof as appropriate to the particular setting) to visually distinguish between the public and private realm.

Type 2 – Tubular Steel View Fence: Semi-transparent barriers typically located between private yards and open space preserves.

Type 3 – Post and Cable Fence: Low-scale fencing along open space edges that visually define preserve areas.

Type 4 – Standard Mesh Fence: Semi-transparent barriers for use at the school site.

Type 5 – Wood Fence: Property line fencing in residential areas to define side and rear yard spaces and provide privacy and security.

The typical location for each fence type is illustrated in Figure 7-103. In addition, guidelines for the siting of residential yard fencing are provided later in this sub-section.

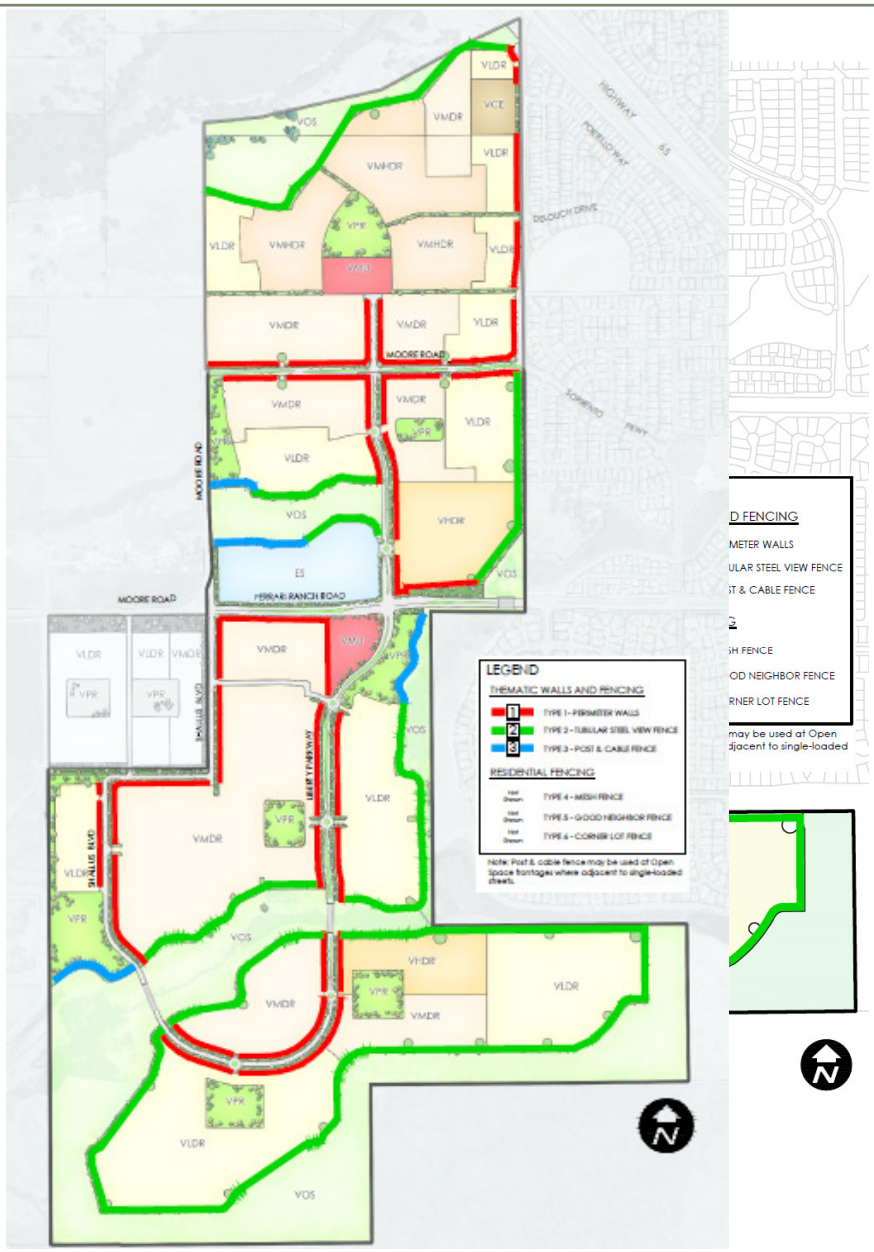


Figure 7-10: Wall and Fence Key Map

7.3.1 Type 1 – Accent Fencing and Low Decorative Walls

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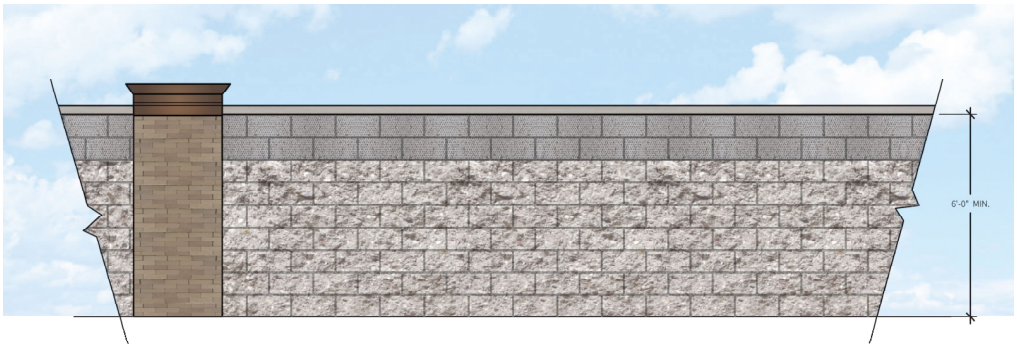
Perimeter walls and fencing are used throughout the community, accomplishing several objectives. In entrance features, perimeter walls are used as decorative features to enhance the streetscape and reinforce the landscape theme and will be combined with minor entry monuments for signage purposes. These elements are also used to define the edge between linear parkways and adjacent land uses at the back of major roadway corridors and can also be used to screen utility boxes within the landscape corridors.

Guidelines are as follows:

1. Perimeter walls and fencing should be 6' minimum in height and constructed of durable high-quality materials.
2. Perimeter walls shall be constructed of CMU and should include a decorative wall cap.
3. Utilize thematic pilasters at regular intervals as determined by topography and/ or product types, and at changes of direction for both the accent fencing and low decorative wall.
4. At key points, such as corners, pilaster may be larger in size for decorative accent.
5. Where provided, caps on pilasters and fences should be simple in character and may extend above the fence height limit.



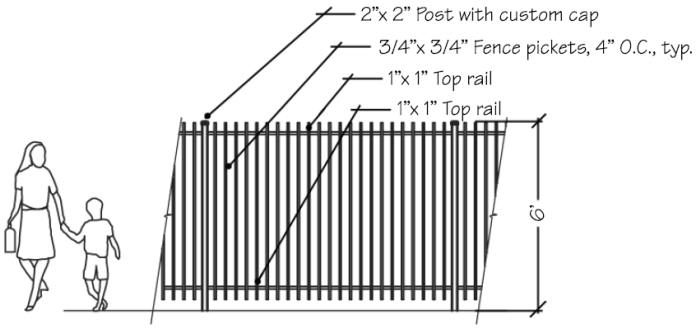
Masonry Wall

7.3.2 Type 2 – Tubular Steel View Fencing

Tubular steel view fencing is intended to provide a barrier between different land uses where maintaining or maximizing views is desired. Appropriate applications of this fence type include edges between private residential yards and open space preserves, linear parkways, or parks. Tubular steel fencing may also be used along the school. Figure 7-~~10~~3 indicates the typical locations for Type 2 fencing throughout Village 7. The application of this fence type is also shown on the residential yard fencing diagrams provided later in this section.

Guidelines are as follows:

1. 6-feet high tubular steel—painted black.
2. Posts at 8-foot intervals. Pilasters shall be installed at the terminus of all Tubular View Fence as it approaches road rights-of-way. Fence shall not be directly attached to pilaster.



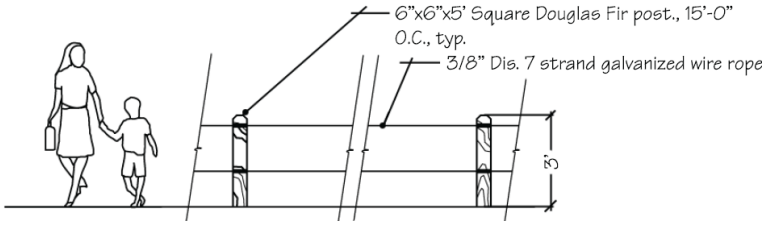
Tubular Steel View Fence

7.3.3 Type 3 – Post and Cable Fence

To limit vehicular and pedestrian access to open space and wetland preservation areas, post and cable fencing is designated for use along the edges of open space parcels abutting public spaces such as parks and along roadways. Figure 7-~~10~~3 indicates the typical location of this fence type throughout Village 7.

Guidelines are as follows:

1 Refer to accompanying standard detail for more information.



Post and Cable Fence

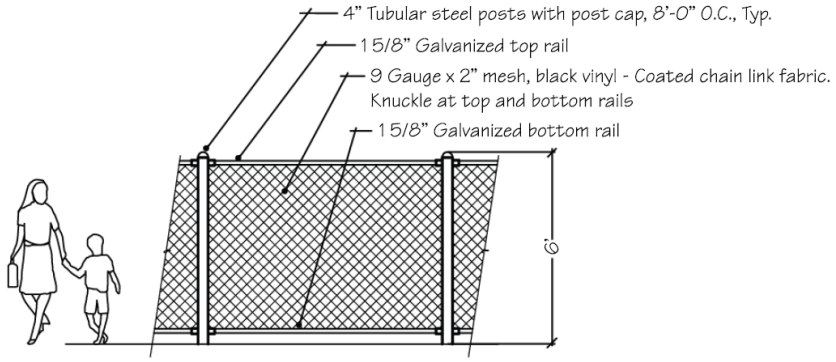
7.3.4 Type 4 – Standard Mesh Fencing

Mesh fencing is intended to provide a semi-transparent barrier at the school site, where needed along site edges to protect children. The actual layout and location of this fence type shall be determined by the school district.

Guidelines are as follows:

1 6-feet high metal mesh fence-black vinyl clad.

2 Black posts and cross rails.



Standard Mesh Fence

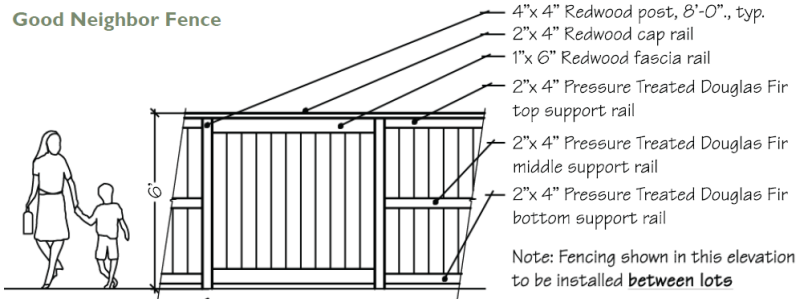
7.3.5 Type 5 – Wood Fencing

Solid wood fencing is intended to provide privacy and security between residential units. Typically, this fence type is to be installed between single- family residential units on all sides, unless parcel configuration backs onto to open space, parkland, or a linear parkway. Two fence type design standards are provided: a Good Neighbor Fence to use between private yards, and a Corner Lot Fence to use along street edges.

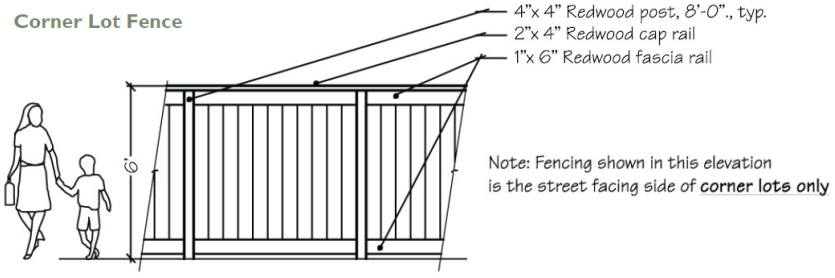
Guidelines are as follows:

1. Up to 6-feet high.
2. Constructed of number 2 grade lumber or better. Construction grade lumber or dog-eared pickets are not allowed.
3. Fence color to be determined during neighborhood review.
4. Good neighbor fencing used between lots.
5. Corner fencing height is subject to sight distance requirements.
6. Corner lot fencing shall return to a house wall no more than 10-feet from the corner of the unit but may extend further to block views to bedroom or bathroom windows. Corner lot fencing shall not be placed in front of kitchen, living room or dining room windows.

Good Neighbor Fence



Corner Lot Fence

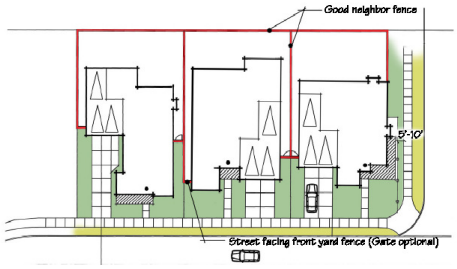


7.3.6 Siting Guidelines for Residential Yard Fencing

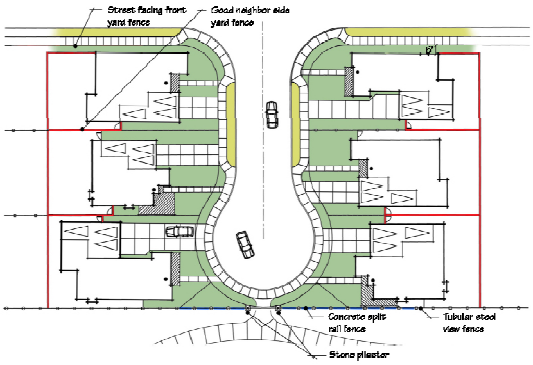
The siting and placement of residential yard fencing is an important element that helps shape the visual character of Village 7's public realm. Several different fence types are allowed, as previously outlined in this sub-section. For residential properties, careful attention must be given to the placement and siting of fences to ensure that homes are engaged with the street. The goal of these guidelines is to ensure that:

1. Fencing defines, and helps create a visual transition between, the public realm and each home's private yard space.
2. An appropriate level of screening and privacy is provided for each home.
3. Homes remain engaged with the public realm, such that fencing does not create a hard edge or barrier that physically blocks a home's interface with the streetscape.

To this end, several diagrams are provided to illustrate the appropriate placement of fencing on residential lots, each of which is tailored to address the different circumstances of Village 7's various housing types.

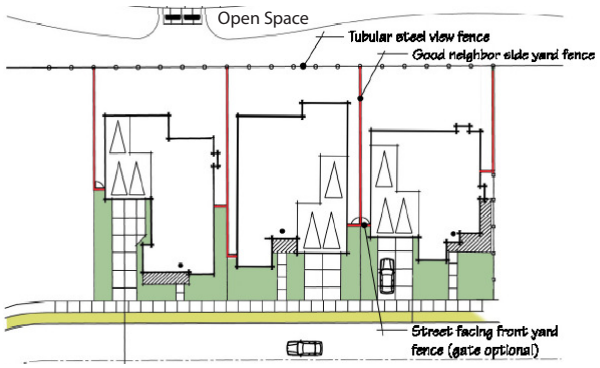


Front Loaded Lot

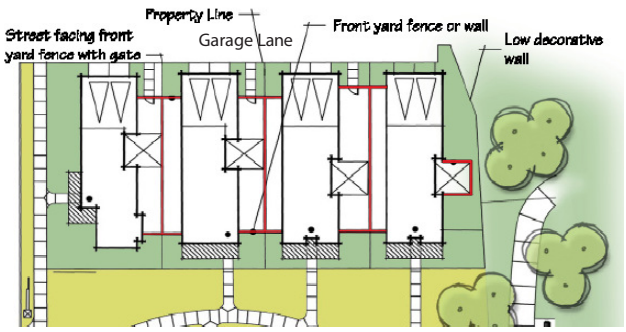


Live-End Cul-de-Sac

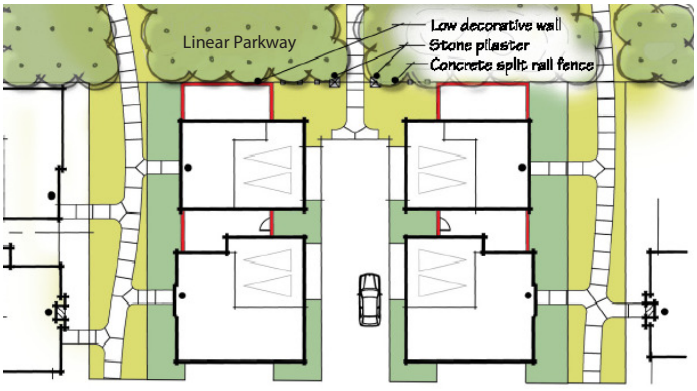
Front Loaded Lots at Open Space



Rear Loaded Lots



Lots Adjacent to Linear Parkways



7.4 Parking Lot Landscaping and Shading

7.4.1 Landscape Guidelines

The primary goal for design of parking areas is to reduce and soften the visual impact of large asphalt areas and views of cars and to provide shade for parked cars. The following goals and guidelines apply primarily to the Town Center and Community Park but shall be applied to any public parking environment except on-street parking.

Guidelines are as follows:

1. To provide shade, trees in parking areas should be planted in an "orchard style" grid pattern. This approach will provide shade, reflect the agrarian heritage of the region, and create a visually pleasing environment. See shading Requirements on the following pages for details.
2. Provide convenient and safe pathways to minimize pedestrian conflicts with vehicular traffic.
3. Shrub/hedge screen planting should be provided where parking lots face streets, plazas, property edges and between parcels. All hedges used for parking lot screening should be a minimum of 30 inches tall or be used in combination with earthen berms or low walls that provide an appropriate screen.
4. Encourage the use of bio-swales in parking lots where feasible.
5. Sight lines should be maintained for vehicle safety at entry points and to each parking aisle within parking lots.
6. A minimum standard of a 15 ft. wide landscape buffer shall be maintained between all parking lots and buildings and parking lots and property edge. This may include walks.
7. A minimum standard of a 15 ft. wide landscape buffer shall be maintained between all parking lots and streets.
8. A minimum standard of a 10 ft. wide landscape buffer shall be maintained at all side and rear property lines adjacent to parking lots.
9. Vehicle overhang allowance at parking lot edge into landscaping or over sidewalk shall be a 2 ft. maximum.

7.4.2 Shading Requirements

Shading Design Intent

Trees shall be planted and maintained throughout the surface parking lots to ensure that within fifteen years after planting of trees, at least 50% of the parking lot will be shaded. This should be calculated by using the estimated crown for mature trees, assumed to be at fifteen years of age. Each planting area shall be of adequate size for the landscaping approved and shall have adequate irrigation for the landscaping.

The shade requirement is for all parking stalls and the maneuvering space directly behind the parking stall. If a site has two or more unconnected parking areas, shade is calculated separately for each area. If they are connected by a joining drive, they are calculated as one lot. The following paved areas are not required to comply with the shade requirements.

1. Driveways and drive aisles not used for parking maneuvering.
2. Truck loading, parking, and maneuvering unconnected to and exclusive of any vehicle parking.
3. Surfaced areas not to be used for vehicle parking, driving, or maneuvering, provided they are made inaccessible to vehicles by a barrier such as bollards or fencing.

Shading Calculations

1. Shade is determined by using the appropriate percentage of the crown as indicated on the Shade Credit Calculations.
2. Trees selected for shade shall be deciduous.
3. In meeting the shade requirements, parking lot landscaping shall include not less than a minimum of 1 tree per 5 end-to-end parking spaces. End aisles should have 2 trees minimum where feasible.
4. Shade credit calculation shall be based on the estimated tree canopy at 15 years when trees are expected to mature.
5. Planters shall contain earth and living ground cover with adequate and approved irrigation.
6. Existing tree species on site may be identified for consideration in shade credit calculation. In these cases, the actual canopy area that shades paved area shall be measured and applied to the shade credit calculation.
7. Overlapping shade does not count twice when crowns overlap more than 25%.
8. Parking lot lighting shall be located to avoid conflict with the required trees.

Shade Credit Calculations

The following list outlines the shade credits in square footage for trees with various crown diameters and should be used for shade calculations. Shorter trees with a smaller crown diameter may be used. All diameters listed assume mature trees at 15 years of age.

New 35 ft. diameter parking lot trees: 100% Value = 962 SF

New 30 ft. diameter parking lot trees: 100% Value = 706 SF

New 25 ft. diameter parking lot trees: 100% Value = 491 SF

New 20 ft. diameter parking lot trees: 100% Value = 314 SF

Existing Trees: Area of tree canopy that actually shades parking lot.

7.5 Street Lighting

Lighting is an important element in the landscape and should be used to contribute to a safe and attractive environment. Natural areas may require minimal light levels while street intersections will require illumination levels for safe pedestrian crossings. Lighting also reinforces the community's overall design theme and sense of place by adding a common, thematic element that is repeated along all major roadways.

Lighting Guidelines:

1. The project's street lighting should have a thematic nature, evoking the rural character of the plan area, and working in conjunction with the hardscape and landscape materials to define the community's sense of place.
2. Lighting fixtures have a hierarchical form along the various street frontages, with larger-scale fixtures used along Ferrari Ranch Road and Liberty Parkway ~~the Central Boulevard~~, Moore Road and smaller, pedestrian- scaled fixtures used along residential streets, as defined in the lighting prototypes.
3. A distinguished lighting fixture design should be used on all bridges, which are clearly part of the same design "family" as the primary light fixtures, but that define each bridge as signature element along the streetscape.
4. Illumination levels on roadways should allow drivers to clearly see all road alignments, potential obstacles, and traffic control signage. Intersections or unique conditions should receive more light.
5. Street lighting shall conform to the City of Lincoln's minimum illumination level standards for public streets.
6. Light fixtures shall be adequately spaced to provide consistent safe levels of illumination and to minimize shadow interference from trees.
7. Walkways, entry areas, courtyards, paseos, and plazas should be lit to provide a sense of personal safety for pedestrians and to minimize shadows, with extra lighting provided at intersections, steps, ramps, and other obstacles.
8. Parking and vehicular circulation areas should complement the streetscape fixtures and meet City illumination level standards for parking areas.

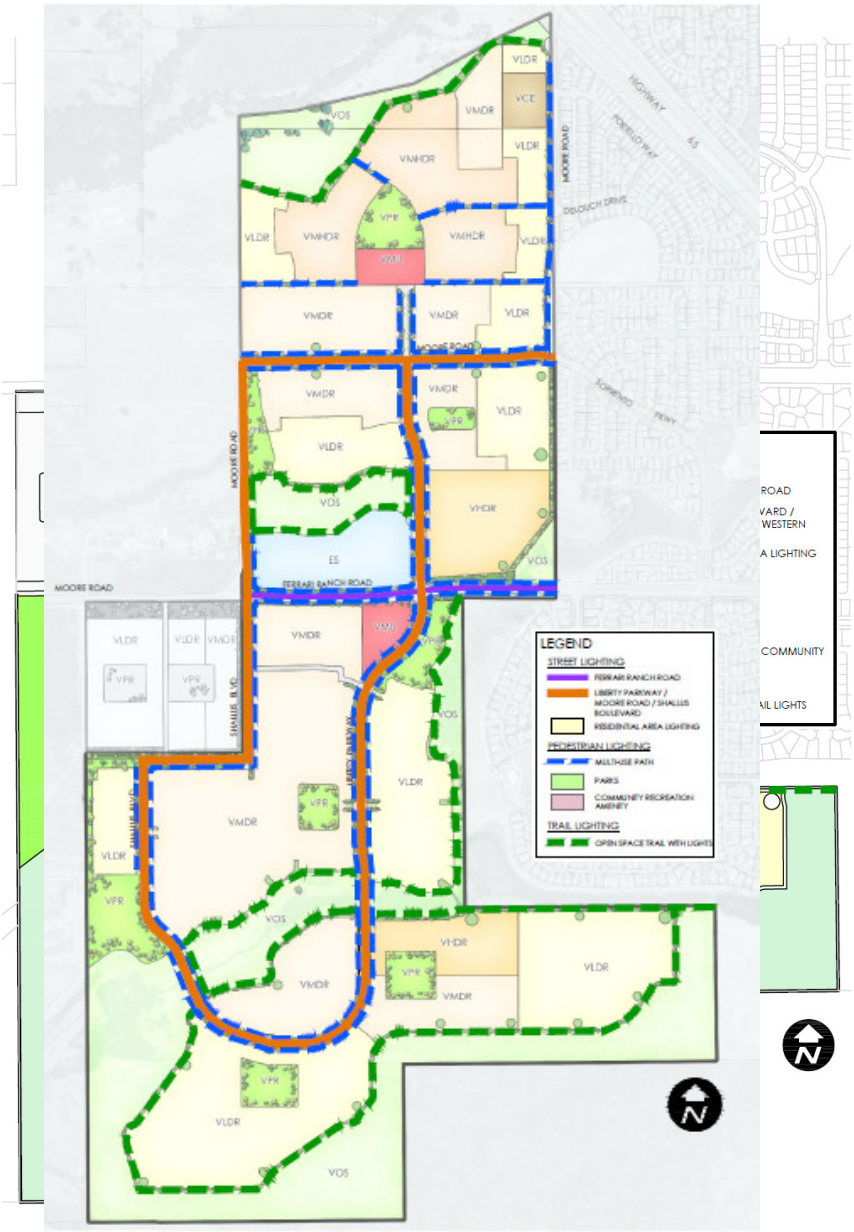
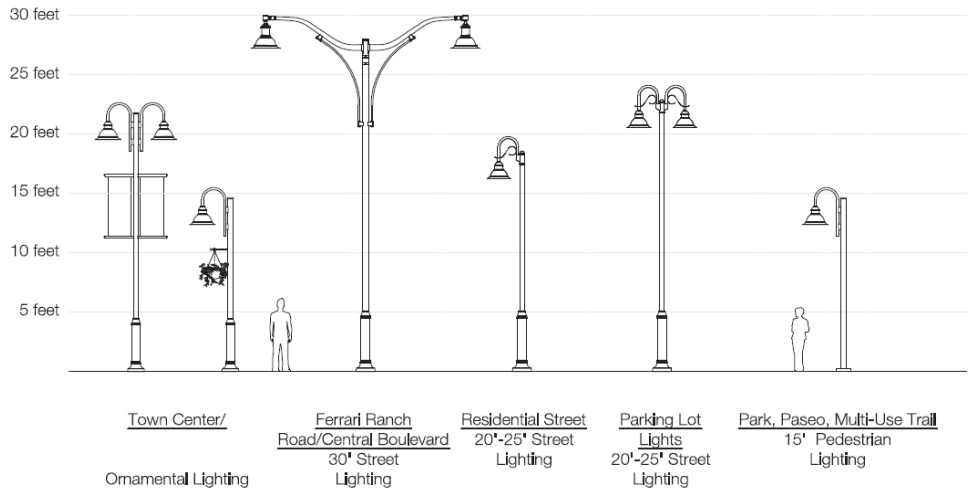


Figure 7-11: Street Lighting Key Map



Lighting Design Prototypes

7.6 Landscape Edges & Buffers for Sensitive Area

Several site-specific conditions exist throughout the community that warrant special landscape design and treatment. The City's Wastewater Treatment and Reclamation Facility (WWTRF) is located along the western edge of the site and a landscape edge should be designed accordingly and create an appropriate separation between the community and this facility. Additionally, a system of open space preserves is located throughout the residential neighborhoods, and the landscaping along these interfaces should provide an appropriate landscape transition between the developed and natural environment areas

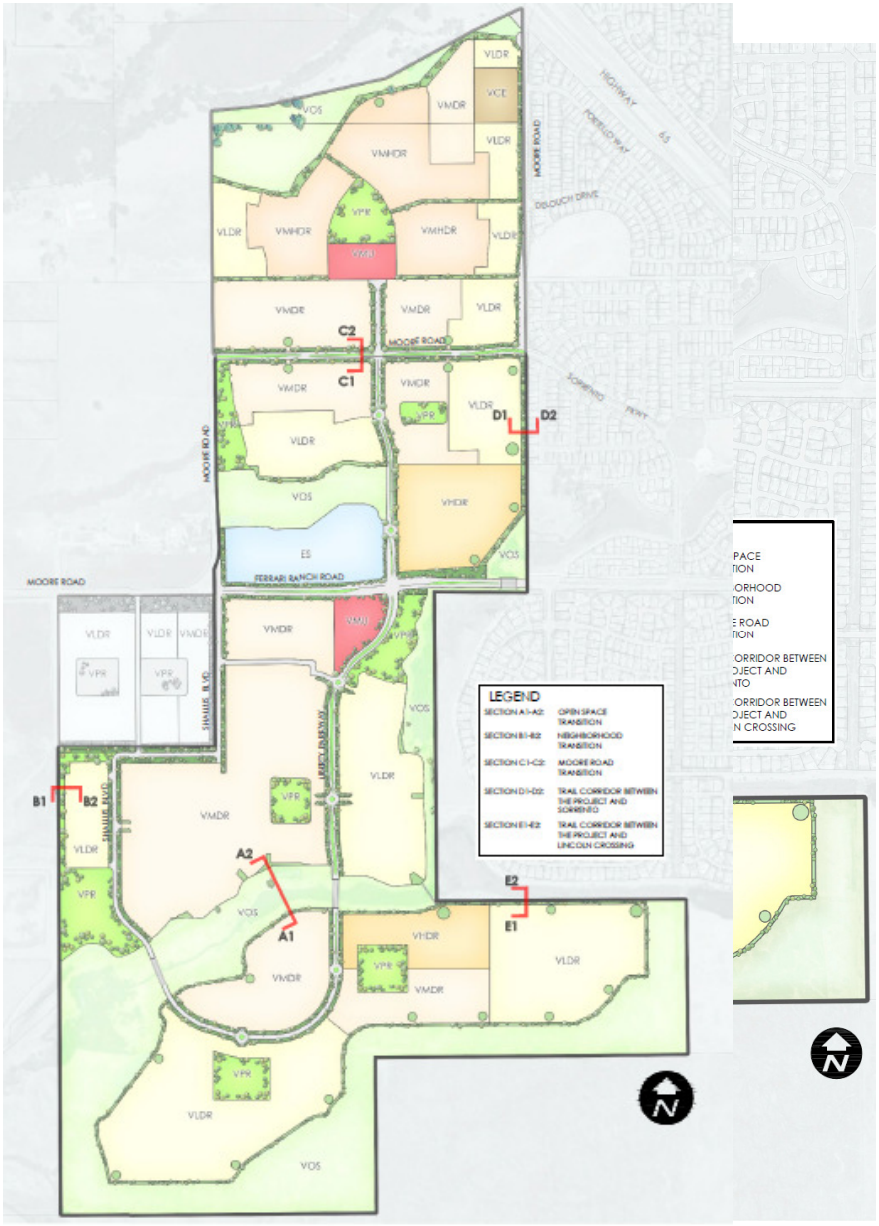


Figure 7-12: Landscape Edges Diagram

7.6.1 Open Space Preserves

Landscaping is an important component that can enhance the natural setting and existing resources. Soils, climate, prevailing wind, proposed pedestrian circulation, riparian edges, views, wildlife habitat, and other natural qualities should be carefully considered in the landscape design adjacent to open space preserves. Additional information may be found in the Specific Plan, section 8, Resource Management Plan. Any landscape improvements proposed in open space areas, edge, and buffer environments, or near sensitive areas shall be reconciled with the resource management plans prepared by others.

Guidelines are as follows:

1. Natural-appearing landscaping should be planted where residential units adjoin open space areas to create a landscape transition between these two uses. Landscaping should be ample enough to provide a sense of privacy for the residents living adjacent to the open space areas but be visually compatible with the natural setting of the open space.
2. All plant materials used in the natural open space areas should be appropriate to the existing riparian and creek zones in the Lincoln area, as specified in the master plant palette. The landscape design should reinforce the existing aesthetic, cultural and historical character of the region.
3. Where appropriate and feasible, existing vegetation and trees should be preserved as a resource in the landscape.
4. Where existing vegetation is to be preserved, a preservation plan shall be incorporated into the overall proposed landscape plan. Lot grading, utility trenching, and building construction shall stay clear of such vegetation. Landscape and irrigation improvements shall be designed to maintain the health of these existing landscape resources.

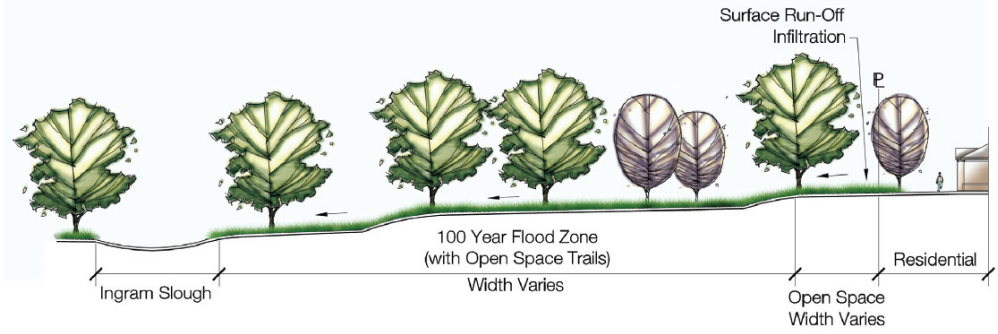


Figure 7-13: Section A1-A2: Open Space Transition

7.6.2 Perimeter Edges

Site perimeters will be landscaped to provide a visual separation and to define the edge of the community.

Guidelines are as follows:

1. Provide continuous hedgerow of tall trees along the western perimeter of Neighborhood 3.
2. Provide a continuous row of tall trees along the northern and western edges of Neighborhood 1 to provide a visual separation from Moore Road and to define the edge of the community.
3. Provide a continuous row of tall trees along the northern edge of the Community Park and the western edge of Neighborhood 2, to define the western limits of the community.
4. Appropriate tree species may include the following: Deodar Cedar, Redwood Trees, or Pine Trees. Pyrophytes will be used minimally adjacent to open space areas. and the edge of the property.

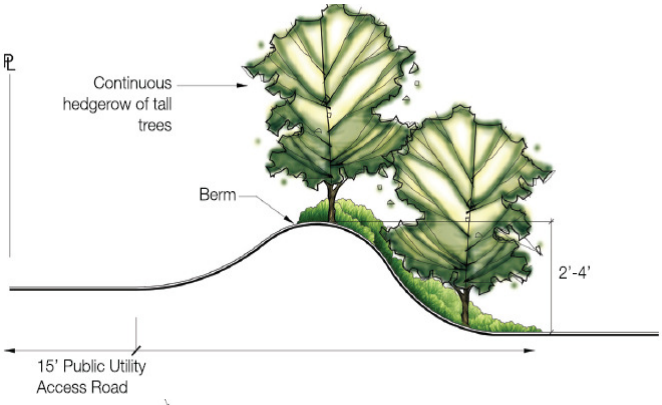


Figure 7-14: Section B1-B2: Neighborhood 3 Transition

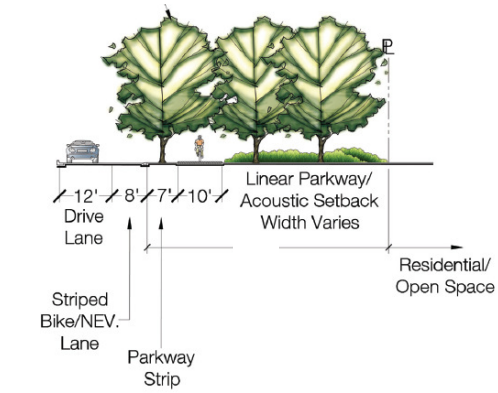


Figure 7-15: Section C1-C2: Moore Road Transition

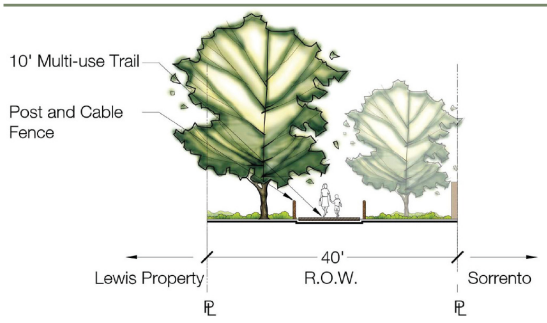


Figure 7-16: Section D1-D2: Village 7 Trail Corridor

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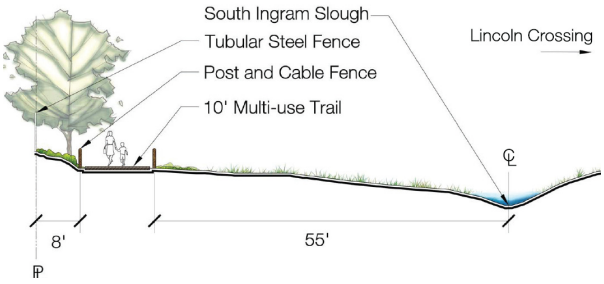

Figure 7-17: Section E1-E2: Lincoln Crossing / Village 7 Trail Corridor

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7.7 Commercial Site Landscaping

Large expanses of hardscape intended for heavy pedestrian use, such as in commercial and retail environments, shall be integrated with appropriate softscape plantings either in raised planters, planter pots, or other landscape elements that reinforce the architectural façade and pattern or pedestrian circulation. Consideration should also be given to the use of a mixture of pavement surface textures, colors, and materials as a means of adding visual ties back to the architecture and the overall design theme of the project sites.

Guidelines are as follows:

1. All prominent blank building wall surfaces shall include landscaping to soften the visual characteristics of the building façade. Acceptable forms of landscaping include low-level planters, raised planters containing shrubs, groundcovers and trees, trees in planting wells, vines, and espalier.
2. Driveways at project entry points shall be accented in an appropriate manner with shrubs, groundcovers, and tree plantings.
3. All stores that provide shopping carts shall include designated cart storage areas near the building entrance that is screened with landscape planting.
4. Equipment such as pad mounted transformers, backflow devices, utility equipment and

irrigation valves—where located in prominent areas and not easily screened by solid structures—shall be fully screened by shrubs, but not to conflict with accessibility. All waste receptacles located in prominent areas must be screened by masonry enclosures.

7.8 Front Yard Residential Landscaping

The design goal for the initial installation of the front yard landscape concept is to integrate the village environment into the overall community landscape. Informality, except for street tree plantings, and simplicity of design is encouraged to reflect the traditional landscapes of established neighborhoods that have enduring value. Coordinated front yard landscaping will serve to unify the various architectural styles of housing units as well as provide the opportunity to highlight architectural feature(s) of individual homes.

The design and layout of lawn, shrub and groundcover areas should "flow" from one house to another, creating a natural, continuous, and fluid landscape experience irrespective of property lines. Plant material shall be arranged in a tiered fashion to create depth, with layers of overhead tree canopies, shrub plantings at building walls, property lines and fences and low shrubs and groundcovers in foregrounds.

At corner lots, special care shall be taken to create interesting and varied elevations to house models that are particularly suited to corner applications. Window and trim use consistent with front elevations shall be employed and will be reviewed by the Design Review Committee (DRC). For additional information on the role and purpose of the DRC, refer to section 8.6 of the GDP. Additionally, plant compositions at building foundations and in front of side yard fences shall be in tiered planting arrangements in simple, single species drifts of large and small shrubs, combined with designated street trees will create significant green spaces within the community as well soften the side elevations of homes.

The primary strategy for the landscape is to create a neighborhood that stands out among others in the region as one of the finest, with enduring value that will benefit homebuilders and homeowners as well as the Lincoln community at large. This will be done, while accommodating a variety of housing types and styles, through homebuilder installed landscapes that exceed normal standards. The design strategies and standards for "production front yard" landscapes rely heavily on accent and canopy trees for shade and visual interest.

The use of more, and, when mature, larger shrubs, along with evergreen trees is intended to provide greater botanical interest, screening, and a sense of maturity, as compared to landscaping displayed in typical new communities.

Guidelines: Residential StreetTrees

1 In keeping with the goals of the street tree master plan concept, the dominant tree for each individual Neighborhood will be designated and taken from a limited variety of canopy street trees. The use of large, canopy trees will ensure shaded, walkable streets, mitigating the heat of summer while enhancing neighborhoods with a strong overstory.

2 A secondary and tertiary layer of subordinate tree species will be introduced in front yards to provide additional structural and spatial form as well as variety and seasonal interest for homeowners. These trees will be called out on production front yard landscape plans and submitted to the DRC.

3 Street tree species shall be adopted by the DRC from the street tree palette provided herein for each residential Neighborhood.

4 All street trees shall be a minimum of 15-gallon size.

5 All street trees shall be planted a minimum of four feet (4') from the back of walk but no greater than eight feet (8') from back of walk. Root control barriers shall be installed.

6 There shall be a minimum of one street tree for every 50' of street frontage, or one per lot, whichever is more. For corner lots, one side yard tree is required per every 50' of street frontage (3 trees per corner lot).

7 Create diversity in the streetscape design using deciduous and evergreen plant material in a balanced, layered, and clustered combination.

8 Special attention is required in the design of the planting plan to:

a. Preserve or frame desirable vistas or views of the existing landscape or natural site features, i.e., to parks, open spaces and the multi-purpose drainage channel and linear park.

b. Screen or soften undesirable views of exposed residential backyards, retaining walls, cut / fill slopes and/or utility equipment. Evergreen trees are required in these locations.

c. Screening for privacy. Evergreen trees or shrubs are required for these locations, particularly side yards between homes and at corner lots.

9 No small accent trees shall be planted along street frontage within an area of eight (8) feet from the back of curb or sidewalk.

10 To achieve a natural front yard look, the secondary and accent trees may be placed in informal massing or clusters to the rear of the front yard, particularly near front doors.

11 Street trees in a straight line along street frontages.

12 Continuity of design using repetition of similar trees and consistent planting arrangements (i.e., massing and/or clustering) is preferred, i.e., the same accent tree at front doors, or the same species and planting arrangements of trees in side yards.

13 Street and secondary accent trees are encouraged to be located to create cooling summertime shading for adjacent homes and to maximize warming wintertime solar exposure.

14 The selection and use of additional front yard trees for shade, accent and streetscape interest will further add to the strength and enduring value of the community. Flowering trees, evergreens, and trees of botanical interest and value have been included in the following plant lists and will be required in all front and side yards. Secondary and tertiary front yard trees shall be a minimum 15-gallon size.

Guidelines: AccentTree, Shrub and Groundcover Plant Material

1. Plant material species shall be selected from the plant material palette provided in this section.
2. No more than 25% of any one front yard landscape shall be composed of deciduous shrubs.
3. Shrub plant material shall be placed in informal masses and/or clustered arrangements. Groups of three to five shrubs of the same type shall be placed adjacent to each other.
4. Groundcovers shall be from either one (1) gallon, liners or flats installed in a triangular pattern with appropriate on-center spacing as detailed in the plant list contained herein.
5. When developing a shrub and groundcover planting design, a layered, tiered arrangement is required: foreground groundcover (6"-12" high), in front of a small shrub (1'-3' high), followed by a medium shrub (3'-4' high), or backed by a tall shrub (5'-6' high).
6. Provide a harmonious variety of deciduous and evergreen shrubs. Shrubs with showy flowering habits and/or interesting colored or shaped leaves should be placed adjacent to the home's front entry area.
7. Place one (1) specimen or small accent tree adjacent to each home's front entry area. Accent trees shall be selected from the list provided herein.
8. Design and coordinate the front yard landscaping between adjacent homes to blend and relate to each other. Planting beds and lawn areas shall not be defined by property lines, but rather flow from front yard to front yard creating an uninterrupted visual experience.
9. Use the landscape to help bridge the void between the architectural masses of adjacent homes. Take into consideration the spatial and landscape design needs for conditions created by topographic elevation changes between the home lots. Use evergreen plant material to the maximum extent possible in these situations.
10. Strategically place landscaping between the homes to screen and soften exposed interior side yard and rear yard fencing. Use evergreen plant material to the maximum extent possible in these situations.
11. Within shrub/groundcover planting areas shrubs shall be planted at a ratio of one (1) shrub per six (6) square feet of the total square footage of shrub/groundcover area.
12. The proper spacing of trees, shrubs, and groundcover to allow adequate room for the plant mate-rial to grow into its natural form and ultimate size at maturity is exceedingly important but should not be used as a basis for decreasing shrub quantities. Consult the Sunset Western Garden Book for Guidelines regarding the growth characteristics of plant material to be used.
13. The careful selection and use of plant materials that have low-water consumption characteristics is desirable. Plant material that can tolerate occasional periods of reduced irrigation cycles will allow the landscaped environment the ability to withstand short-term drought conditions with the least amount of damage.

14 Water Conserving Landscape

a. Group plant material with similar water needs so they can be irrigated together (hydrozoning) and/or placing "thirsty" plant material in protected microclimates shielded from drying summer winds and direct sun.

b. Evaluate the need for high water use lawn areas. Groundcovers with turf-like appearance may be satisfactory for landscaped areas while reducing water needs.

c. Select the correct plant material for the right planting situation.

d. Utilize a layer of mulch in shrub planter areas to reduce water evaporation and weed growth. A 2" mulch layer is required in all planting beds. Shredded or recycled bark meeting the specifications cited herein will be considered upon submittal of a sample from the contractor to the DRC.

15 Lawn Areas

a. Lawn areas shall be a maximum of 25% of the total square footage of the area to be landscaped.

b. All lawn areas shall be sodded. Sod shall be drought tolerant as specified in the plant list provided herein.

c. The lawn area shall be properly soil amended, compacted, finish graded and rolled prior to the laying of the sod.

d. Slopes within lawn areas shall not exceed a slope of 25% (4:1) and shall have a minimum slope of 2% (50:1).

e. Where trees are planted in lawn areas, remove lawn from around trunk to create a 2'-0" diameter basin.

f. Redwood headers (or other types) shall be installed to separate lawn areas from shrub planting areas. Install headers to form an even continuous curve. Angles or sharp changes in curves are not acceptable.

g. All lawn areas shall conform to City of Lincoln's Water Conservation Ordinance as well as California Assembly Bill 1881 and AB 1420.

16 Erosion Control

a. Planting areas with slope gradients of 33% (3:1) or steeper shall be stabilized to prevent soil erosion.

b. Soil stabilization methods shall be accomplished using groundcover plant material and artificial (jute mesh, terracing, etc.) means. Jute mesh shall be installed on slopes 3:1 or steeper.

c. Regrade landscape areas to eliminate angular, engineered slope cuts into rounded, rolling and naturally contoured slopes that smoothly transition from a higher to lower elevation.

17 Soil Preparation & Soil Amending

a. All turf areas shall be properly prepared and amended in conformance with the recommendations of a professional soil fertility analysis as to the condition of the soil. The homebuilder shall obtain five random soil samples for fertility analysis testing from each residential Neighborhood. Soil amending shall be as per those recommendations.

b. Planting backfill mix for trees and shrubs and groundcovers shall be six (6) parts rock free native soil and four (4) parts nitrogen stabilized wood shavings.

c. Provide each tree or shrub planting with Agriform 20-10-5, or equivalent, planting tablets. For a 15-gallon tree or shrub provide three (3) tablets. For a 5-gallon shrub provide two (2) tablets. For a one-gallon shrub or groundcover provide one (1) tablet.

d. Pre-emergent herbicides shall be applied to shrub and groundcover planting areas to control weeds.

e. All shrub beds shall receive a 3" thick layer of landscape grade shredded cedar bark mulch as manufactured by Redi-Gro Corporation, (916) 381-6063; or other manufacturer approved by the DRC and City. The use of wood chips for mulch is not allowed.

f. The use of crushed rock, gravel, lava rocks or other decorative "landscaping" rock for mulch is not allowed.

g. The use of impermeable plastic weed barriers is not allowed.

Guidelines: Landscape Irrigation

1 The irrigation system shall be designed for water efficiency and water conservation in accordance with all applicable state, City of Lincoln, agency, and local codes.

2 The use of overhead sprinkler and/or rotor irrigation systems is recommended for lawn areas and some groundcovers

3 Drip irrigation systems are required for shrub plantings and some groundcover plantings. This type of irrigation system tends to be more water efficient and water conserving than other systems due to the slow delivery rate of water (low volume) via plastic tubing directly to the root ball of the plant material. Environmental factors such as evaporation and wind tend to have the least effect on this type of irrigation system. Drip irrigation systems contribute minimally to soil erosion problems on sloped planting areas.

4 When using any type of irrigation system, care will be exercised by controlling the delivery rate of water so as not to overwhelm the soil's water absorption rate. Overwhelming the soil's water absorption rate will likely cause water run-off and soil erosion. Proper programming of the automatic irrigation controller, knowing the plant materials' water needs, familiarity with the soil's water absorption characteristics and slope aspects are necessary for responsible water resource management and good irrigation practice.

5 The irrigation controller will be located on a convenient wall of the garage (detached units only).

6

~~6~~7 The homebuilder will provide the required electrical power for the automatic irrigation controller as part of the home's electrical system and will conform to all building, electrical and local codes (detached units only).

~~7~~8 The homebuilder and/or landscape contractor will coordinate to provide the irrigation system water point of connection, provide an irrigation water stub for the front yard at the home's main supply valve, and extend a pressure main line around the front of the home, as an extension of the remote-control valve manifold to a point 4' beyond the side yard fence into the rear yard of the property (detached units only).

~~8~~9 The irrigation system valve manifold will be located on the side of the house and not adjacent to the front door entry walk area. Valves shall be installed in shrub beds, not in lawn areas, within 12" of the home's foundation or building slab (detached units only).

~~9~~10 Anti-siphon valves will be installed per manufacturer's instructions and will be located a minimum of 12" above the elevation of the highest sprinkler head. At residential lots where the highest sprinkler head exceeds this height, a double check valve backflow device will be installed per local codes. Install anti-siphon valves in shrub beds and not in lawn areas.

~~10~~11 Where double check valve backflow prevention is required, buried electric control valves will be installed.

~~11~~12 Install an irrigation system shut-off gate above grade adjacent to the main supply valve for the house. The shut-off valve shall be a gate valve installed upstream of the irrigation system valve manifold and shall be the same size as the irrigation system's constant pressure mainline diameter size.

~~12~~13 It is recommended to install irrigation PVC sleeves beneath driveways, walkways, or other paved areas prior to concrete installation. Install the necessary number of sleeves, properly sized, to accommodate the front and rear yard irrigation system mainline, lateral lines and controller wiring.

~~13~~14 The automatic irrigation controller station and common wire shall be no less than 14-gauge wire specifically manufactured for irrigation systems. The station control wire shall be red, and the common wire shall be white in color.

~~14~~15 The landscape contractor shall install two extra station control wires and one extra common wire in each irrigation system.

~~15~~16 Controller wire connectors shall be waterproof, direct bury single units such as the King Bros. 30 V connectors.

~~16~~17 Only NSF approved PVC irrigation pipe shall be used in the irrigation system. Use only a NSF approved and compatible solvent weld product and primer to join PVC pipes and fittings.

~~17~~18 Sprinkler heads and spray patterns shall be contained within the home lot property line and shall not overlap or overspray into the adjacent property. Adjust sprinkler heads and spray patterns to eliminate overspray onto adjacent hardscapes, patios, decks, pools, fences, etc.

~~18~~19 Space and install sprinklers and turf rotors no more than 80% of the manufacturer's recommended radius listing for that particular head. Ensure head-to-head coverage of the spray pattern with no dry spots.

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~~19~~20 Stream-type turf rotors may be used to irrigate lawn areas.

~~20~~21 The maximum flow for each valve system shall not exceed 15 gallons per minute.

~~21~~22 Where rock is encountered during trenching, all irrigation piping shall be installed with a 3" deep envelope of clean fill or sand around the pipe.

~~22~~23 For drip irrigation systems, install an inline pressure regulation valve downstream of the anti-siphon remote control valve. The pressure-reducing valve shall be placed below grade in a plastic valve box and adjusted to the proper operating pressure for the drip system.

~~23~~24 For drip irrigation systems, install an inline Wye filter down stream of the anti-siphon remote control valve and upstream of the pressure reducing valve.

~~24~~25 It is preferred that the irrigation system for turf will be operated between the hours of 9:00 p.m. and 6:00 a.m. Drip irrigation systems will be allowed to be operated at any time.

Guidelines: Landscape Drainage

1. Each residential unit shall have its own independent roof downspout drainage system. The drainage system shall be contained within the home lot's property lines and shall not cross over or discharge drainage water onto the adjacent property.
2. All roof gutter downspouts draining onto the front yard area shall be connected to a subsurface storm drain line. The downspout drainline shall drain and discharge out of the adjacent planting area and into the lawn. The discharge end of the drainline shall be terminated with a pop-up drain outlet and shall be in the lawn area two feet (2') from the back of walk.
3. The downspout drainline shall have a minimum pipe slope of one-half percent (.005%).
4. The downspout drainline shall have minimum trench backfill coverage of 1'-0" and shall be compacted to 85% relative density in lawn and shrub planting areas and 90% relative density beneath concrete paving.
5. The downspout drainage system shall be constructed with materials as recommended in the downspout drain system materials list as provided herein.
6. The color of the drain inlet grate shall be standard black.
7. All drain inlet covers shall be removable for cleanout and maintenance purposes. Do not glue or solvent weld the grate cover to the drain inlet body.
8. Drainage system maintenance is the responsibility of the homeowner.
9. Drainage System Materials List
   a. Drainpipe: ADS 4" diameter corrugated non-perforated pipe
   b. Downspout Adapter: NDS downspout adapter 2"X 3"X 4".
   c. Drain inlets: NDS 6" Spee-D-Basin with an 8" round, plastic grate.
   d. Drain outlets: pop-up drain outlets located 2' from the backs of sidewalk.

7.9 Master Plant Palette

Permitted Plant Materials

The following plants are permitted in Village 7.

Preferred StreetTrees (See Street Tree Palette in Section 7.1.)

Large Shrubs: 5' - 6' Tall

Arbutus unedo	Photinia
Cotimus c. "Royal Purple'	Purple Smoke Tree
Elaeagnus x 'Gilt Edge'	Variegated Silverberry
Juniperus s. 'Wichita Blue'	Wichita Blue Juniper
Rhaphiolepis indica	Rhaphiolepis
Viburnum spp.	Viburnum Cranberry Bush
Xylosma congestum	Shiny Xylosma
Prunus laurocerasus	English Laurel

Medium Shrubs: 3' - 4'Tall

Abelia grandiflora 'Kaleidoscope'	Variegated Abelia
Berberis thunbergii	Japanese Barberry
Buxus japonica spp.	Japanese Boxwood Species
Ceanothus spp.	California Lilac
Cistus spp.	Rockrose
Dietes bicolor	Dietes
Euonymus spp.	Euonymus
Grevillea noellii	Grevillea
Hypericum moserianum	Gold Flower
Miscanthus s. "Gracillimus'	Maiden Grass
Nandina domestica	Heavenly Bamboo
Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel
Rhaphiolepis u. 'Minor'	Dwarf Yedda Hawthorn
Rosa spp	Various Rose Species
Xylosma congestum 'Compactum'	Dwarf Xylosma

Small Shrubs: 1'-3'Tall

Agapanthus 'Peter Pan'	Dwarf Agapanthus
Baccharis x 'Sterile Centennial'	Starn Coyote Brush
Berberis thunbergii	Japanese Barberry
Calamagrostis x "Karl Forester'	Feather Redd Grass
Ceanothus spp.	Ceanothus
Chaenomeles spp.	Quince
Cistus spp.	Rockrose
Cotoneaster dammeri 'Lowfast'	Lowfast Bearberry Cotoneaster
Dianella spp.	Flax Lily
Euonymus spp.	Euonymus
Lomandra spp.	Matt Rush
Nandina Domestica 'Nana'	Heavenly Banboo
Pittosporum tobira 'Wheeler's Dwarf'	DwarfTobira
Rhaphiolepis indica 'Ballerina'	Dwarf Rhaphiolepis
Rosemarinus officinalis	Rosemary
Salvia greggi	Autumn Sage
Santolina rosmarinifolia	Santolina

Turf - Seed or Sod

Bolero Fescue (90%) Bluegrass (10%)

Native Grasses & Wildflowers (open space areas)

Mix of seeds to naturalize with existing natural areas.

Ground Covers & Perennials

Acacia redolens	Creeping Acacia
Arctostaphylos spp.	Dwarf Manzanita
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Coprosma petriei 'Verde Vista'	Coprosma
Hypericum calycinum	St. Johnswort
Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary
Trachelospermum jasminoides	Star Jasmine
Vina minor	Dwarf Periwinkle

Vines

Campsis radicans	Common Trumpet Vine
Clematis spp.	Clematis
Clytostoma callistegioides	Violet Trumpet Vine
Ficus pumila	Creeping Fig
Lonicera japonica	Japanese Honeysuckle
Parthenocissus tricuspidata	Boston Ivy
Rosa spp.	Climbing Roses

Prohibited Plant Materials

The following plants are prohibited, unless approved by the Design Review Committee, since they are inconsistent with the major planting themes established for the plan area. Other trees and plants may be prohibited upon review of landscape plans, depending on species, location, and quantity proposed.

Trees

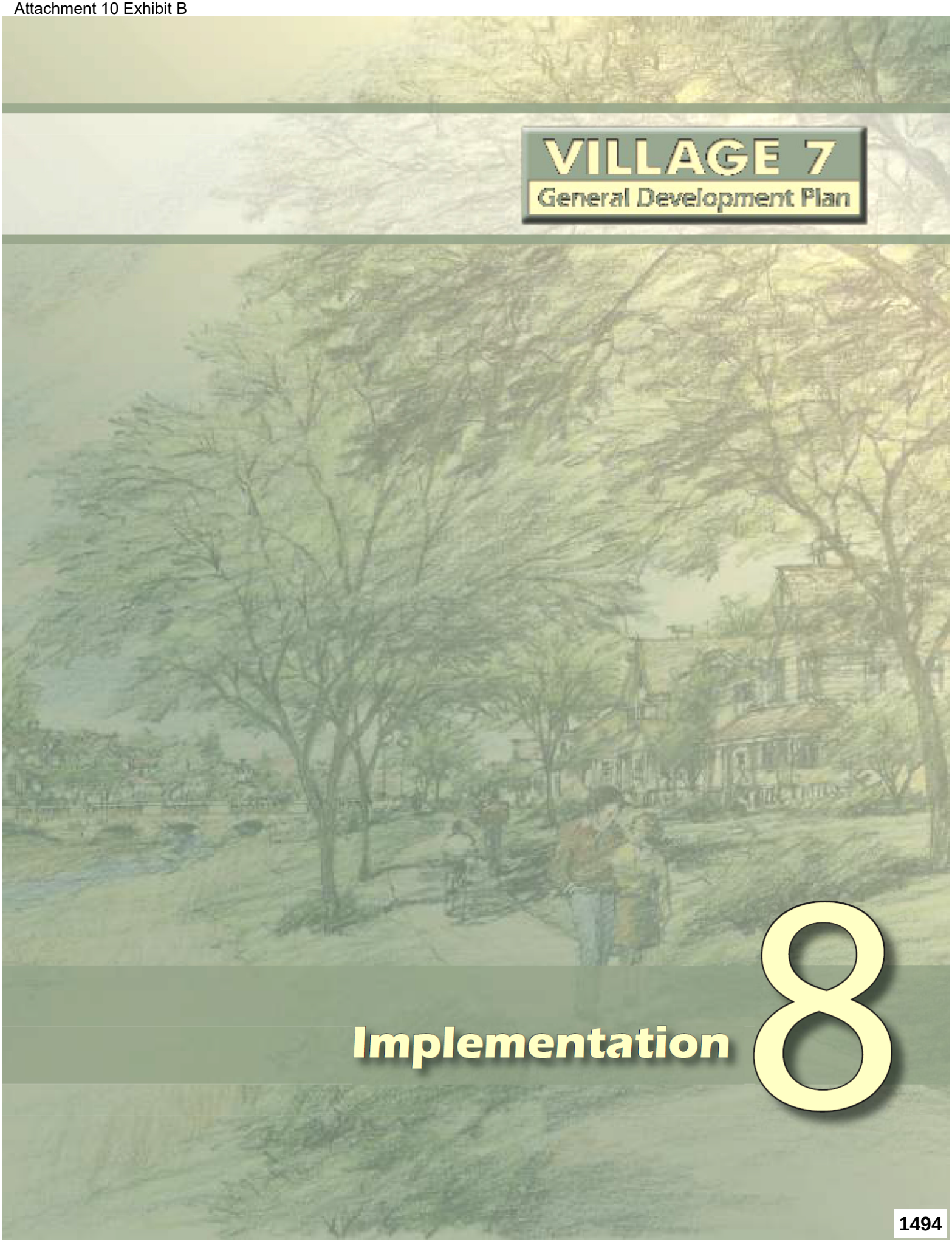
Acacia sp.	Acacia
Ailanthus altissma	Tree of Heaven
Catalpa sp.	Indian Bean Tree
~~Geijera parviflora~~	~~Australian Willow~~
Ligustrum spp.	Privet
Morus alba	Mulberry
Picea sp.	Spruce
Populus sp.	Cottonwood
Robinia pseudocacia	Black Locust
Salix sp. (except in riparian areas only)	Willow
Sygarus romanzooffianum	Queen Palm
Tamarix aphylla	Athel Tree
Aesculus californica	California Buckeye
Eucalyptus sp.	Eucalyptus

Shrubs and Ground Cover

Adenostoma fasticulatum	Chamise
Artemisia californica	California Sagebrush
Centeranthus rubber	Red Valerian
Cytisus sp.	Broom
Phyllostachys sop.	Bamboo (Running)
Spartium janceum	Spanish Broom
Thuja spp.	Arborvitae

~~Nerium oleander~~ ~~Oleander~~

VILLAGE 7
General Development Plan



8 Implementation

8.1 Administration

The regulations and design guidelines identified in the Village 7 General Development Plan (GDP) are intended to implement the goals, objectives, policies, and principles outlined in the City of Lincoln General Plan and the Village 7 Specific Plan. Development within the Village 7 Plan Area shall be consistent with the regulations and guidelines contained herein, and all subsequent entitlements including, but not limited to, specific development plans, tentative maps, use permits, or other discretionary permits shall be required to conform to the provisions of this GDP.

Pursuant to Section 18.32.010 of the Lincoln Municipal Code, the Planned Development ("PD") zone is intended to provide for a "creative and more flexible approach to the use of land." Consistent with this intent, the regulations and guidelines identified in the Village 7 GDP should be interpreted broadly to ensure the maximum amount of flexibility in individual project design.

In some circumstances, specific improvement standards have been identified for development in Village 7 and are intended to further facilitate the creative and flexible uses of land within the Plan Area. Where the provisions of the City's Municipal Code (including, but not limited to, the Subdivision Ordinance or Zoning Ordinance) conflict with the provisions of this GDP, the provisions of this GDP shall prevail.

8.2 Participation in GDP by Separate Planning Areas

8.2.1 Background

Through a comprehensive planning effort that commenced in 2003, the Village 7 Specific Plan ultimately evolved to include approximately 703 acres. The Village 7 Specific Plan is divided into four separate planning areas, the geographic boundaries of which are outlined in Section 2 of the Specific Plan document. These planning areas are generally defined by property ownership to allow each area to participate in the planning process on an individual basis.

8.2.2 Entitlements Granted

While this GDP is intended to ultimately regulate all land in Village 7, it applies only to those planning areas that have been incorporated into it. The City grants development entitlements to participating planning areas after a higher level of planning and technical work has been completed. As each planning area conducts comprehensive land planning and neighborhood design, it is to be reflected as an amendment to this GDP accordingly and granted development entitlements. Table 8-1 summarizes what level of entitlements are granted to participating and non-participating planning areas.

Table 8-1: Entitlements Granted by Planning Area

	Participating Planning Areas	Non-Participating Planning Areas
Entitlements Granted	Specific Plan General Development Plan General Plan Land Use Zoning Development Agreement	Specific Plan General Plan Land Use
CEQA Analysis*	Project Level EIR	Program Level EIR

The City will determine the appropriate level of CEQA analysis required for subsequent entitlements, as outlined in Section 8.4.6 of this GDP.

8.2.3 Requirements to Participate in GDP

This GDP is structured to allow non-participating planning areas to join the GDP individually or collectively, and along separate timelines. To receive full development entitlements and proceed with the development of individual projects, any non-participating planning area must conduct comprehensive planning and be incorporated into this GDP. To do this, the following actions and City approvals are required.

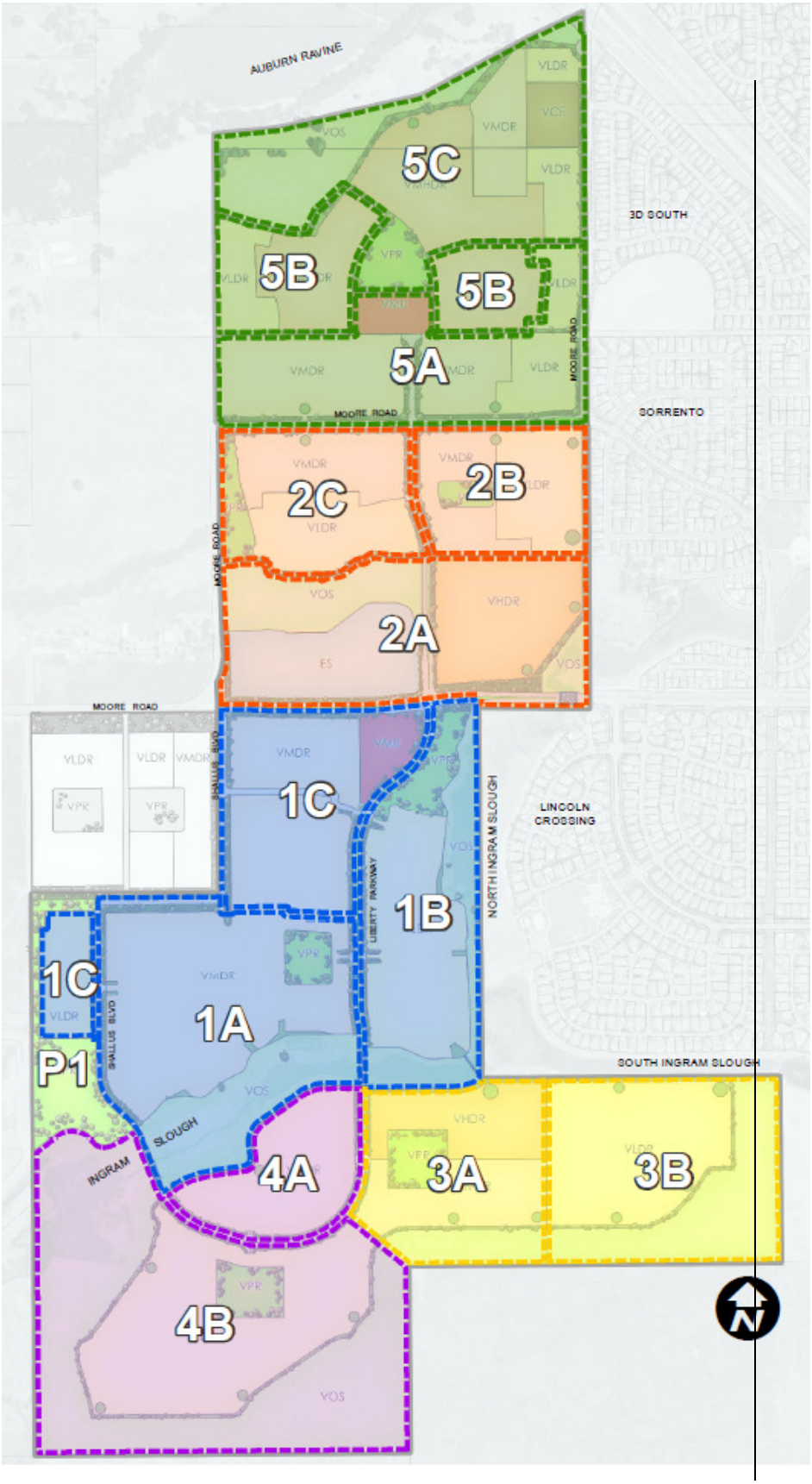
1. **GDP Amendment** – Amend GDP to reflect a comprehensive level of planning for any added planning area, including a similar level of detail with diagrams, text, and design principles embodied in this document. A PD zoning designation is to be applied to the planning area, making it subject to the regulations contained herein. In addition:
   a. The submittal requirements for the GDP amendment are provided in Section 9.4 of the Village 7 Specific Plan.
   b. The GDP Amendment shall be considered a "Major Amendment" per Section 8.5 of this GDP.
2. **Development Agreement –** Enter into a Development Agreement with the City to ensure participation in public improvements, financing programs, and reimbursement agreements.
3. **CEQA Analysis –** Conduct a project level environmental analysis in accordance with the California Environmental Quality Act, which to the extent allowed, is tiered from the Village 7 Specific Plan Project EIR.

8.3 Phasing Plan

The Village 7 GDP provides for a comprehensively planned infrastructure system with coordinated timing and sequencing for the construction of facilities. A series of development phases are generally anticipated as shown on Figure 8-1. The opportunity exists for a parcel/phase to move forward provided that the infrastructure needed to serve it is constructed to the satisfaction of the City (i.e. development of a parcel in Phase 2 or 3 is initiated prior to development of all Phase 1 parcels). Once initiated, some phases may have reduced infrastructure requirements if improvements are provided in an earlier phase.

The phasing plan is structured to ensure that the improvements in each phase can support associated development, and that the development in each phase can support the associated costs. Infrastructure requirements for each phase include all on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. These include roadways, sewer, water, storm drainage, and dry utilities (gas, cable, electric, phone).

The phasing plan is limited to only those planning areas that are participating in the GDP. (See Section 1.2 of the GDP and Figure 1-2). As this GDP is amended in the future to include additional planning areas, the phasing plan will be modified accordingly.


AUBURN RAVINE
5C
5B
5B
5A
3D SOUTH
MOORE ROAD
SORRENTO
2C
2B
2A
MOORE ROAD
MOORE ROAD
1C
1B
LINCOLN CROSSING
NORTH INGRAM SLOUGH
LIBERTY PARKWAY
1C
1A
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SOUTH INGRAM SLOUGH
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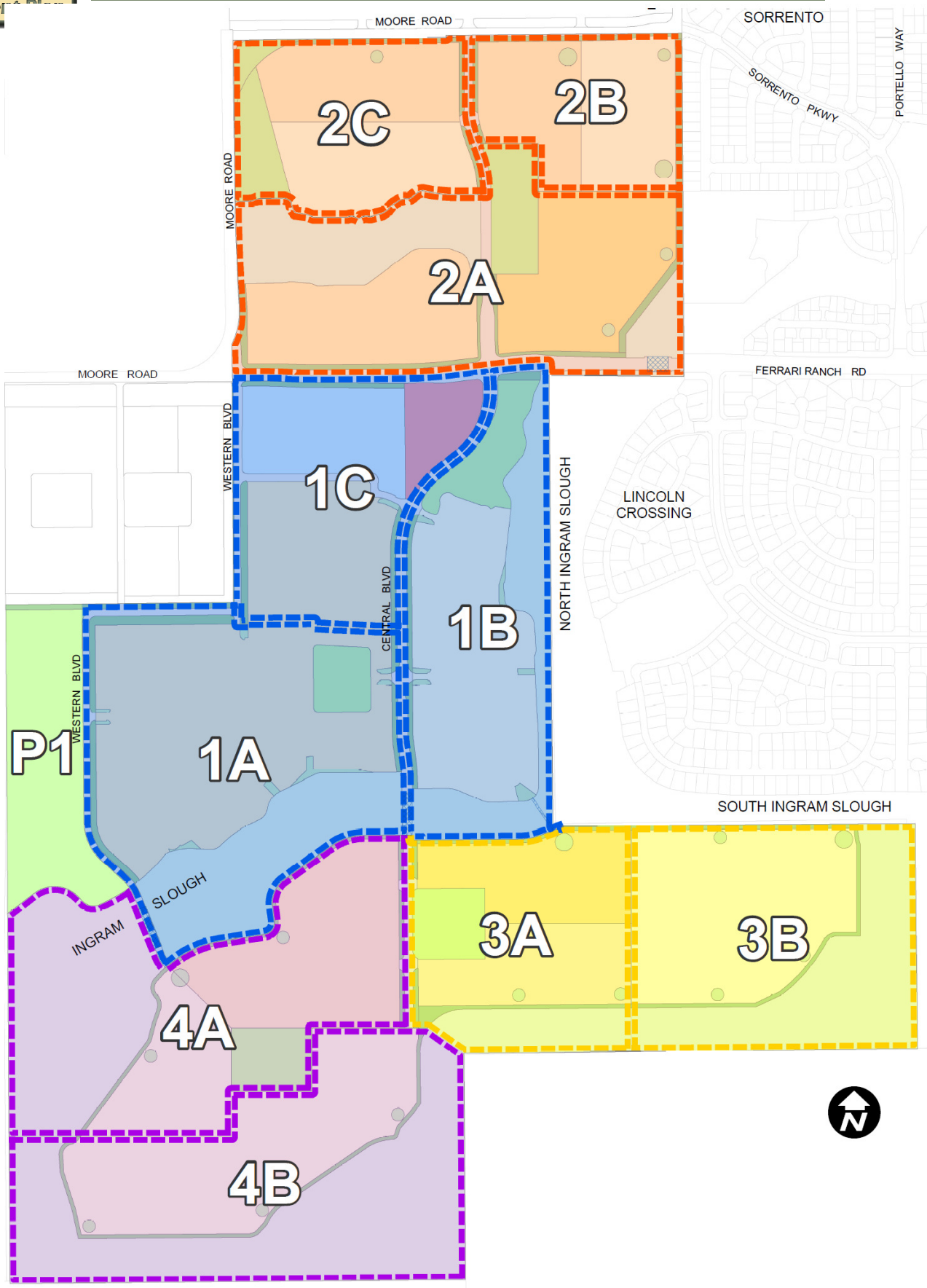


Figure 8-1: Phasing Plan

Buildout of the community is anticipated to occur in phases, allowing construction to progress in tandem with market demand. The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. Development will generally occur by phase in sequential order. The opportunity exists for a parcel to move forward provided that the infrastructure needed to serve it is constructed to the satisfaction of the City. Once development is initiated, some phases may have reduced infrastructure requirements if improvements are provided in an earlier developed phase.

Figure 8-1 indicates the anticipated general order of development, however deviations from this order may occur and are permitted without modification to the Lincoln Village 7 Specific Plan and/or General Development Plan. A full listing of improvements, and specific details relating to those improvements, are included in the appropriate Development Agreement for each planning area. All in-tract sewer, storm drain, water and dry utilities will be installed as part of individual project improvements.

8.4 PD Zoning & Relation to Other Entitlements

Individual development projects within Village 7 are subject to review and approval of subsequent permits and entitlements by the City of Lincoln. Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by the Village 7 Specific Plan or this GDP. All subsequent development projects, public improvements and other activities shall be consistent with this GDP and accompanying Village 7 Specific Plan, approved development agreements, and all applicable City of Lincoln policies, requirements, and standards.

8.4.1 Specific Development Plan / Development Plan

Except as provided below, development projects shall require the processing and approval of a Specific Development Plan and Development Permit consistent with the requirements of Chapter 18.32 of the Lincoln Municipal Code.

It is anticipated that the size and scope of development within Village 7 will proceed over many years based on market demand. Notwithstanding the provisions of Section 18.32.170 of the Lincoln Municipal Code, in the event a Specific Development Plan application is filed more than one year after the approval of this GDP, the Planning Commission may consider and approve the Specific Development Plan without the requirement that it first reconsider this General Development Plan for re-adoption or modification.

8.4.2 Subdivision Maps (Large/Small Lot)

Development of Village 7 will require the processing of subdivision maps pursuant to the requirements of the Subdivision Map Act. It is anticipated that both large lot and small lot subdivision map applications will be filed with the City to permit the logical development of the Plan Area.

This GDP includes improvement standards that are unique to Village 7 and are intended to promote a high degree of creativity and flexibility. To the extent application of the City's Subdivision Ordinance to a proposed subdivision map conflicts with the provisions of this GDP, the improvement standards identified in this GDP shall prevail.

8.4.3 Conditional Use Permits

Conditional use permits shall be required for any conditionally permitted use identified within this General Development Plan. The Development Standards and Guidelines contained in this GDP shall serve as the basis for the issuance of conditional use permits, as provided in Chapter 18.56 of the Lincoln Municipal Code.

8.4.4 Variances

It is the intent of this GDP to provide a comprehensive set of standards for the development of Village 7. The GDP has been designed to permit a high level of flexibility in the implementation of these standards to promote creative project design.

Notwithstanding this high degree of flexibility, it is anticipated that variances from the specific regulations and guidelines embodied in this GDP may be necessary to address the merits of individual development projects.

Variances may be requested for individual development proposals subject to the Village 7 GDP pursuant to the provisions of Chapter 18.58 of the Lincoln Municipal Code.

8.4.5 Design Review

Development within Village 7 shall be required to comply with the Design Review requirements of the City's Municipal Code (Chapters 18.64 through 18.69).

The regulations and guidelines identified in the Village 7 GDP are intended to provide the objective criteria for the review of individual projects to ensure that a high quality of development is maintained throughout the Plan Area. To the extent the regulations and guidelines conflict with the City's Municipal Code, the provisions of this GDP shall prevail.

8.4.6 Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The Environmental Impact Report for the Village 7 Specific Plan Project (EIR) certified concurrent with the Village 7 Specific Plan, serves as the base environmental document for subsequent entitlements within Village 7. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if subsequent development is determined to be within the scope of the EIR, no further environmental review may be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide 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. If it is determined that a development application is inconsistent with the Village 7 Specific Plan or GDP, and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the EIR in accordance with Public Resources Code 21081.8 to help ensure implementation of EIR mitigation measures.

8.5 Amendments & Minor Modifications

The City of Lincoln Development Services Department is responsible for the administration of this GDP. Development is anticipated to occur in multiple phases and over time it may be necessary to amend the Village 7 GDP to address changed circumstances and/or conditions related to the entire Plan Area or individual development projects. In addition, because this GDP applies only to participating planning areas within Village 7, it is anticipated that the GDP will be amended as remaining non-participating planning areas seek City approvals for full development entitlements.

8.5.1 Adoption

The Village 7 GDP was adopted by the City of Lincoln consistent with the provisions of the Planned Unit Development Zoning District. It will be used as the basis for reviewing and evaluating individual development projects within participating planning areas of Village 7.

8.5.2 GDP Amendments (Major)

Except as provided below for Minor Revisions, amendments to the Village 7 General Development Plan shall be subject to the review and approval of the Lincoln Planning Commission and City Council consistent with the procedures for initial General Development Plan adoption contained in Sections 18.32.080 and 18.32.090 of the Lincoln Municipal Code. In addition, amendments are subject to City review for consistency with the scope of the project EIR and may be subject to the provisions of CEQA as outlined in Section 9 of the Village 7 Specific Plan.

Amendments to the Village 7 GDP shall not require concurrent General Plan or Village 7 Specific Plan amendments unless it is determined that the proposed amendment would be inconsistent with the goals, objectives, policies, or principles contained in these documents.

The City Manager and/or Community Development Director shall, within ten (10) working days of any submittal of a request to amend this GDP, determine whether the proposed request is a major or minor amendment. If the amendment is determined to be major, the application shall be reviewed and considered in the manner prescribed by City ordinance, as provided for in this sub-section for Major Amendments. If the amendment is determined to be minor, the Director may approve or deny the application, as outlined in the sub-section below for Minor Revisions. Any decision of the City Manager and/or Community Development Director may be appealed to the Planning Commission and the City Council, provided said appeal is initiated within ten (10) working days after the day on which the act or determination appealed from was made. The ten-day period for filing the notice of appeal is jurisdictional and shall not be waived.

Examples of significant (major) changes:

1. Incorporation of a non-participating planning area.
2. The introduction of a new land use designation that was not contemplated in the original Specific Plan or this General Development Plan, or in either document as subsequently amended.
3. Changes to the circulation system or community facility design would materially affect a planning concept detailed in this GDP, or this GDP as subsequently amended.
4. Any change that would result in a significant and adverse environmental impact.

Necessary Findings

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

1. Changes occurred in the community since the approval of the original Specific Plan or General Development Plan, which warrant approving the proposed amendment.
2. The proposed amendment is consistent with the City of Lincoln General Plan and the Village 7 Specific Plan.
3. The proposed amendment will result in a benefit to the area within the GDP.
4. The proposed amendment will not result in any unmitigated impact to adjacent properties.
5. The proposed amendment will enable the delivery of services and public facilities to the population within the area of this Specific Plan and General Development Plan.

8.5.3 Minor Revision

The Village 7 GDP has been designed to comprehensively address development within the planning area. However, changed circumstances or conditions may result in the need for minor revisions to the Plan to ensure creative and flexible development.

The City Manager and/or Community Development Director shall have the authority to approve minor revisions to the Village 7 GDP, without a public hearing or notice, provided that the proposed revision(s) is in substantial conformance with City of Lincoln General Plan, Village 7 Specific Plan, and is otherwise consistent with or superior to the original purpose and intent of the Village 7 GDP.

A minor revision to the Village 7 GDP may be processed if determined by the City Manager and/or Community Development Director to be in substantial conformance with the following.

1. The planning principles and overall intent of the Village 7 Specific Plan.
2. Applicable Development Agreement(s) for the Specific Plan and/or Village 7 GDP.
3. The City of Lincoln General Plan goals, objectives, policies, and principles; and
4. The Village 7 Specific Plan Project Environmental Impact Report.

Examples of minor revisions:

1. The addition of new or updated information that does not substantively change the Village 7 GDP.
2. Minor adjustments to the land use boundaries and street alignments where the general land use pattern is maintained.
3. Minor modifications to, and interpretations of, the permitted uses and development standards for residential, commercial, open space, and recreation elements of this GDP, if it is determined that such changes are equal to or better than the original intent of the GDP.
4. Minor changes to the Mobility Plan design standards, including the width of linear parkways, acoustic setbacks, and sidewalks, that are consistent with the intent of the Village 7 Specific Plan and Village 7 GDP, and do not impact the City's ability to meet their level of service policy.
5. Minor adjustments to, and interpretations of, the residential and commercial design guidelines.
6. Minor adjustments to, and interpretations of, the design guidelines for streetscape landscaping (including plant material selection), fencing and walls, community entry features and signage, street lighting, and other landscape corridor elements.
7. Modifications to the phasing plan that do not change the overall balance of providing adequate infrastructure for the development.

Any proposed minor revision to the Village 7 GDP may, at the discretion of the City Manager and/or Community Development Director, be referred to the Planning Commission and City Council for action. Any decision by the City Manager and/or Community Development Director with respect to a minor amendment to the General Development Plan may be appealed to the Planning Commission and the City Council, provided said appeal is initiated within ten (10) working days after the day on which the act or determination appealed from was made. The ten-day period for filing the notice of appeal is jurisdictional and shall not be waived.

If the City Manager and/or Community Development Director determines that a proposed revision does not meet the above criteria, a General Development Amendment shall be required, as outlined above for Major Amendments.

8.5.4 Substantial Conformity with Conceptual Exhibits

Except for Village 7 Specific Plan Figure 4-1 Land Use Plan and General Development Plan Figure 3-1, the exhibits contained in the Village 7 Specific Plan and General Development Plan are conceptual to convey development/design concepts and are subject to change with design refinement of the Project at time of Tentative Subdivision Map(s). As such, strict adherence to the conceptual exhibits contained therein is not expected and individual design elements are permitted to be relocated, removed and/or added as needed to best suit the planned development pattern. For example, neighborhood boundaries may be adjusted; paseo, park, and school shapes, locations, and access points shifted; street sections refined; utility alignments shifted; etc., to conform to the proposed street and lot layout shown on the Tentative Subdivision Map(s). Note that if park shape, location, etc. are adjusted, Lincoln General Plan park dedication requirements are still required to be met.

Unless the proposed modifications would also trigger a Major Amendment to the Village 7 Specific Plan (as defined in SP Section 9.8.2) and/or General Development Plan (as defined in GDP Section 8.5.2), these minor design refinements should be considered by the City Manager and/or Community Development Director to be in substantial conformance with the Land Use Plan and, as such, would not warrant of require revisions to the Village 7 Specific Plan and/or General Development Plan to be in compliance with the Land Use Plan and/or Zoning exhibits.

8.6 Design Review Committee

A Design Review Committee (DRC) is required, per the Covenants, Conditions and Restrictions, and is a regulatory body that will review all residential and commercial projects within each planning area. The purpose of the DRC is to ensure that development projects are consistent with the Village 7 Specific Plan and GDP prior to submittal of development applications to the City of Lincoln. Additionally, the DRC will also review projects for consistency with the GDP Architectural Guidelines contained in the private Covenants, Conditions and Restrictions. Under no circumstances will plans be submitted to the City of Lincoln for preliminary or final review and approval without the prior approval of the DRC.

All proposed development shall be in conformance with the development standards and design guidelines in the Village 7 GDP. This includes conformance related to site development, fencing and landscaping, basic structural requirements, colors, residential size requirements, materials, garages, exterior finish, roof design, and all other items reasonably determined by the DRC.

An application submittal to the DRC shall consist of preliminary plans, which include site development plans, landscape plans, architectural elevations and floor plans, site amenity elevations, signage, phasing, descriptions of all materials and colors, and any other supportive information deemed necessary by the DRC to adequately review the proposal.

The DRC's approval of the applicant's plans, specifications, or work shall not constitute an implication, representation, or certification by the DRC that the above items meet the applicable statues, codes, ordinances, or other regulations for all work performed by, or on behalf of, the applicant.

The CC&R's recorded at the time of City approval of the Final Map shall provide for the establishment of the DRC and its standards and procedures. Copies of such CC&R's shall be delivered to all buyers of a lot prior to the close of escrow.

Lewis Property: *A DRC has been established for the Lewis property and will be the regulatory body that will review all residential and commercial projects within the Lewis Property planning area.*


VILLAGE 7
General Development Plan

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING APPROVAL TO THE LINCOLN CITY COUNCIL OF THE VILLAGE 5 GENERAL DEVELOPMENT PLAN AMENDMENT IN ASSOCIATION WITH THE VILLAGE 7B AMENDMENTS PROJECT (APPLICANT: LEWIS PLANNED COMMUNITIES / PROPERTY OWNER: SCHEIBER RANCH PROPERTIES, LP)

WHEREAS, the City of Lincoln ("City") received an application from Lewis Planned Communities ("applicant") seeking City approval of the Village 7B Amendment Project ("Project); and

WHEREAS, Title 18, Chapter 18.32 of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all General Development Plans and amendment of General Development Plans; and

WHEREAS, on December 5, 2017, the Lincoln City Council adopted Resolution No. 2017-258, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 5 Specific Plan Project Final Environmental Impact Report ("Village 5 Final EIR") SCH No. 2014052071 pursuant to CEQA; and

WHEREAS, the City of Lincoln adopted Ordinance No. 960B on December 5, 2017, approving the Village 5 Project General Development Plan; and

WHEREAS, amendments to the adopted Village 5 General Development Plan have been proposed, including adjustments to land use designations; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council determine the Project would not result in any new significant environmental effects or substantial increases in the severity of significant effects previously identified in the EIR and adopt the proposed Village 7B Addendum and the updated Mitigation Monitoring Plans for the certified Village 7 and Village 5 Specific Plan Project EIRs (SCH No. 2005062001 and No. 2014052071); and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council approve the amended Village 5 Specific Plan; and

WHEREAS, the Planning Commission of the City of Lincoln, on June 17, 2026, did hold a duly noticed public hearing and, following discussion and public testimony, voted to recommend the City Council approve the amended Village 5 General Development Plan (provided in Exhibit B).

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln recommends approval to the City Council as follows:

DRAFT

Section 1. This Resolution incorporates, and by this reference makes a part hereof, the Amendments of the Village 5 General Development Plan, substantially in the form attached here to as Exhibit B and on file with the Community Development Department, relative to the proposed development of the Village 5 Specific Plan Area on certain real property consisting of approximately 33.9 acres located in Placer County.

Section 2. General Development Plan Findings. The Planning Commission recommends that the City Council find and determine that:

A. The Amendments to the Village 5 General Development Plan are consistent with the March 2008 General Plan, as amended by Resolution No. 2012-197 and proposed Resolution No. 2013-022 (the "General Plan Amendment Resolution") and is also consistent with the proposed Village 5 Specific Plan (the "Specific Plan"), and proposed amendment thereto, because the General Development Plan with the proposed amendment ("Amended General Development Plan") establishes zoning districts and development standards for land uses which are allowed by the General Plan and Specific Plan land use designations and the policies for new residential, commercial and open space land uses which apply to the Village 5 property. Specifically, the Amended General Development Plan allows for low density residential, medium density residential and high density residential, mixed-use commercial, public, parks and recreation and open space land use designations. The Amended General Development Plan provides a master development plan and specific development standards for residential and non-residential land uses within the Specific Plan area.

B. The Amended Village 5 General Development Plan is consistent with the General Plan because the zoning districts provide for the following land use districts which are allowed by the General Plan Land Use designations as Village Low Density Residential, Village Medium Density Residential, Village High Density Residential, and Village Mixed Use Commercial. Additionally, the Amended General Development Plan includes open space which is consistent with General Plan open space requirements.

C. The Amended Village 5 General Development Plan is consistent with the City's Zoning Ordinance because it has been prepared pursuant to and for implementation of the Village 5 Specific Plan Area to specify the uses, the locations of such uses, and the governing development standards and design guidelines for the development of a master planned community. The General Development Plan is also consistent with the City's Zoning Ordinance because it consists of a map and text showing all uses, intensity of land use as measured by units per acre and area coverage; major circulation and development phases.

D. The Amended Village 5 General Development Plan is consistent with the requirements of the Planned Development District zone of the City's Zoning Ordinance which governs the Village 5 property because it has been designed to provide for a creative, more flexible and orderly approach to the use of land.

DRAFT

Section 3. The proposed Amendment to the Village 5 General Development Plan, attached hereto as Exhibit B and incorporated by this reference, is subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

Section 4. Based on the findings set forth in this Resolution, and the evidence in the Staff Report, the Planning Commission hereby recommends approval of the Amendment to the Village 5 General Development Plan, attached hereto as Exhibit B, substantially in the form on file with the Community Development Department.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Conditions of Approval
B. Draft Village 5 General Development Plan

DRAFT

CONDITIONS OF APPROVAL

The Amended Village 5 General Development Plan for the Village 5 Specific Plan is recommended for approval subject to the following conditions:

1. All property within the Amended Village 5 General Development Plan Area shall be subject to the applicable mitigation measures adopted as part of the Village 7B Addendum and the updated Mitigation Monitoring Plan for the certified Village 5 Specific Plan Project EIR (SCH No. 2014052071).

2. The General Development Plan provides for various design criteria related to the Village 5 Specific Plan development. In the event of any conflicts between the standards set forth in the General Development Plan and those adopted by the City in its Design Criteria & Procedures Manual (the "Public Improvement Standards"), the standards set forth in the General Development Plan as amended shall control, except in cases where there are no standards set forth in the General Development Plan, in which case the Public Improvement Standards will control.

3. Further entitlement applications and permits will be required for all parcels when a specific parcel is proposed for development. The applicant will be required to file a formal application for review and approval by the City for the specific parcel(s) in question. When considering the approval of any proposed entitlement requests, the City shall conduct its review consistent with the Amended General Development Plan and Public Improvement Standards.

4. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are contingent upon a Development Agreement being executed with the City of Lincoln and Lincoln Land Holdings, LLC specifying the terms and conditions of financing public improvements, conditions of development and reimbursement matters. The City Council shall have complete discretion to approve the terms and conditions of the Development Agreement and will not be bound by any provisions adopted as part of this resolution. Where any conflict exists between these conditions of approval and the Development Agreement, the terms of the Development Agreement will control.

5. Future development entitlements within the Village 7B project site will be required to analyze the following intersections pursuant to the recommendations of the Village 7 Specific Plan Amendment Local Transportation Analysis: Ferrari Ranch Road/Caledon Circle (East) – Courtyard Loop; Ferrari Ranch Road/Groveland Lane; Moore Road/Ferrari Ranch Road/Shallus Boulevard.

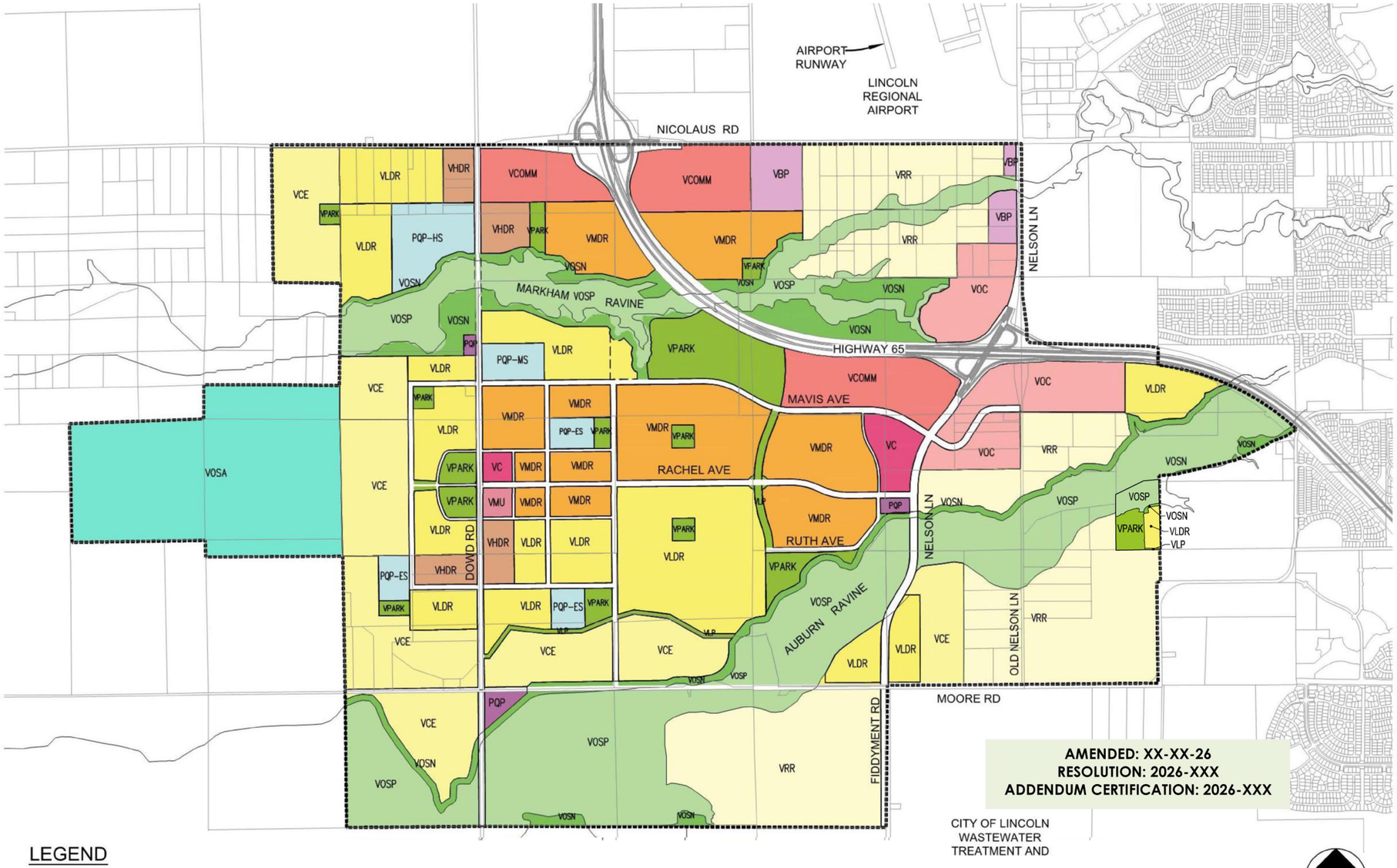


Exhibit 1.1: Land Use Plan

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING THE LINCOLN CITY COUNCIL AUTHORIZE INITATION OF THE ANNEXATION PROCEEDINGS FOR THE UNINCORPORATED PORTIONS OF VILLAGE 5 AND VILLAGE 5 ASSOCIATED WITH THE VILLAGE 7B PROJECT (APPLICANT: LEWIS PLANNED COMMUNITIES / PROPERTY OWNER: SCHEIBER RANCH PROPERTIES, LP)

WHEREAS, the City of Lincoln ("City") is requesting to initiate proceedings to annex 33.94 acres in the Village 5 Specific Plan Area and 147.7 acres in the Village 7 Specific Plan Area ("Village 7B Project"); and

WHEREAS, the City desires to proceed with initiation of the annexation pursuant to the Cortese-Knox-Hertzberg Local Reorganization Act of 2000 (Government Code, Section 56000, *et. seq.*); and

WHEREAS, on March 25, 2008, the Lincoln City Council adopted Resolution No. 2008-048 adopting the 2050 General Plan; and

WHEREAS, on June 8, 2010, the Lincoln City Council adopted Resolution No. 2010-095, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 7 Project Final Environmental Impact Report ("Village 7 Final EIR") SCH No. 2005062001 pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, on June 8, 2010, the Lincoln City Council adopted Resolution 2010-097, approving the Village 7 Specific Plan, consistent with the adopted 2050 General Plan; and

WHEREAS, on December 5, 2017, the Lincoln City Council adopted Resolution No. 2017-258, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring Plan, and certifying the Village 5 Specific Plan Project Final Environmental Impact Report ("Village 5 Final EIR") SCH No. 2014052071 pursuant to CEQA; and

WHEREAS, on December 5, 2017, the Lincoln City Council adopted Resolution No. 2017-260 adopting the Village 5 Specific Plan, consistent with the adopted 2050 General Plan; and

WHEREAS, notices describing the proposed Project and the time and place of the Planning Commission hearing, including a general explanation of the matter to be considered was published in a newspaper of local circulation and sent to neighboring property owners pursuant to Section 18.92 of the Lincoln Municipal Code; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council determine the Project would not result in any new significant environmental effects or substantial increases in the severity of significant effects previously identified in the EIR and adopt the proposed Village 7B Addendum and the updated Mitigation Monitoring Plans for the certified Village 7 and Village 5 Specific Plan Project EIRs (SCH No. 2005062001 and No. 2014052071); and

DRAFT

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council approve the amended Village 5 Specific Plan; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council approve the amended Village 5 General Development Plan; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council approve the amended Village 7 Specific Plan; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council approve the amended Village 7 General Development Plan; and

WHEREAS, the Planning Commission did hold a duly noticed public hearing and following discussion and public testimony on June 17, 2026, and held a vote to recommend the City Council initiate proceedings to annex 33.94 acres in the Village 5 Specific Plan Area and 147.7 acres in the Village 7 Specific Plan Area (provided in Exhibit A).

NOW, THEREFORE, BE IT RESOLVED THAT THE PLANNING COMMISSION OF THE CITY OF LINCOLN DOES HEREBY authorize staff to initiate the annexation process for the Village 7B Project as follows:

Section 1. The foregoing recitals are true and correct and are hereby incorporated by reference.

Section 2. The following findings are made with respect to the annexation:

A. The Village 7B Project is consistent with the City's adopted General Plan.

B. The remaining portions of Village 5 and Village 7 are contiguous to City limits and within the City's Sphere of Influence.

C. An Addendum to the City Council certified Village 5 Specific Plan EIR (SCH No. 2014052071) for Village 5 and the City Council certified Village 7 Specific Plan EIR (SCH No. 2005062001) for Village 7 was completed. The Addendum to the Village 5 and Village 7 EIRs analyzed the project-specific and cumulative impacts of the Village 7B Project. All subsequent projects with the Specific Plan Areas are responsible for implementing all applicable mitigation contained in the EIRs, as amended by the Village 7B Addendum. Although the Addendum does not specifically analyze the proposed annexation, the City has determined that all potential impacts were adequately addressed in the Addendum and no further environmental review is required.

D. Analysis of the Village 7B Project has concluded that public services can be provided for the proposed annexation.

Section 3. The Planning Commission recommends the City Council authorizes the City Manager to initiate annexation proceedings with the Placer County Local

DRAFT

Agency Formation Commission for the unincorporated portions of Village 5 and Village 7 herein.

Section 4. All legal prerequisites to the adoption of the Resolution have been satisfied.

PASSED AND ADOPTED this 17th day of June, 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Annexation Supporting Materials

DRAFT

EXHIBIT A

1. The annexation authorization for the unincorporated portions of Village 5 and Village 7 include the following Assessor's Parcel Numbers: 021-263-006, 021-350-006, 021-350-023, 021-350-027, 021-350-038, 021-350-039, 021-350-040, and 021-350-046.
2. The following diagram depicts the area of annexation associated with Village 5 and Village 7.

Exhibit 1
LAFCO Project No.: 2026-XX
Property Annexation to the City of Lincoln

Description consists of 2 pages (Exhibit A)
Map Exhibit consists of 1 page (Exhibit B)

Surveyor's Statement

This description and exhibit of the property annexation boundary is not a legal property description as defined in the Subdivision Map Act and may not be used as a basis for an offer for sale of the land described. It is for annexation purposes only.

Prepared on January 6, 2026 by me or under the direction of

Preliminary
01/09/2026

Pedro Jarquin, PLS 8268
License Expiration Date: December 31, 2027
Mackay and Somps Civil Engineers, Inc.



Date: _____

County Surveyor's Statement

This description and exhibit meet the requirements of the State Board of Equalization, the Placer County Surveyor's Office and conforms to the lines of annexation.

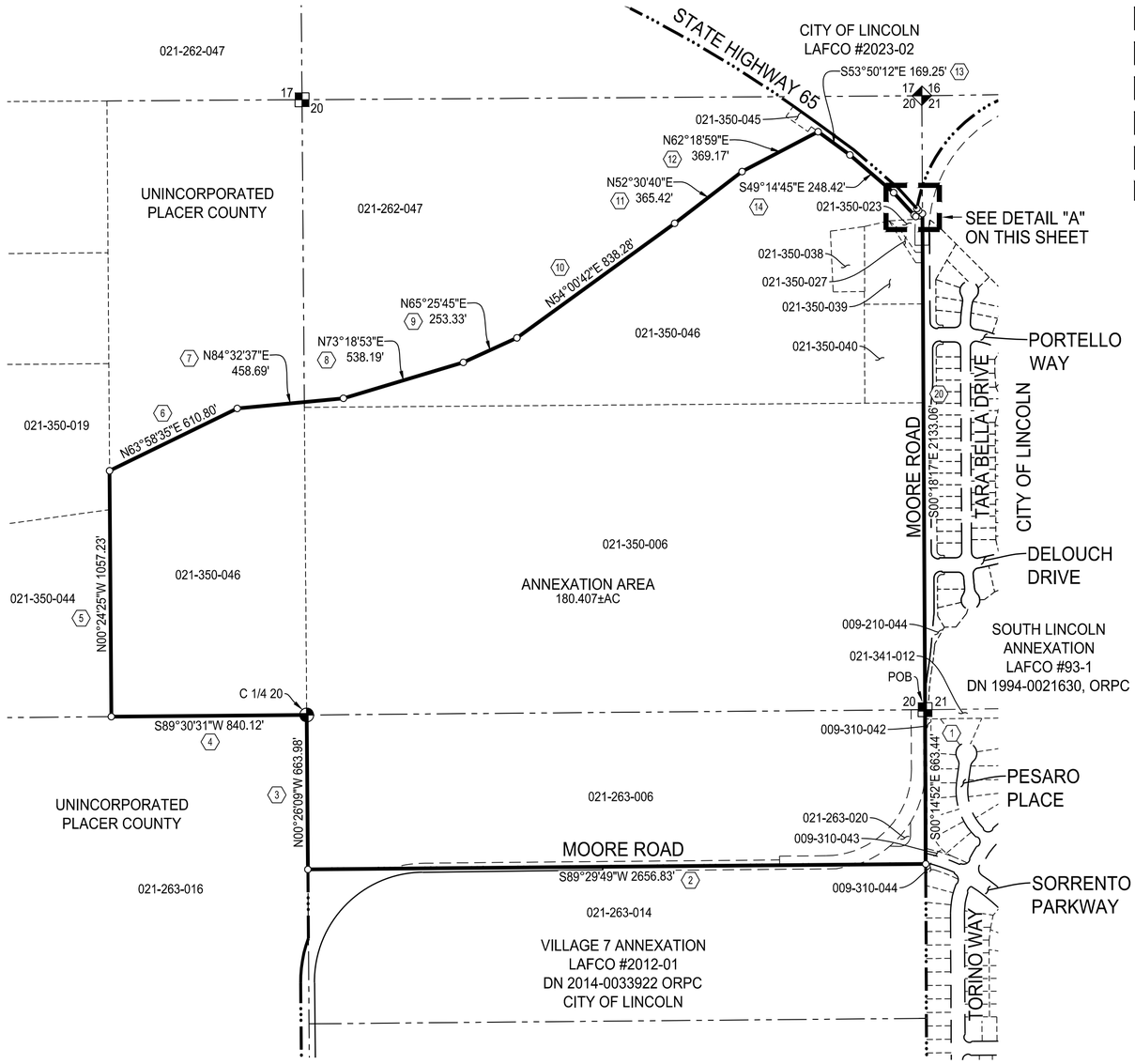
Dated: _____, 2026

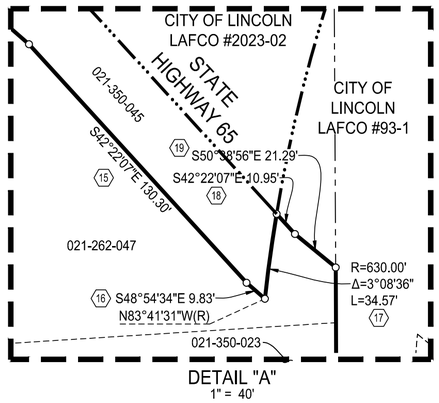
_____
Benjamin J Bardakjian, PLS 8373
Placer County Surveyor

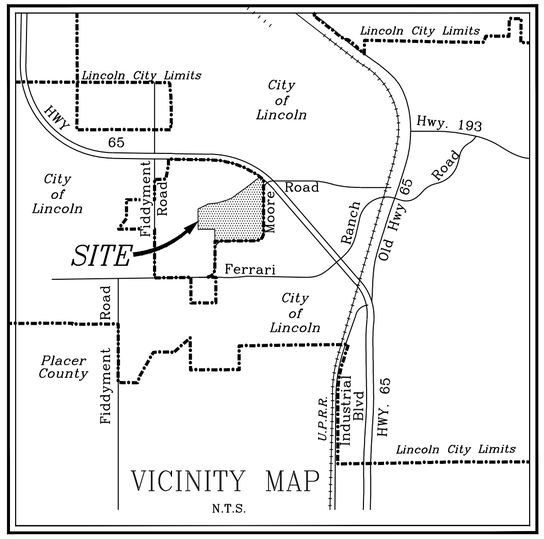
Approval by Placer County Local Agency Formation Commission:

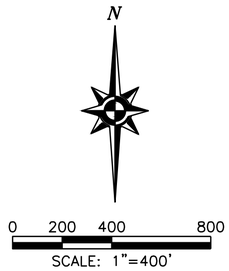
Dated: _____, 2026

_____
Michelle McIntyre,
Placer LAFCO Executive Officer









LEGEND

◆	SECTION CORNER
■	QUARTER CORNER
◒	CENTER QUARTER CORNER
⟨X⟩	LEGAL DESCRIPTION COURSE NUMBER
APN	ASSESSORS PARCEL NUMBER
ORPC	OFFICIAL RECORDS OF PLACER COUNTY
LAFCO	LOCAL AGENCY FORMATION COMMISSION
———	PROPOSED ANNEXATION BOUNDARY
—·—·—	EXISTING MUNICIPAL BOUNDARY
- - - - -	LOT LINE
— — —	SECTION LINE
— — —	EXISTING RIGHT OF WAY

Preliminary
01/09/2026

PEDRO JARQUIN, PLS 8268
EXPIRATION DATE: DECEMBER 31, 2027

DATE: _____

LICENSED LAND SURVEYOR
PEDRO JARQUIN
No. 8268
STATE OF CALIFORNIA

EXHIBIT B
LAFCO PROJECT NO. 2026-XX
PROPERTY ANNEXATION TO THE CITY OF LINCOLN

PORTION OF SECTION 20 TOWNSHIP 12 NORTH, RANGE 6 EAST,
MOUNT DIABLO BASE AND MERIDIAN

COUNTY OF PLACER — STATE OF CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

JANUARY 2026

SHEET 1 OF 1

18484.SCH

EXHIBIT "A"

LAFCO PROJECT NO. 2026-XX
ANNEXATION AREA
GEOGRAPHIC DESCRIPTION

All that real property situated in the County of Placer, State of California located within Section 20, Township 12 North, Range 6 East, Mount Diablo Meridian, more particularly described as follows:

Beginning at the east one-quarter corner of said Section 20, being an angle point on the existing City of Lincoln boundary per LAFCO Annexation No. 93-1 recorded March 24, 1994 as Document No. 1994-0021630, Official Records of Placer County; thence from said **Point of Beginning** for the following:

1. Thence along the east line of Section 20 and said existing City of Lincoln boundary, South 00°14'52" East a distance of 663.44 feet to the northeast corner of the existing City of Lincoln boundary per LAFCO Annexation No. 2012-01 recorded May 23, 2014 as Document No. 2014-0033972, Official Records of Placer County;

2. Thence along and the north line of the existing City of Lincoln boundary per LAFCO No. 201-1, coincident with the south line of the north one-half of the north one-half of the southeast one-quarter of said Section 20, South 89°29'49" West a distance of 2656.83 feet to the west line of the southeast one-quarter of said Section 20;

3. Thence leaving said City of Lincoln boundary, along the west line of the southeast one-quarter of said Section 20, North 00°26'09" West a distance of 663.98 feet to the center one-quarter corner of said Section 20 as shown and depicted on that certain Final Map titled "Final Map 2024-169 Liberty at Lincoln Phase 1 Large Lot Map" recorded October 18, 2024, in Book GG of Maps, at Page 92, Placer County Records;

4. Thence along the southerly line of Resultant Lot B as described in that certain Grant Deed recorded April 17, 2025 as Document No. 2025-0020691, Official Records of Placer County, being coincident with the south line of the northwest one-quarter of said Section 20, South 89°30'31" West a distance of 840.12 feet to the southwest corner of said Resultant Lot B;

5. Thence along the westerly line of said Resultant Lot B, North 00°24'25" West a distance of 1057.23 feet to the northwest corner of said Resultant Lot B;

Thence along the northerly line of said Resultant Lot B for the following eleven (11) courses:

6. Thence North 63°58'35" East a distance of 610.80 feet;

7. Thence North 84°32'37" East a distance of 458.69 feet;

8. Thence North 73°18'53" East a distance of 538.19 feet;

9. Thence North 65°25'45" East a distance of 253.33 feet;

10. Thence North 54°00'42" East a distance of 838.28 feet;

11. Thence North 52°30'40" East a distance of 365.42 feet;

12. Thence North 62°18'59" East a distance of 369.17 feet;

13. Thence South 53°50'12" East a distance of 169.25 feet;

14. Thence South 49°14'45" East a distance of 248.42 feet;

15. Thence South 42°22'07" East a distance of 130.30 feet;

16. Thence South 48°54'34" East a distance of 9.83 feet to a point of curvature in the westerly line of Moore Road as described in Book 1458, at Page 477, Official Records of Placer County;

17. Thence along the westerly line of Moore Road and continuing the northerly line of said Resultant Lot B from a radial line which bears North 83°41'31" West, 34.57 feet along the arc of a non-tangent 630.00 foot radius curve to the right through a central angle of 03°08'37" to the south line of State Highway 65, being the southeast corner of LAFCO No. 2023-02;

Thence along said South line of State Highway 65, coincident with said northerly line of said Resultant Lot B, for the following two (2) courses:

18. Thence South 42°22'07" East a distance of 10.95 feet;

19. Thence South 50°38'56" East a distance of 21.29 feet to the northeast corner of said Resultant Lot B on the east line of said Section 20;

20. Thence along the easterly line of said Section 20, South 00°18'17" East a distance of 2133.06 feet to the **Point of Beginning**.

Containing 180.407 acres of land, more or less.

This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

Preliminary
01/09/2026

Pedro Jarquin, PLS 8268
License Expiration Date: December 31, 2027

Date: _____



MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 Creekside Ridge Dr., Suite 150, Roseville, CA 95678
P:\18484\SRV\Mapping\Desc\LAFCO SCHEIBER PROPERTY\ANNEXATION AREA DESC.docx

ANNEXATION AREA MATH CHECK

Point of Beginning : North: 2081515.8905' East: 6755381.8069'

Segment #1 : Line

Course: S00°14'52"E Length: 663.44'

North: 2080852.4538' East: 6755384.6752'

Segment #2 : Line

Course: S89°29'49"W Length: 2656.83'

North: 2080829.1260' East: 6752727.9482'

Segment #3 : Line

Course: N00°26'09"W Length: 663.98'

North: 2081493.0879' East: 6752722.8976'

Segment #4 : Line

Course: S89°30'31"W Length: 840.12'

North: 2081485.8828' East: 6751882.8068'

Segment #5 : Line

Course: N00°24'25"W Length: 1057.23'

North: 2082543.0830' East: 6751875.2969'

Segment #6 : Line

Course: N63°58'35"E Length: 610.80'

North: 2082811.0684' East: 6752424.1712'

Segment #7 : Line

Course: N84°32'37"E Length: 458.69'

North: 2082854.6840' East: 6752880.7860'

Segment #8 : Line

Course: N73°18'53"E Length: 538.19'

North: 2083009.2050' East: 6753396.3130'

Segment #9 : Line

Course: N65°25'45"E Length: 253.33'

North: 2083114.5428' East: 6753626.6993'

Segment #10 : Line

Course: N54°00'42"E Length: 838.28'

North: 2083607.1350' East: 6754304.9820'

Segment #11 : Line

Course: N52°30'40"E Length: 365.42'

North: 2083829.5309' East: 6754594.9302'

Segment #12 : Line

Course: N62°18'59"E Length: 369.17'

North: 2084001.0445' East: 6754921.8408'

Segment #13 : Line

Course: S53°50'12"E Length: 169.25'

North: 2083901.1713' East: 6755058.4836'

Segment #14 : Line

Course: S49°14'45"E Length: 248.42'

North: 2083739.0019' East: 6755246.6628'

Segment #15 : Line

Course: S42°22'07"E Length: 130.30'

North: 2083642.7337' East: 6755334.4711'

Segment #16 : Line

Course: S48°54'34"E Length: 9.83'

North: 2083636.2721' East: 6755341.8806'

Segment #17 : Curve

Length: 34.57' Radius: 630.00'

Delta: 003°08'36" Tangent: 17.29'

Chord: 34.56' Course: N07°52'47"E

Course In: S83°41'31"E Course Out: N80°32'55"W

RP North: 2083567.0528' East: 6755968.0664'

End North: 2083670.5068' East: 6755346.6187'

Segment #18 : Line

Course: S42°22'07"E Length: 10.95'

North: 2083662.4135' East: 6755354.0007'

Segment #19 : Line

Course: S50°38'56"E Length: 21.29'

North: 2083648.9155' East: 6755370.4620'

Segment #20 : Line

Course: S00°18'17"E Length: 2133.06'

North: 2081515.8905' East: 6755381.8069'

Perimeter: 12073.14' Area: 7858507.54 Sq. Ft.

STAFF REPORT

Item Number 10.A

SUBJECT: Planning Entitlement Tracker Discussion

SUBMITTED BY: Nita Wracker

DEPARTMENT: Community Development

DATE: June 17, 2026

ATTACHMENTS:
PC Tracker June 2026

PLANNING ENTITLEMENT TRACKER (as of 6/8)

VILLAGE 1

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Auburn Ravine Production Homes	Design Review	Design Review application to develop 80 lots within the Epick 1 & 2 subdivision. One single-story floorplan and three two-story floorplans ranging in size from 1,832 sf to 3,384 sf are proposed. All three plans include three elevation options with enhanced versions. Materials include stucco, lap siding, stone veneer and composition shingle roofing. Nine coordinated color schemes are used across the community.	Phase 1 is located at the southeast corner of East 9th Street and Harrison Ave on APN 021-321-045-000. Phase 2 is located directly south on the southern side of East 8th St on APN 021-321-066-000	Under departmental review
Heartland at Hidden Hills Production Homes	Design Review	Design Review application to develop 14 lots within the Heartland at Hidden Hills subdivision. Four single-story plans ranging from 2,247 SF to 3,250 SF are proposed with three architectural styles: Stratford Modern, Santa Barbara and Traditional Farmhouse.	565 Oak Tree Lane (APN: 021-274-026-000)	DRB tentatively scheduled for 6/24/26
The Waterfront	Development Agreement	Proposed Mixed Use Development consisting of 271 residential apartment units and 50,000 square feet of commercial within Village 1 Specific Plan.	Southeast corner of McBean Park Drive and Oak Tree Lane (APN: 021-274-033-000)	Waiting for resubmittal from applicant
Turkey Creek Golf Course Driving Range Netting	Conditional Use Permit (CUP)	Amendment to the Turkey Creek Golf Course's Conditional Use Permit for the proposed construction of a maximum 100-foot netting along Driving Range portion of Turkey Creek Golf Course.	Oak Tree Lane north of McBean Park Drive on Turkey Creek Golf Course (APN 021-272-009-000)	Pending receipt of updated information for applicant

VILLAGE 5

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Windsor Cove	General Development Plan Amendment/Large Lot Tentative Subdivision Map/Small Lot Tentative Subdivision Map/Development Agreement	Proposed Large Lot and Small-Lot Tentative Subdivision Map creating a total 172 residential lots, recreational and open space lots	Northeast corner of Moore Road & Fiddyment Road (APN: 021-490-002-000)	PC tentatively scheduled for 6/17/26

VILLAGE 7

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Liberty at Lincoln - Village 8	Small Lot Tentative Subdivision Map	Small Lot Tentative Subdivision Map to create 106 50'x55' single family residential lots within the Village 7 Specific Plan area.	Southeast corner of Ferrari Ranch Road and future Western Blvd (APN: 327-380-002-000)	Under departmental review
Liberty at Lincoln - Village 9	Small Lot Tentative Subdivision Map	Small Lot Tentative Subdivision Map to create 48 50'x95' single family residential lots and a 9.5-acre community park site.	West of future Western Blvd extension (APN: 021-283-044-000)	Waiting for resubmittal from applicant
Village 7B Amendments	Specific Plan Amendment/General Development Plan Amendment	Amendments to Specific Plan and General Development to modify the land use plan for annexed land within Village 7, as well as unannexed land within Village 7 and Village 5.	Northwest corner of Moore Road & Sorrento Parkway (multiple APNs)	PC tentatively scheduled for 6/17/26
Village 7B Annexation	Annexation	Request Pre-Annexation approval for filing of an application to Placer County LAFCO for annexation of approximately 180 acres of property within the northern portion of the Village 7 Specific Plan (~146 acres) and a portion within the Village 5 Specific Plan (~34 acres).	Northwest corner of Moore Road & Sorrento Parkway (multiple APNs)	Under departmental review

SUD-B NEQ

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
NO PROJECTS UNDER REVIEW				

PLANNING ENTITLEMENT TRACKER (as of 6/8)

OTHER AREAS

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Lincoln Retirement Residence	Time Extension for Specific Development Plan / Development Permit (Design Review)	Time Extension to an expiring SDP/DP (Design Review) to an approved Independent Senior Living Facility (Hawthorn)	658 Red Rock Road	Under departmental review
Home Depot CUP Modification	Conditional Use Permit (CUP)	CUP modification request to alter existing CUP for outdoor storage to utilize 28 parking stalls to store rental equipment and vehicles associated with a new tool rental center.	1000 Groveland Lane	Waiting for resubmittal from applicant
JLC Ready Mix	Design Review	Project proposes to build a two story office building with concrete plant observation room and ready-mix concrete plant facility.	1360 Gladding Road	Waiting for resubmittal from applicant
Lincoln 14	Rezone/General Plan Amendment/General Development Plan Amendment/Tentative Subdivision Map	The project proposal includes a Rezone, General Plan Amendment, and GDP amendment to rezone commercial and business-professional uses to residential and open space uses. The proposed Tentative Subdivision Map will create 55 single-family residential lots.	Southwest corner of Nicolaus Road & Joiner Parkway (APN: 021-310-017, -032, and -100)	Project on hold
Lincoln 270	Rezone/General Plan Amendment/Specific Plan Amendment/General Development Plan Amendment/Design Guidelines Amendment/Development Agreement Amendment/Large Lot Tentative Map Modification	Proposed amendments to the adopted Lincoln Village 270 Specific Plan, General Development Plan, and Design Guidelines to rezone some commercial and business-professional uses to residential and park uses. A Development Agreement Amendment and Large Lot Tentative Map Amendment will be required due to the proposed rezone.	Located between Highway 65 and Industrial Avenue (multiple APNs)	Under departmental review
Prairie Point Telecommunications Facility	Conditional Use Permit (CUP)	CUP to build a 60-foot mono-broadleaf cell communications tower within a 3,600SF lease area and associated improvements located on an open space parcel near Twelve Bridges Elementary School.	Located Southwest of Twelve Bridges Elementary School (APN: 334-010-013-000)	Waiting for resubmittal from applicant
1905 Aviation - Storage Yard	Specific Development Plan/Development Permit/Conditional Use Permit (CUP)	Specific Development Plan/Development Permit and Conditional Use Permit Application to develop a vacant parcel into a fenced storage yard near the airport	(APN: 021-562-005-000 & 021-562-007-000)	Under departmental review