CITY OF LINCOLN
PLANNING COMMISSION REGULAR MEETING
November 18, 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
Mikaela Noble, Associate Planner
Eugenie Guadron, PC Secretary
Douglas White, City Attorney
Efren Sanchez, Senior Planner
Thomas Cruickshank, Associate Planner

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 Review and approve October 21, 2026 meeting minutes (Eugenie Guadron)

7.B Consideration of a Design Review application for the Hidden Hills Phase 2 Production Homes (Tom Cruickshank)

1. Determine Project does not require environmental review pursuant to CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning).
2. Adopt Resolution approving Design Review application for Hidden Hills Phase 2 Production Homes.

8. PUBLIC HEARINGS

8.A Carefield Lincoln Assisted Living and Memory Care (Carefield Living) (Efren Sanchez) **This is a continuance from the October 21, 2026 Planning Commission meeting**

1. Determine Project is adequately addressed in previously adopted Carefield Living Addendum and no further environmental review is required.
2. Adopt Resolution approving Design Review application for Carefield Living.
3. Adopt Resolution approving the Conditional Use Permit (CUP) Time Extension for Carefield Lincoln and Lincoln Retirement Residence.

8.B General Plan Amendment: Residential Density Increase and Changes to the Floor Area Ratio (FAR) Standard (Efren Sanchez)

1. Approve Resolution recommending City Council adopt proposed Addendum to the Lincoln General Plan EIR.
2. Approve Resolution recommending City Council approve proposed General Plan Amendment.

8.C Downtown Master Plan + Objective Design and Development Standards (Efren Sanchez)

1. Approve Resolution recommending City Council adopt proposed Addendum.
2. Approve Resolution recommending City Council approve Downtown Master Plan (DMP).
3. Approve Resolution recommending City Council approve Objective Design and Development Standards (ODDS).
4. Approve Resolution recommending City Council approve Regulating Plan.
5. Approve Resolution recommending City Council adopt an Ordinance approving text amendments to Title 18 (Zoning) associated with the DMP.

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:	Review and approve October 21, 2026 meeting minutes (Eugenie Guadron)
SUBMITTED BY:	Eugenie Guadron
DEPARTMENT:	Community Development
DATE:	November 18, 2026

ATTACHMENTS:
7.A. Draft Meeting Minutes 10.21.2026

MINUTES - DRAFT
CITY OF LINCOLN PLANNING COMMISSION
Regular Meeting
October 21, 2026

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

2. ROLL CALL – Commissioners present: Gilbert, Jackson, E.Johnson, J.Johnson, Manning. Commissioner Hutchinson 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 Gilbert.

4. AGENDA MODIFICATION – None.

5. INFORMATION ITEMS AND DISCLOSURES – None.

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

7. CONSENT –

7.A Review and approve August 19, 2026 meeting minutes
7.B Review and approve September 16, 2026 meeting minutes

Motioned (Offered by Commissioner Gilbert seconded by Vice Chair Manning to approve the August 19, 2026 and September 16, 2026 meeting minutes**. Unanimously Approved by voice call vote with no opposition (5-0-0-1)**.

8. PUBLIC HEARINGS –

8.A. Carefield Lincoln Assisted Living and Memory Care

1. Determine that the proposed Carefield Lincoln project is adequately addressed by the previously adopted Carefield Living Addendum to the Subsequent Environmental Impact Report and no further environmental review is required.
2. Adopt a Resolution approving the Specific Development Plan/Development Permit (Design Review), and Conditional Use Permit (CUP) Time Extension project for Carefield Lincoln with project-specific and typical conditions of approval.

Nita Wracker, Community Development Director announced that staff received notification from the applicant requesting that we continue this item to a future Planning Commission meeting. Director Wracker requested that Public Comments be heard, then continue the Public Hearing to a date certain: November 18, 2026 Planning Commission meeting.

Chair E.Johnson opened the public hearing at 6:07 P.M.

There was no public comment.

Efren Sanchez, Senior Planner, confirmed the “date certain” for the item to be heard is November 18, 2026.

Motioned (Offered by Commissioner J.Johnson, seconded by Vice Chair Manning) a continuance for the Carefield Lincoln project to the November 18, 2026 Planning Commission meeting. **Unanimously Approved by voice call vote with no opposition (5-0-0-1)**.

The Carefield Lincoln project public hearing will be continued on November 18, 2026 at 6:00 P.M. at the Planning Commission meeting.

8.B. Title 18 Zoning Code Amendment - Home Occupations

1. Determine that the project is exempt from California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) (Common Sense); and
2. Approve a Resolution recommending City Council adopt an Ordinance approving the proposed amendments to Chapter 18.62 of Title 18 (Zoning) of the Lincoln Municipal Code related to home occupations and cottage food operations.

Mikaela Noble, Associate Planner, presented to the Commission, including the PowerPoint presentation, made a part of these minutes by mention thereof. The Commission discussed the project with Ms. Noble and Director Wracker responding to questions and comments.

Chair E.Johnson opened the public hearing at 6:30 P.M.

The following provided public comment:
Kevin Siddle, Lincoln Resident, has concerns about a food truck always parked on First Street.

- Director Wracker responded that there is active code enforcement case against the food truck.

Chair E.Johnson closed the public hearing at 6:33 P.M.

Comments were made by the Commissioners on the amendments and enforcing them.

Motioned (Offered by Commissioner Gilbert, seconded by Commissioner Jackson) to Determine that the project is exempt from CEQA under Section 15061 (b)(3) and Approve a Resolution Recommending City Council adopt an Ordinance approving the proposed amendments to Chapter 18.62 of Title 18 (Zoning) of the Lincoln Municipal Code related to home occupations and cottage food operations. **Approved by roll call vote: Gilbert – Aye, Jackson – Aye, J.Johnson – Aye, Manning – Noe, E.Johnson - Aye (4-1-0-1)**.

Ms. Noble stated Planning staff will work with Economic Development staff on public outreach education on what is allowed and not allowed under the Home Occupations ordinance.

9. GENERAL BUSINESS – None.

10. INFORMATIONAL ITEMS FROM STAFF/ DIRECTOR REPORTS.

10. A. Besides the PC Entitlement Tracker, Director Wracker mentioned that staff does take the Commissioners comments seriously, reached out to the City Manager about the "pop-ups" during the weekend and there is consideration for a weekend enforcement action against the vendors, and Environmental Health at the County is the agency that permits any sort of food vendor, which they have been informed about the food truck that Mr. Siddle mentioned.

11. COMMISSIONER COMMENTS – None.

12. ADJOURNMENT –

Chair E.Johnson adjourned the meeting at **6:47 P.M.**

Submitted by:
Eugenie Guadron, Planning Commission Secretary

8.B. Title 18 Zoning Code Amendment



TITLE 18 (ZONING) AMENDMENTS

Home Occupations and Cottage Food Operations

Item 8B/ October 21, 2026 / Mikaela Noble, Associate Planner

BACKGROUND

- LMC Chapter 18.62
  - Regulates home occupations within residentially zoned areas
  - Standards intended to keep business activity incidental & subordinate to residential use
  - Existing provisions include out-of-date standards that do not reflect modern home-based business practices
- Online marketplaces (i.e, Etsy, Ebay, Amazon, etc.) made small-scale, home-based production/sale of goods commonplace
- Cottage food operations
  - Specific type of home occupation
  - Current code does not provide specific operational standards

KEY CHANGES: HOME OCCUPATIONS

- Updates outdated provisions, including approach to home-based manufacturing & merchandise sales
- Maintains residential protection standards for indoor operations, parking, deliveries, signage, outdoor storage, vehicles & nuisance impacts
- Continues to require conditional use permit for more intensive activities, including:
  - Activities with greater customer activity or potential neighborhood impacts
  - 3+ home occupations within one dwelling unit
  - Activities that do not meet objective performance standards

KEY CHANGES: COTTAGE FOOD OPERATIONS

- Defines cottage food operations (CFOs)
- Permits CFOs without conditional use permit, subject to applicable State, County, and City requirements.
  - Requires approvals from Placer County Environmental Health Division
- Establishes operational standards to maintain residential compatibility
  - Limits on # of CFOs per dwelling unit, outdoor activity, direct sales at residence, customer dining & deliveries

FINDINGS / ANALYSIS

- Modernize Chapter 18.62, improve internal consistency & provide clearer expectations for applicants & staff
- Regulations preserve home occupation purpose: allow small-scale business activity while protecting neighborhoods from nuisance impacts
  - Administrative approval provides flexibility for qualifying low-impact home occupations
  - CUP review remains available for more intensive uses
- Separate CFO standards provide local framework consistent with State law & help ensure CFOs remain small-scale & compatible with residential areas
- Overall, standards continue to ensure home occupations remain secondary to residential use of property

ENVIRONMENTAL DETERMINATION

- CEQA Exempt – Section 15061(b)(3) (Common Sense)
  - Amendment does not authorize construction, increase development/residential intensity, or change zoning
  - Subject to State law & City standards

RECOMMENDATION

Staff recommends PC:

– Determine project exempt from California Environmental Quality Act (CEQA) under Section 15061(b)(3) (Common Sense)

– Adopt Resolution recommending City Council approve amendments to LMC Chapter 18.62 related to home occupations & cottage food operations

END OF PRESENTATION

STAFF REPORT

Item Number 7.B

SUBJECT: Consideration of a Design Review application for the Hidden Hills Phase 2 Production Homes (Tom Cruickshank)

SUBMITTED BY: Tom Cruickshank

DEPARTMENT: Community Development

DATE: November 18, 2026

STAFF RECOMMENDATION:

Staff recommends the Planning Commission consider information contained in the staff report and take the following actions:

1. Pursuant to the California Environmental Quality Act (CEQA) under Section 15183, determine that the 2012 Village 1 Specific Plan Environmental Impact Report (EIR) as supplemented in the 2023 Village 1 Specific Plan EIR (State Clearinghouse (SCH) #2010102018) satisfies the requirements of CEQA given that no new, or substantially more severe, impacts would result from the project and that the prior analysis contained in the certified Village 1 Specific Plan Final EIR adequately addresses environmental impacts.
2. Adopt a Resolution approving the Specific Development Plan/Development Permit (Design Review) application for Hidden Hills Phase 2 by Century Communities for the design and construction of 151 single-family residential units, subject to the findings and conditions of approval included as Exhibit A of the Resolution (Attachment 1).

BACKGROUND/INTRODUCTION:

Hidden Hills Phase 2, proposed by Century Communities (the “Project”), is a Specific Development Plan and Development Permit (Design Review) application (PLN26-00022) for Phase 2 of the previously approved Hidden Hills residential subdivision.

The subdivision’s Tentative Subdivision Map, which includes both Phase 1 and Phase 2, was approved in 2017. The project site is located within the adopted Village 1 Specific Plan area and is designated Village Low Density Residential (VLDR) under the Village 1 Specific Plan[1] and General Development Plan[2](Attachment 2).

The Phase 1 Final Map, approved in 2025, includes 98 residential lots. Design Review approval for Hidden Hills Phase 1 was granted by the Planning Commission in 2024, and Phase 1 is currently under construction (Attachment 3).

The Phase 2 Final Map, also approved in 2025, includes 151 detached single-family residential lots. Phase 2 would be served by public streets, sidewalks, and public sewer and

water infrastructure (Attachment 3).

The Phase 2 project site is located south of Phase 1, along Silverado Trail. The site is bound by Adventure Way to the north, Silverado Trail to the south, Basecamp Drive to the west, and Explorer Way to the east (Attachment 2). The project encompasses multiple Assessor's Parcel Numbers and is surrounded by existing low-density residential development. Consistent with the Village 1 Specific Plan and General Development Plan, single-family residential development is permitted on properties designated VLDR.

PROJECT DESCRIPTION

The proposed project involves the construction of 151 single-family homes. The single and two-story homes will range in size from 2,444 square feet (SF) to 3,389 SF and will be located on lots varying in size (Attachment 2 and 3). Each floor plan has three elevations with four separate color/material schemes (twelve different total color schemes and material variety combinations), which include Spanish, Farmhouse, and Cottage (Attachment 4). Details regarding the homes are included below:

Hidden Hills Phase 2 by Century Communities					
Minimum Lot Size:	Plan:	Sq Ft:	Story(s):	Bedrooms:	Garage:
45' x 100'	Plan 1	2,444	1	4	2
	Plan 2	2,771	2	4 + Loft*	3 Car Tandem
	Plan 3	2,939	2	4 + Loft*	3
55' x 100'	Plan 4	2,595	1	3 + Office*	3
	Plan 5	2,800	1	4 + Office, Optional multi-gen suite	3
	Plan 6	3,389	2	5 + Loft	4
*Optional additional bedroom					

The design incorporates articulated walls and roof planes, porch elements, and gable end/hipped gable roof elements. The materials include stone veneer, brick veneer, board and batten siding, horizontal siding, gable end details, shutters, and stucco foam details, all of which enhance the elevations. The applicant's submittal also shows enhanced side and rear elevations that include the same detailing as that of the front elevation.

FINDINGS/ANALYSIS:

This application is being reviewed pursuant to Lincoln Municipal Code (LMC) Chapters 18.32 (PD Planned Development District)[3] related to Specific Development Plans/Development Permits (Village 1 GDP) and 18.64 (Design Review – General Provisions)[4].

Hidden Hills Phase 2 – Village 1 General Development Plan

Century Communities proposed design review application is subject to the Village 1 Specific Plan and General Development Plan (GDP) standards. The project's architectural design is consistent with Village 1 GDP Chapter 3.8 Architectural Guidelines requiring all architectural designs to blend with and enhance the existing character of the neighborhood. Century Communities proposed residential development of Hidden Hills Phase 2 conforms to the siting criteria involving height, setbacks, off-street parking, aesthetics, colors, and materials. The major goal of Village 1 GDP is to integrate a variety of housing types into one cohesive

neighborhood fabric.

The project aligns with the Specific Plan's vision to establish well organized communities supported by a cohesive land use pattern, integrated mobility network, and parks and open space areas. The neighborhood incorporates sidewalks that enhance internal circulation and strengthen connectivity to residential development adjacent to the project site (Attachment 3).

Design Review Board

The project was reviewed by the Design Review Board (DRB) at its meeting on October 28, 2026. Following presentations by staff and the applicant, the DRB conducted a detailed review of the proposed project, with particular attention to the architectural elevations.
The DRB requested clarification regarding the apparent omission of an address sign and associated light fixture on one elevation. The applicant confirmed that the omission was an oversight and that address signs and associated light fixtures will be incorporated into all applicable elevations. Following review and discussion with the applicant, the DRB determined that its questions had been satisfactorily addressed.

The DRB found that the proposed project is consistent with the applicable development standards of the Village 1 General Development Plan and recommended approval of the project to the City of Lincoln Planning Commission.

Conditions of Approval

To ensure timely and orderly implementation of the project, the proposed Specific Development Plan/Development Permit (Design Review) for the Hidden Hills Phase 2 project by Century Communities, is subject to specific conditions of approval. Implementation of the applicable conditions of approval would ensure that specific site improvements are installed according to City and Village 1 GDP design standards. These conditions are included as Exhibit A in the Resolution (Attachment 1).

ENVIRONMENTAL REVIEW:

The Project has been reviewed based upon the previously certified Final Village 1 Specific Plan EIR (SCH #2010102018). In light of the record, the project, as conditioned, does not present project specific environmental impacts that have not already been addressed in the previously certified Final EIR. Pursuant to the requirements of CEQA Section 15183 and the environmental guidelines of the City of Lincoln, the City has determined that the appropriate level of documentation to satisfy the requirements of CEQA based on a determination that no new or substantially more severe impacts would result from the project, and the prior analysis contained in the certified Village 1 Specific Plan Final EIR adequately addresses environmental impacts. Therefore, no further environmental analysis is warranted under CEQA.

CONCLUSION:

Supported by the analysis provided in the staff report, staff finds the proposed entitlement for the Hidden Hills Phase 2 project by Century Communities is consistent with the goals, policies and intent of the City's General Plan, based on its consistency with the Village 1 Specific Plan and GDP. The Design Review Board evaluated the application and recommends that the Planning Commission approve the application with the typical and project specific conditions of approval, as found in the attached Resolution (Attachment 1).

ATTACHMENTS:

7.B. Attach 1 Hidden Hills DR PC Resolution

7.B. Attach 2 Project Location

7.B. Attach 3 Hidden Hills Final Maps

7.B. Attach 4 Hidden Hills Design Review Package

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION APPROVING A SPECIFIC DEVELOPMENT PLAN/DEVELOPMENT PERMIT (DESIGN REVIEW) FOR RESIDENTIAL DEVELOPMENT OF THE HIDDEN HILLS PHASE 2 SUBDIVISION WITHIN THE VILLAGE 1 SPECIFIC PLAN AREA. LOCATED ALONG ADVENTURE WAY, SILVERADO TRAIL, BASECAMP DRIVE, AND EXPLORER WAY ON MULTIPLE ASSESSOR'S PARCEL NUMBERS (APN) (PLN26-00022 / APPLICANT / OWNER: CENTURY COMMUNITIES)

WHEREAS, Title 18 of the Lincoln Municipal Code provides for the review and recommendations of the Design Review Board on development design within the City of Lincoln; and

WHEREAS, all recommendations of the Design Review Board on design review applications are subject to approval of the Planning Commission prior to construction; and

WHEREAS, the Design Review Board reviewed and considered the standards of the Hidden Hills Phase 2 Subdivision (Century Communities); and

WHEREAS, the Design Review Board recommends that the Planning Commission approve the proposed elevations for the Hidden Hills Phase 2 Subdivision (Century Communities); and

WHEREAS, the project is exempt from further environmental review pursuant to the California Environmental Quality Act (CEQA) Section 15183, whereby projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) (State Clearinghouse #2010102018) was certified shall not require additional environmental review. The certified Village 1 Specific Plan Final EIR contemplated this project and adequately addresses environmental impacts; therefore, no further analysis is required under CEQA.

NOW, THEREFORE, **BE IT RESOLVED** the Planning Commission of the City of Lincoln does hereby find that the elevations for the Hidden Hills Phase 2 Subdivision (Century Communities) are hereby approved subject to the conditions set forth in in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 18th day of November, 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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EXHIBIT A

The Specific Development Plan/Development Permit (Design Review) application for the Hidden Hills Phase 2 Subdivision (Century Communities) on 151 lots, is approved subject to the following conditions:

1. The applicant shall hold harmless the City, its council members, 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.

2. The project shall comply with the setback and design standards prescribed in the Village 1 General Development Plan, which by this reference is incorporated herein.

3. The building elevations shall conform to and incorporate the architectural elements and details represented in the attached architectural plans and elevations, or as otherwise noted herein, included as such are the building height and mass, architectural elements, materials, textures, colors, accents, and trim.

4. All niches (whether media or fireplace) are to be finished in the same roof material as the residence as well as the installation of fascia boards along the eaves.

5. Those homes along public roadways, properties that have frontage, or back on to a street shall enhance the sides with the incorporation of head and sill trim to match front elevations, window trim, and gable detailing, as shown on the attached plans. The enhanced elements are to be shown on the master plan submittal and reviewed for compliance with the approved Planning Commission exhibits.

6. The project to set water meters pursuant to the City of Lincoln Improvement Standards. All residential water meters shall be fitted with *remote meter reader* and *touch pads* to the satisfaction of the City Engineer

7. Roof-mounted equipment (AC units, heating units, etc.) shall not be allowed

8. During construction the project shall keep all public streets clean and unobstructed. No construction materials shall be stored on City streets.

9. Radios and other musical equipment noise shall be played at levels consistent with the City of Lincoln standards so as to be contained onsite.

10. 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 allowing work for different days or hours.

11. No excavation for foundations shall take place on the lots without first obtaining a building permit.

12. The project shall be subject to the Western Placer Unified School District's Fee.

13. The project to install front yard landscaping which consists of groundcover, shrubs, and trees. Said landscaped areas to be provided with an automatic irrigation sprinkler system. A

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minimum of two (2) 15-gallon trees shall be provided in the front yard of interior lot, one of which shall be a designated street shade tree by the City. A minimum of three (3) 15-gallon trees shall be provided for corner lots, two of which shall be a designated street shade tree by the City. To provide a uniform streetscape at maturity, one tree shall be planted and nursery staked approximately 12.5 feet behind the front yard sidewalk, and the second tree shall be planted in the side street yard in an area which provides for adequate root growth. All landscaping will need to be installed prior to occupancy of the residence.

14. The project is to install 6' high, wood fence with cap and trim good neighbor fencing.

15. All homes to be provided with minimum 4-inch-high address numbers, which shall be backlit for easy nighttime identification by emergency vehicles.

16. The applicant shall enter into a “Will-Serve Agreement” with the Lincoln Postmaster regarding mailbox clustering and/or turnouts. Applicant to provide the City with a copy of the agreement before issuance of building permits.

17. Pursuant to Section 18.67.060, this Design Review approval shall remain in effect no longer than four (4) years. At the end of which time, if buildings have not been initiated or completed, the applicant must apply for a 2-year extension with the Community Development Director.

18. Prior to the issuance of any **model home building permits**, a “REQUEST FOR ISSUANCE OF BUILDING PERMITS MODEL HOMES – PUBLIC IMPROVEMENTS PARTIALLY COMPLETED”, needs to be circulated through and approved by Public Works, Water, Police, Fire and Planning Departments.

19. Prior to the issuance of any **building permits**, a “REQUEST FOR ISSUANCE OF BUILDNG PERMIT WHERE PUBLIC IMPROVEMENTS ARE SUBSTANTIALLY COMPLETE”, needs to be circulated through and approved by Public Works, Water, Police, Fire and Planning Departments.

20. Prior to the **occupancy of any home**, a “REQUEST FOR OCCUPANCY RESIDENTIAL BUILDING PERMITS”, needs to be circulated through and approved by Public Works, Water, Police, Fire and Planning Departments.

21. Wood stove and open fireplaces shall be prohibited within the proposed development, except for EPA certified Phase II wood stoves and inserts. Open fireplaces without EPA certified inserts shall not be allowed.

⋖END⋗

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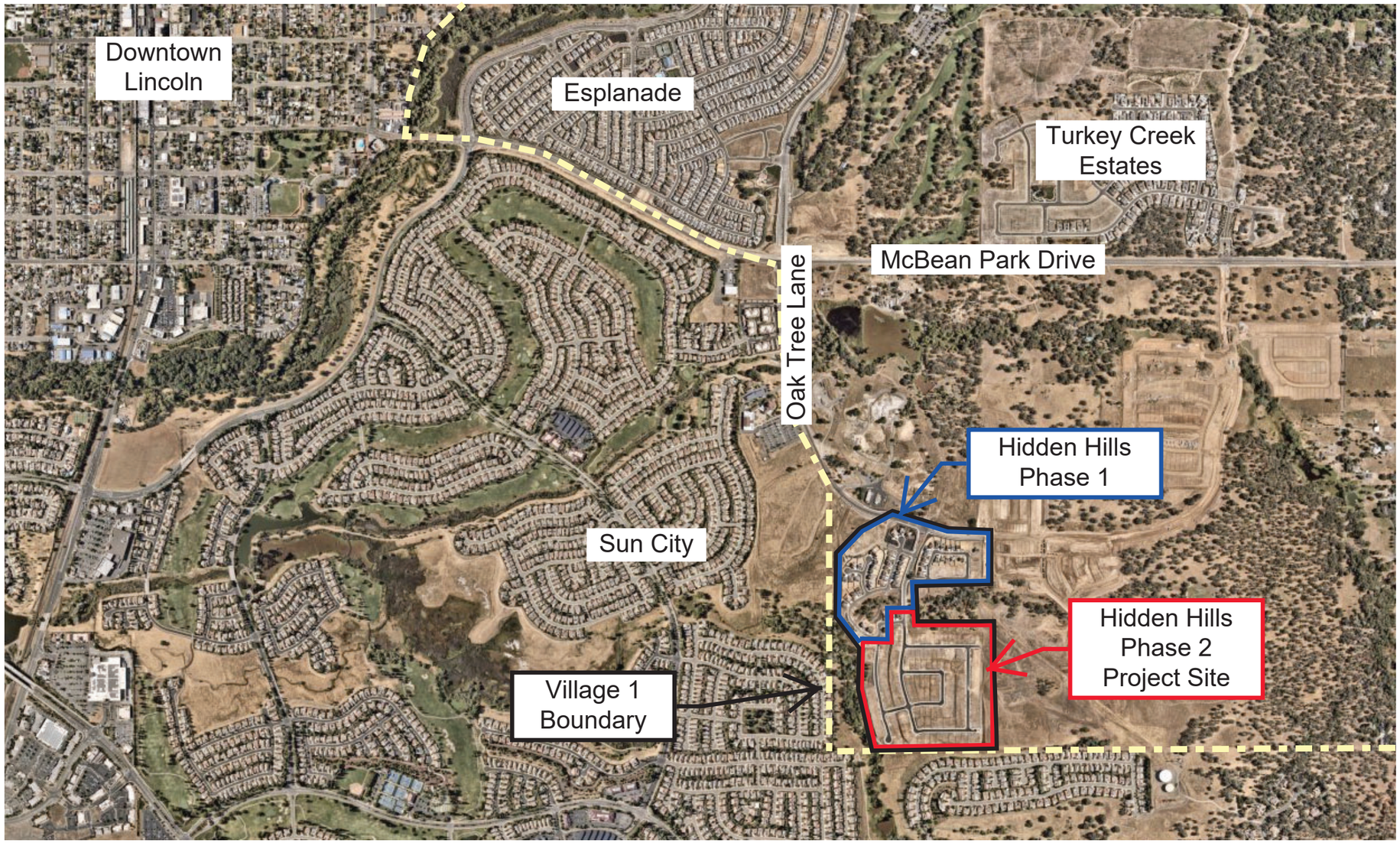
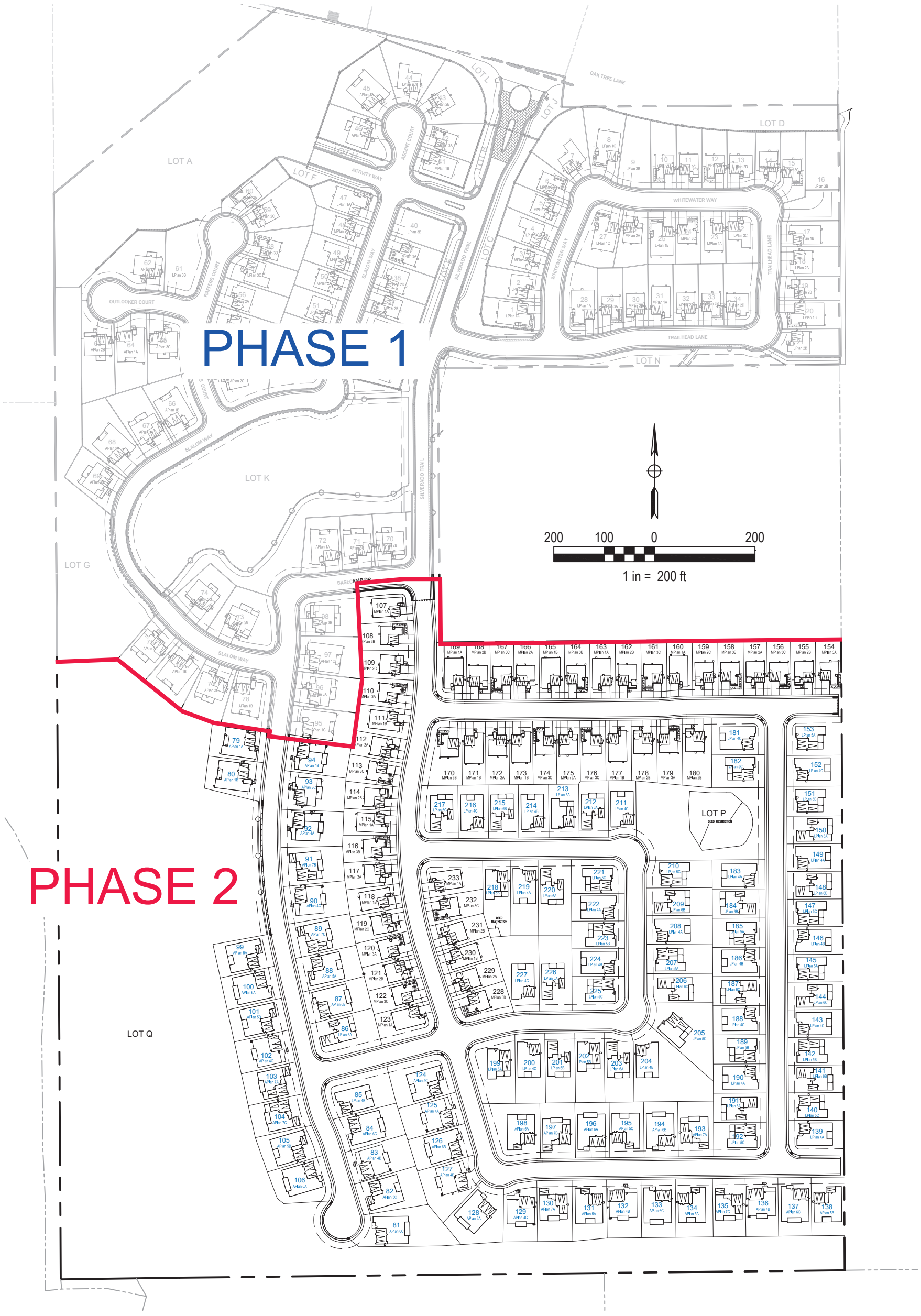
Attachment 2 -
Hidden Hills Phase 2 Design Review Project Location





10/13/2026 - ASPEN AND LAUREL PLANS PER DEVELOPMENT PLAN DATED 09/25/2026

MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
Folsom * Fresno
600 Coolidge Drive, Suite #140
Folsom, CA 95630
phone: (916) 984-7621
web: www.mpengr.com

DRAWN:	GH	JOB NO:	26-0016-00
CHECKED:	KPM	DATE:	26.1013
SCALE:	1" = 200'	SHEET:	1 of 1

PHASE 2 DEVELOPMENT PLAN

HIDDEN HILLS
REVISION 1

LINCOLN, CA

Dwg: X:\2026\26-0016-00 (HIDDEN HILLS)\DWG\ENG\LOTFIT\260016-C01-DEV PLAN-REV1.DWG | Saved: 10-13-26 03:01pm GHAMMER

Attachment 3

BOOK ___ OF MAPS, PAGE ___

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CERTIFIES THAT WE ARE THE OWNERS OF THE RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THIS FINAL MAP OF HIDDEN HILLS PHASE 1A & 1B, WITHIN THE DISTINCTIVE BORDERS AND THAT WE CONSENT TO THE PREPARATION AND FILING OF THIS FINAL MAP; WE HEREBY OFFER THE FOLLOWING DEDICATIONS:

THE FOLLOWING ARE DEDICATIONS OF EASEMENTS TO THE CITY OF LINCOLN:

A. OAK TREE LANE FOR PUBLIC STREET PURPOSES, SUBJECT TO IMPROVEMENT.

B. PUBLIC UTILITY EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF WATER, GAS, STORM DRAIN, SANITARY SEWER, TELECOMMUNICATION, CABLE AND ELECTRIC SERVICES TOGETHER WITH ANY AND ALL APPURTENANCES THERETO ON, OVER, UNDER, AND ACROSS LOTS A–H, J, L, & T1–T5 (SILVERADO TRAIL, WHITEWATER WAY, TRAILHEAD LANE, SLALOM WAY, ASCENT COURT, ACTIVITY WAY, OUTLOOKER COURT, RAFTERS COURT & BASECAMP DRIVE), PRIVATE STREETS LABELED PRIVATE STREET (P.U.E.) AND OVER THOSE STRIPS OF LAND 12.5' WIDE LABELED (P.U.E.) ADJACENT TO THE ABOVE NAMED PRIVATE STREETS AND THE 20' WIDE STRIP OVER LOT K LABELED (P.U.E.), ALL AS SHOWN AND LABELED HEREON.

C. PUBLIC UTILITY EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF WATER, GAS, STORM DRAIN, SANITARY SEWER, TELECOMMUNICATION, CABLE AND ELECTRIC SERVICES, TRAFFIC CONTROL FACILITIES AND ALL USES INCIDENT THERETO ALONG THOSE 12.5' STRIPS OF LAND OVER LOTS A, D, J AND L ADJACENT TO OAK TREE LANE AS SHOWN HEREON AND LABELED (P.U.E.)(a).

D. AN EASEMENT AND RIGHT OF WAY ON BEHALF OF THE PUBLIC FOR THE USE OF A PEDESTRIAN WALKWAY AND USES INCIDENT THERETO ON, OVER ALL OF LOTS D, J AND L AS SHOWN AND LABELED (P.E.).

E. EASEMENTS FOR PUBLIC SERVICE (P.S.E.) FOR INGRESS AND EGRESS BY THE CITY AND ALL STATE, LOCAL AND FEDERAL AGENCIES OVER, ACROSS, AND UNDER THE PRIVATE ROAD LOTS T1–T5 (SILVERADO TRAIL, WHITEWATER WAY, TRAILHEAD LANE, SLALOM WAY, ASCENT COURT, ACTIVITY WAY, OUTLOOKER COURT, RAFTERS COURT & BASECAMP DRIVE) FOR ACCESS TO ALL PARCELS FOR THE PURPOSE OF, BUT NOT LIMITED TO: POLICE AND FIRE, TRASH PICKUP, POSTAL DELIVERY AND PICKUP, CODE ENFORCEMENT, ANIMAL CONTROL, WILD FIRE/OPEN SPACE MANAGEMENT & WETLAND/DRAINAGE MONITORING.

F. MAIL DELIVERY EASEMENT FOR CONSTRUCTING AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES INCLUDING PEDESTRIAN ACCESS FOR THE DELIVERY AND RECEIPT OF MAIL, ON, OVER, UNDER AND ACROSS WITHIN STRIPS OF LAND FIVE (5) FEET WIDE LYING OUTSIDE OF AND ADJOINING THE PRIVATE STREETS SHOWN HEREON.

G. AN EASEMENT FOR EMERGENCY VEHICLE ACCESS PURPOSES (E.V.A.E.) FOR INGRESS/EGRESS FOR USE BY THE COUNTY, CITY AND STATE, LAW ENFORCEMENT, FIRE AND MEDICAL PERSONNEL ON, OVER AND ACROSS THAT CERTAIN STRIP OF LAND LABELED (E.V.A.E.) OVER LOT A SHOWN HEREON.

THE FOLLOWING IS A DEDICATION TO THE CITY OF LINCOLN FOR UNDERGROUND WATER RIGHTS:

WE HEREBY RELINQUISH AND WAVE OUR PRIORITY TO ANY AND ALL UNDERGROUND WATER RIGHTS ASSOCIATED WITH THE REAL PROPERTY WITHIN ALL LOTS AS SHOWN WITHIN THIS SUBDIVISION BOUNDARY.

CENTURY COMMUNITIES OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

PRINT: DEAN K. MILLS
TITLE: VICE PRESIDENT

ABANDONMENT NOTES

1. PURSUANT TO SECTION 66434(g) OF THE SUBDIVISION MAP ACT, THE FILING OF THIS FINAL MAP, HIDDEN HILLS PHASE 1A & 1B CONSTITUTES THE ABANDONMENT OF THE EASEMENT OF THE CITY OF LINCOLN FOR WATERLINE AND INCIDENTAL PURPOSES AS GRANTED TO THE CITY IN BOOK 139 PAGE 175, OFFICIAL RECORDS OF PLACER COUNTY, NOT SHOWN ON THIS MAP.

DEVELOPMENT NOTES

THIS SUBDIVISION IS SUBJECT TO A HOMEOWNERS ASSOCIATION.

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

BEING A SUBDIVISION OF A PORTION OF PARCELS A AND B OF PARCEL MAP 70540, FILED IN BOOK 4 OF PARCEL MAPS AT PAGE 66, TOGETHER WITH A PORTION OF PARCEL A OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS AT PAGE 28, BOTH RECORDS OF PLACER COUNTY, LYING WITHIN SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN • COUNTY OF PLACER • STATE OF CALIFORNIA

SHEET 1 OF 9 MARCH 2025

FRAYJi DESIGN GROUP
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1316 Blue Oaks Blvd., Roseville, CA 95678

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF Alameda

ON March 13, 2025 BEFORE ME, I. S. Huynh , A NOTARY PUBLIC,

PERSONALLY APPEARED Dean K. Mills ,

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

I.S. Huynh — SIGNATURE OF NOTARY PUBLIC

I. S. Huynh — PRINTED NAME

COMMISSION NO. 2362210

COUNTY OF PRINCIPAL PLACE OF BUSINESS Alameda

MY COMMISSION EXPIRES June 22, 2025

HOMEOWNER'S ASSOCIATION RESPONSIBILITIES

1. LOT A FOR RECREATIONAL CENTER IMPROVEMENTS FOR USE BY ALL OF THE LOT OWNERS.
2. LOTS G & K AS OPEN SPACE.
3. LOTS B, C, D, E, F, H, J, & L FOR THE INSTALLATION AND MAINTENANCE OF LANDSCAPING AND ANY AND ALL APPURTENANCES THERETO.
4. A STRIP OF LAND OVER LOT K, ADJACENT TO SILVERADO TRAIL AS SHOWN HEREON AND LABELED (L.S.E.) FOR THE INSTALLATION AND MAINTENANCE OF LANDSCAPING AND ANY AND ALL APPURTENANCES THERETO.
5. VISIBILITY PRESERVATION EASEMENTS TO BE KEPT FREE FROM SIGNS, HEDGES, FENCES, STRUCTURES, NATURAL GROWTH OR OTHER OBSTRUCTIONS TO THE VIEW HIGHER THAN TWO FEET SIX INCHES (2 ½') ABOVE THE NEAREST PAVEMENT SURFACE, WITHIN THE AREA OVER AND ACROSS THAT LAND DESIGNATED HEREON AS "VISIBILITY PRESERVATION EASEMENT."
6. LOTS T1, T2, T3, T4 & T5 FOR PRIVATE STREET PURPOSES AND MAINTENANCE FOR USE BY ALL OF THE LOT OWNERS.

SURVEYORS STATEMENT

THIS FINAL MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF CENTURY COMMUNITIES OF CALIFORNIA, LLC, A DELAWARE LIMITED LIABILITY COMPANY, DURING JULY 2017. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR WILL BE SET PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT OR THAT THEY WILL BE SET IN THOSE POSITIONS WITHIN ONE YEAR AFTER RECORDATION OF THIS FINAL MAP; THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

DATE: 3-12-25 Michael S. Costa

MICHAEL S. COSTA
REGISTRATION NUMBER: L.S. 6600
REGISTRATION EXPIRES 12–31–2025

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

SURVEYORS STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP OF HIDDEN HILLS PHASE 1A & 1B, AND FIND THIS MAP TO BE TECHNICALLY CORRECT.

Raymond Michael Manger

RAYMOND MICHAEL MANGER
L.S. NO. 5154
REGISTRATION EXPIRES 6–30–2025
DATE: 3.14.2025

PROFESSIONAL LAND SURVEYOR — RAYMOND M. MANGER — LS 5154 — STATE OF CALIFORNIA

CITY ENGINEER'S STATEMENT

I, VIN CAY, CITY ENGINEER FOR THE CITY OF LINCOLN, DO HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF THE HIDDEN HILLS PHASE 1A & 1B, CITY OF LINCOLN, STATE OF CALIFORNIA, COMPRISED OF NINE (9) SHEETS; THAT THE SUBDIVISION SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF; AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH.

DATE: 03/26/25 _____

VIN CAY, CITY ENGINEER
CITY OF LINCOLN, R.C.E. NO. 72903
REGISTRATION EXPIRES 12–31–2026

REGISTERED PROFESSIONAL ENGINEER — VIN CAY — No. 72903 — CIVIL ENGINEER — STATE OF CALIFORNIA

CITY CLERK'S STATEMENT

I, HOPE ITHURBURN, INTERIM CITY CLERK OF THE CITY OF LINCOLN, HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF LINCOLN HAS APPROVED THIS FINAL MAP OF HIDDEN HILLS PHASE 1A & 1B, AND ACCEPTED THE EASEMENTS FOR OAK TREE LANE FOR PUBLIC STREET PURPOSES, SUBJECT TO IMPROVEMENT, PUBLIC UTILITY EASEMENT (P.U.E), EASEMENT AND RIGHT OF WAY FOR THE USE OF A PEDESTRIAN WALKWAY (P.E.), EASEMENT FOR PUBLIC SERVICE (P.S.E.), MAIL DELIVERY EASEMENT, AND EASEMENT FOR EMERGENCY VEHICLE ACCESS PURPOSES (E.V.A.E.), ALL AS OFFERED HERON, DID ACCEPT THE DEDICATION OF THE WATER RIGHTS AS OFFERED HEREON AND DID CERTIFY TO THE ABANDONMENT OF THE EASEMENT FOR WATERLINE PURPOSES AS GRANTED TO THE CITY OF LINCOLN IN BOOK 139 PAGE 175, OFFICIAL RECORDS OF PLACER COUNTY NOT SHOWN ON THIS MAP.

_____ _____

HOPE ITHURBURN — DATE:
INTERIM CITY CLERK, CITY OF LINCOLN

RECORDER'S STATEMENT

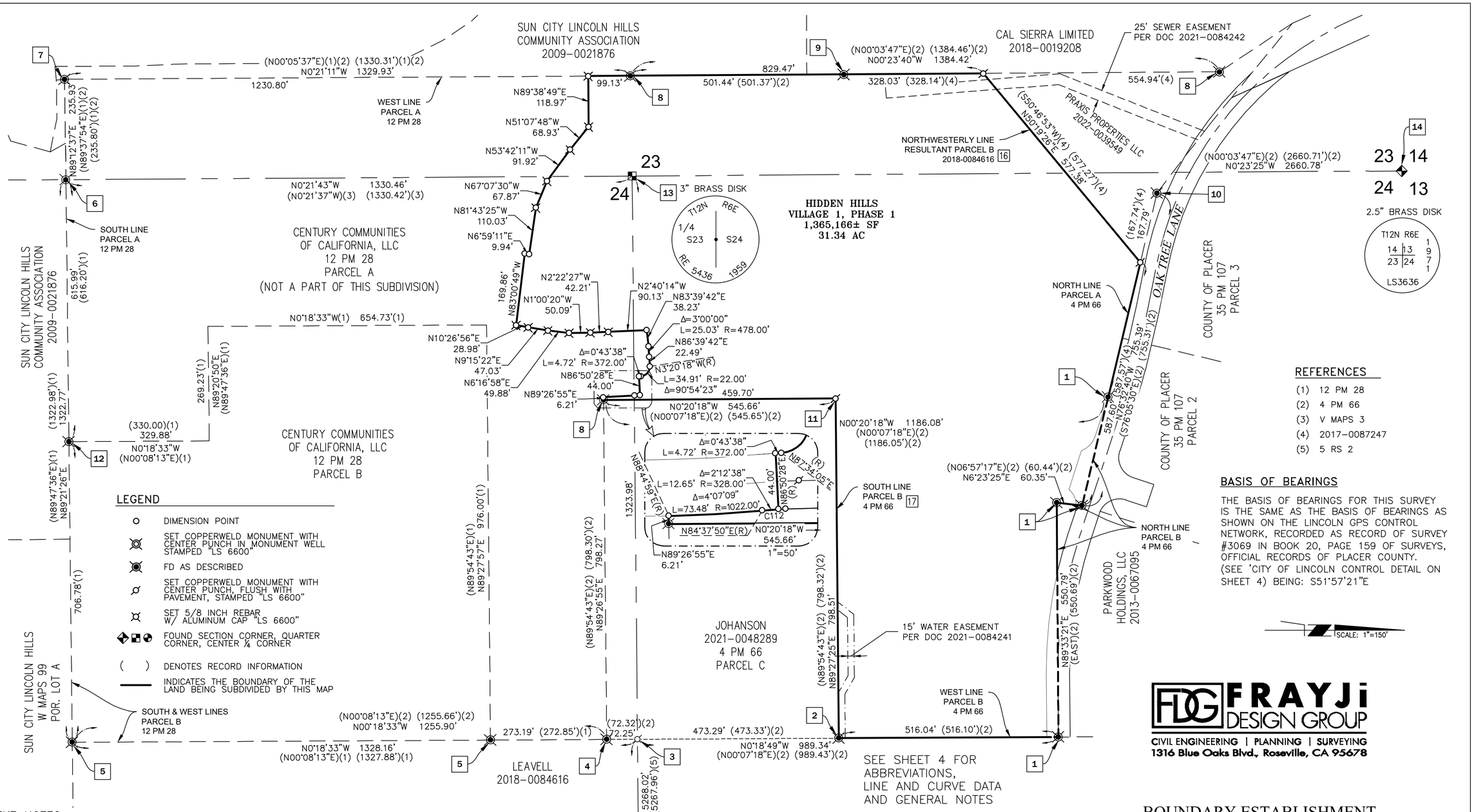
FILED THIS _____DAY OF _____, 2025, AT _____ _____.M. IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF CENTURY COMMUNITIES OF CALIFORNIA, LLC, A DELAWARE LIMITED LIABILITY COMPANY.

DOCUMENT NO 2025-_____

RYAN RONCO
PLACER COUNTY RECORDER

FEE: _____

BY: _____
DEPUTY



REFERENCES

(1) 12 PM 28
(2) 4 PM 66
(3) V MAPS 3
(4) 2017-0087247
(5) 5 RS 2

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SAME AS THE BASIS OF BEARINGS AS SHOWN ON THE LINCOLN GPS CONTROL NETWORK, RECORDED AS RECORD OF SURVEY #3069 IN BOOK 20, PAGE 159 OF SURVEYS, OFFICIAL RECORDS OF PLACER COUNTY. (SEE 'CITY OF LINCOLN CONTROL DETAIL ON SHEET 4) BEING: S51°57'21"E

LEGEND

- DIMENSION POINT
- SET COPPERWELD MONUMENT WITH CENTER PUNCH IN MONUMENT WELL STAMPED "LS 6600"
- FD AS DESCRIBED
- SET COPPERWELD MONUMENT WITH CENTER PUNCH, FLUSH WITH PAVEMENT, STAMPED "LS 6600"
- SET 5/8 INCH REBAR W/ ALUMINUM CAP "LS 6600"
- FOUND SECTION CORNER, QUARTER CORNER, CENTER 1/4 CORNER
- ( ) DENOTES RECORD INFORMATION
- INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP

MONUMENT NOTES

1. FOUND 3/4" IRON PIPE TAGGED "LS3636" PER 4 PM 66, ACCEPTED AS CORNER
2. FOUND 3/4" IRON PIPE TAGGED "LS3636" PER 4 PM 66, ACCEPTED AS CORNER
3. CENTER OF SW 1/4 SEC. 24. SEARCHED – DID NOT FIND MONUMENT PER 4 PM 66
4. FOUND 3/4" IRON PIPE PER 4 PM 66, TAG MISSING, ACCEPTED AS CORNER
5. FOUND 3/4" IRON PIPE PER 12 PM 28, TAG MISSING, ACCEPTED AS CORNER
6. FOUND 3/4" IRON PIN, MISSING TAG, FIT POSITION PER 12 PM 28, ACCEPTED AS CORNER
7. FOUND 3/4" IRON PIPE W/ CAP TAGGED "LS6046" IN LIEU OF 3/4" IRON PIN TAGGED "LS3636" PER 4 PM 66, FIT POSITION, ACCEPTED AS CORNER
8. FOUND 3/4" IRON PIN TAGGED "LS3636" PER 4 PM 66, ACCEPTED AS CORNER
9. FOUND 3/4" IRON PIN PER 4 PM 66, TAG MISSING, ACCEPTED AS CORNER. SET NEW TAG STAMPED "LS 5473"
10. FOUND 1" RD. HEAD PIN PER 4 PM 66, ACCEPTED AS CORNER
11. NOT FOUND. CORNER ESTABLISH BY PRORATION BETWEEN 1 AND 8 PER 4 PM 66.
12. FD. 3/4" IRON PIN TAGGED "LS3636" NORTHERLY ALONG WESTERLY LOT LINE 0.20' OF CALCULATED RECORD POSITION PER R1, ACCEPTED AS CORNER

MONUMENT NOTES (CONT.)

13. FOUND 3/4" IP W/3" CAP STAMPED "LS 5436" PER 4 PM 56 TO BE RESET
14. FOUND 2.5" BRASS DISC STAMPED "LS 3636" PER 4 PM 56
15. FOUND 2" BRASS DISC STAMPED "LS 3639" PER 4 RS 85
16. THIS LINE IS THE RESULT OF A CITY-APPROVED LOT LINE ADJUSTMENT, FINALLY ESTABLISHED BY GRANT DEED 2018 0084616 O.R.P.C., LINE BEARING & DISTANCE ADJUSTED TO FIELD SURVEY.
17. ESTABLISHED FROM FOUND MONUMENT 2 AND CALCULATED PROPERTY CORNER 11 PER 4 PM 66.

– ALL REAR LOT CORNERS AND ANGLE POINTS ARE MARKED BY A 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 6600".

– EACH FRONT LOT CORNER IS MARKED BY A 1" BRASS MARKER STAMPED "LS 6600" SET IN THE SIDEWALK ON THE PROJECTION OF THE SIDE LOT LINE 1.0'(FT.) FROM THE FRONT LOT CORNER.

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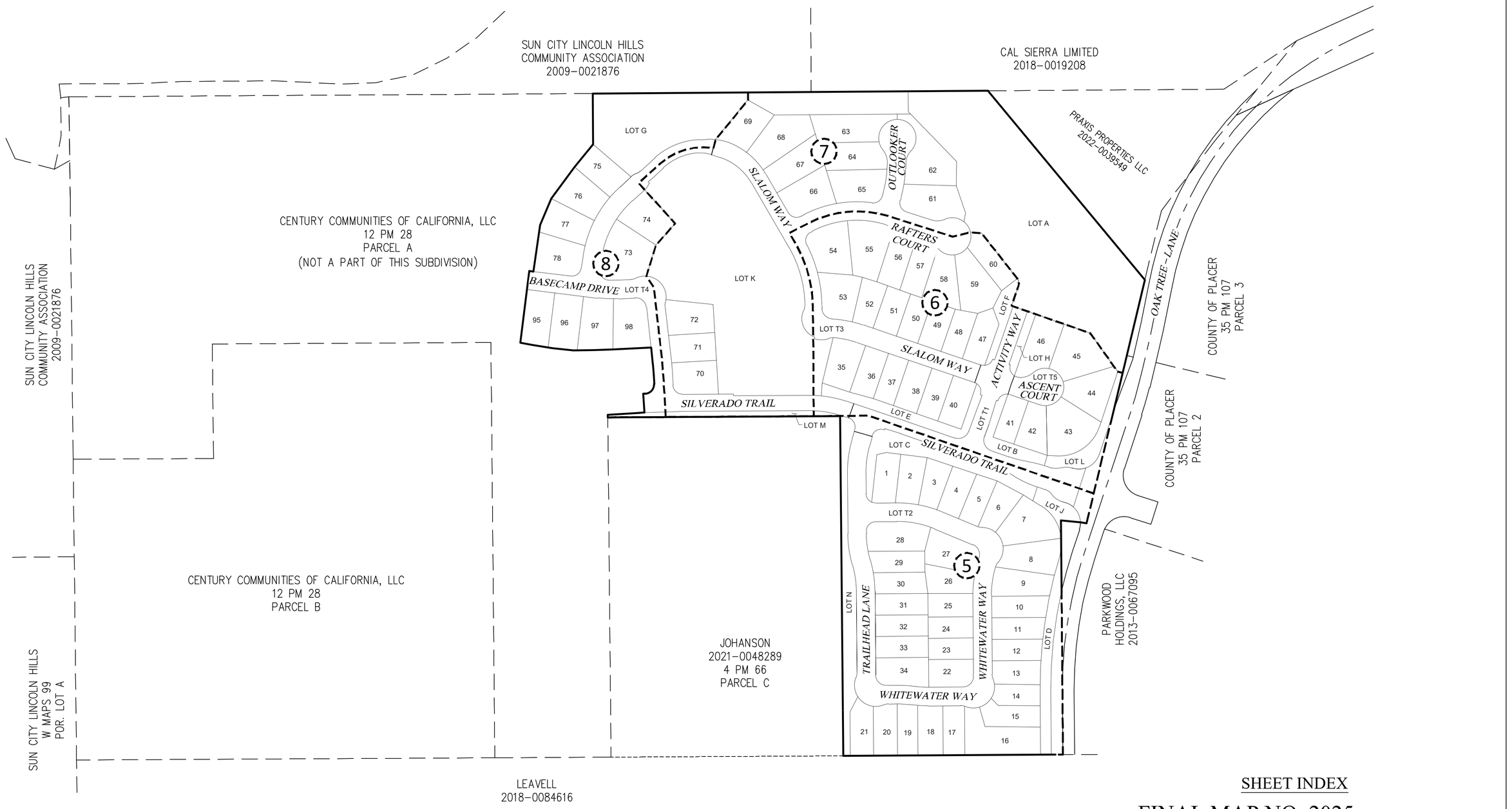
BOUNDARY ESTABLISHMENT

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

BEING A SUBDIVISION OF A PORTION OF PARCELS A AND B OF PARCEL MAP 70540, FILED IN BOOK 4 OF PARCEL MAPS AT PAGE 66, TOGETHER WITH A PORTION OF PARCEL A OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS AT PAGE 28, BOTH RECORDS OF PLACER COUNTY, LYING WITHIN SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN COUNTY OF PLACER STATE OF CALIFORNIA

SHEET 2 OF 9 MARCH 2025



SCALE: 1"=150'

SEE SHEET 2 FOR
BOUNDARY NOTES,
LEGEND, REFERENCES &
BASIS OF BEARINGS

SEE SHEET 4 FOR
ABBREVIATIONS,
LINE AND CURVE DATA
AND GENERAL NOTES

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SHEET INDEX

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

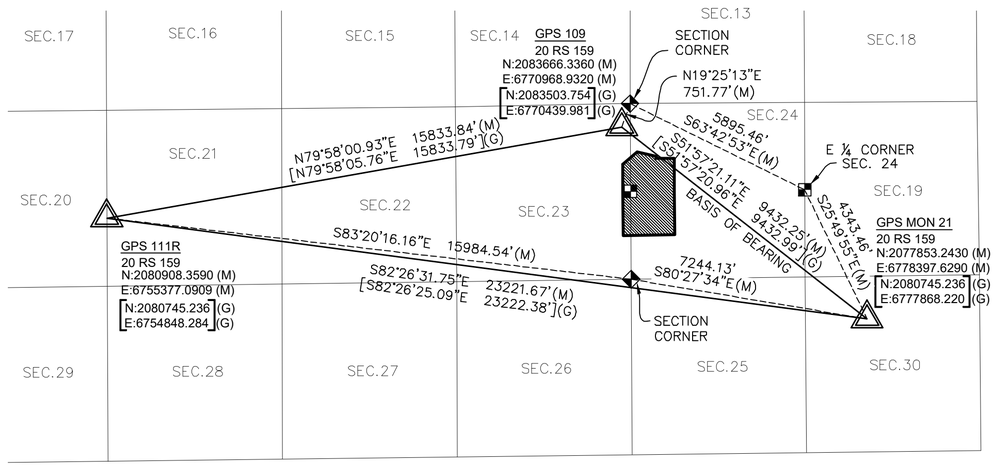
BEING A SUBDIVISION OF A PORTION OF PARCELS A AND B OF PARCEL MAP 70540, FILED IN BOOK 4 OF PARCEL MAPS AT PAGE 66, TOGETHER WITH A PORTION OF PARCEL A OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS AT PAGE 28, BOTH RECORDS OF PLACER COUNTY, LYING WITHIN SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN • COUNTY OF PLACER • STATE OF CALIFORNIA

	LINE TABLE		
	NO.	BEARING	LENGTH
	L1	S71°09'50"E	22.66'
	L2	S18°33'21"W	17.68'
	L3	S71°26'39"E	4.00'
	L4	N44°49'52"E	22.63'
	L5	N88°58'28"E	8.12'
	L6	N17°57'48"E	18.33'
	L7	S00°58'29"W	34.33'
	L8	S70°24'54"E	23.33'
(R)	L10	N19°12'58"E	4.00'
	L12	S08°10'08"E	13.65'
	L14	N89°40'24"W	46.47'
	L15	S72°31'29"E	6.93'
(R)	L16	N19°12'58"E	4.00'
	L17	N13°27'20"E	11.94'
(R)	L19	S17°47'44"W	4.00'
	L20	S75°17'39"E	36.57'
	L21	N00°19'38"W	23.30'
	L22	S69°23'46"W	41.07'
	L23	N17°57'48"E	2.21'
	L24	N17°57'48"E	12.56'
	L25	N71°10'08"W	22.00'
	L26	N03°44'25"E	25.42'
	L27	S78°28'16"E	21.02'
(R)	L28	N52°15'47"W	44.00'
(R)	L29	N89°36'36"E	44.00'
	L31	N19°13'31"E	4.00'
	L32	N19°13'31"E	36.00'
	L33	N19°13'31"E	20.50'
	L34	N13°27'20"E	4.42'
	L35	N73°20'38"W	25.05'
	L36	S85°35'14"E	30.11'
(R)	L37	N20°36'20"E	4.00'
	L38	N88°15'04"W	12.76'
	L39	S27°17'53"E	4.18'
	L40	N27°17'53"W	8.18'
	L41	S88°15'04"E	12.76'
	L43	N72°02'12"W	34.12'
	L44	S15°33'21"W	44.00'
(R)	L45	S70°46'29"E	–
(R)	L46	S81°12'54"E	–
(R)	L47	N16°52'20"W	44.00'
(R)	L48	N22°52'15"E	22.11'
	L49	N71°26'39"W	36.00'
(R)	L90	N57°41'10"W	–

CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C1	33.41'	22.00'	87°00'00"
C2	35.71'	22.00'	93°00'00"
C3	3.32'	284.00'	0°40'10"
C4	38.50'	272.00'	8°06'35"
C5	32.27'	228.00'	8°06'35"
C6	74.63'	272.00'	15°43'15"
C7	63.22'	132.00'	27°26'21"
C8	44.52'	50.00'	51°00'55"
C10	46.90'	50.00'	53°44'48"
C11	38.50'	272.00'	8°06'35"
C12	9.13'	30.00'	17°25'48"
C13	2.56'	30.00'	4°54'06"
C14	11.69'	30.00'	22°19'54"
C15	21.98'	35.00'	35°58'52"
C16	25.75'	41.00'	35°58'52"
C17	19.97'	50.00'	22°52'49"
C18	37.06'	22.00'	96°31'30"
C19	40.84'	26.00'	89°59'27"
C20	21.98'	35.00'	35°58'52"
C21	25.75'	41.00'	35°58'52"
C22	10.04'	30.00'	19°10'55"
C23	1.65'	30.00'	3°08'59"
C24	11.69'	30.00'	22°19'54"
C25	31.91'	50.00'	36°34'19"
C26	37.30'	46.00'	46°27'40"
C27	20.25'	228.00'	5°05'23"
C28	32.86'	46.00'	40°55'34"
C29	57.12'	228.00'	14°21'17"
C30	40.84'	26.00'	90°00'33"
C31	32.86'	46.00'	40°55'34"
C32	33.89'	22.00'	88°15'21"
C33	37.47'	25.00'	85°51'51"
C34	34.56'	22.00'	90°00'00"
C35	41.72'	228.00'	10°29'04"
C36	20.58'	228.00'	5°10'18"
C37	62.30'	228.00'	15°39'22"
C38	30.69'	272.00'	6°27'57"
C39	43.63'	272.00'	9°11'25"
C40	31.25'	22.00'	81°23'34"
C41	39.18'	25.00'	89°47'54"
C42	49.02'	272.00'	10°19'29"
C43	35.38'	250.00'	8°06'35"
C44	56.93'	228.00'	14°18'24"
C45	35.38'	250.00'	8°06'35"
C46	38.98'	25.00'	89°20'46"
C47	12.65'	328.00'	2°12'38"
C48	4.47'	328.00'	0°46'51"
C49	4.77'	350.00'	0°46'51"
C50	11.69'	30.00'	22°19'54"
C51	34.52'	22.00'	89°53'33"
C52	33.44'	22.00'	87°05'03"

CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C53	5.64'	328.00'	0°59'05"
C54	25.35'	50.00'	29°03'12"
C55	10.53'	30.00'	20°06'47"
C56	4.72'	372.00'	0°43'37"
C57	37.09'	25.00'	85°00'00"
C58	3.69'	316.00'	0°40'10"
C59	3.50'	300.00'	0°40'10"
C60	34.06'	22.00'	88°42'36"
C61	15.14'	42.00'	20°39'22"
C62	40.32'	500.00'	4°37'14"
C63	51.34'	500.00'	5°52'57"
C64	11.69'	30.00'	22°19'54"
C65	5.41'	22.00'	14°05'27"
C66	25.03'	478.00'	3°00'00"
C67	91.48'	100.00'	52°24'48"
C68	100.34'	100.00'	57°29'32"
C69	8.86'	100.00'	5°04'44"
C70	15.49'	50.00'	17°45'10"
C71	2.64'	522.00'	0°17'23"
C72	26.18'	500.00'	3°00'00"
C73	27.33'	522.00'	3°00'00"
C74	24.69'	522.00'	2°42'37"
C75	33.41'	22.00'	87°00'00"
C76	67.92'	272.00'	14°18'24"
C77	15.72'	1052.50'	0°51'20"
C78	34.56'	22.00'	90°00'00"
C79	29.54'	22.00'	76°56'41"
C80	16.77'	44.00'	21°49'56"
C81	61.39'	50.00'	70°21'05"
C82	42.00'	44.00'	54°41'29"
C83	37.77'	44.00'	49°10'47"
C84	47.91'	44.00'	62°23'34"
C85	39.29'	44.00'	51°09'58"
C86	35.24'	22.00'	91°46'28"
C87	9.12'	22.00'	23°45'46"
C88	11.69'	30.00'	22°19'54"
C89	34.41'	22.00'	89°36'54"
C90	10.62'	22.00'	27°39'49"
C91	29.00'	22.00'	75°31'21"
C92	25.29'	22.00'	65°51'08"
C93	17.23'	350.00'	2°49'14"
C94	34.96'	22.00'	91°02'08"
C95	39.62'	22.00'	103°11'10"
C96	25.92'	50.00'	29°41'59"
C97	29.48'	22.00'	76°47'14"
C98	5.75'	22.00'	14°59'14"
C99	7.61'	250.00'	1°44'39"
C100	18.04'	18.00'	57°25'23"
C101	41.43'	50.00'	47°28'16"
C102	46.45'	50.00'	53°13'26"
C103	27.12'	266.00'	5°50'28"

CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C104	75.85'	230.00'	18°53'39"
C105	34.91'	22.00'	90°54'23"
C106	26.69'	272.00'	5°37'20"
C107	11.81'	272.00'	2°29'15"
C108	12.98'	50.00'	14°52'12"
C109	35.76'	50.00'	40°58'29"
C110	35.76'	50.00'	40°58'28"
C111	33.13'	50.00'	37°58'16"
C112	18.29'	328.00'	3°11'43"
C113	13.35'	30.00'	25°29'37"
C114	38.04'	50.00'	43°35'10"
C115	33.76'	50.00'	38°40'58"
C116	12.17'	272.00'	2°33'45"
C117	45.16'	272.00'	9°30'47"
C118	3.24'	30.00'	6°11'08"
C119	10.11'	30.00'	19°18'29"
C120	54.45'	228.00'	13°40'59"
C121	35.16'	50.00'	40°17'07"
C122	51.88'	272.00'	10°55'43"
C124	9.54'	22.00'	24°50'15"
C125	12.46'	30.00'	23°47'21"
C126	25.02'	22.00'	65°09'45"
C127	32.27'	228.00'	8°06'35"
C128	11.69'	30.00'	22°19'54"



CITY OF LINCOLN CONTROL DETAIL

SCALE" 1"=3000'

TIES TO LINCOLN G.P.S. CONTROL NETWORK ARE SHOWN FOR REFERENCE INFORMATION ONLY

LEGEND:

(M) MEASURED GROUND BEARINGS & DISTANCES IN U.S. SURVEY FEET

(G) GRID BEARINGS & DISTANCES

[ ] PER 23 RS 155

SEE SHEET 2 FOR BOUNDARY NOTES, LEGEND, REFERENCES & BASIS OF BEARINGS

SEE SHEET 4 FOR ABBREVIATIONS, LINE AND CURVE DATA AND GENERAL NOTES

ABBREVIATIONS

E.V.A.E.	EMERGENCY VEHICLE ACCESS EASEMENT
HOA	HOME OWNER'S ASSOCIATION
LSE	LANDSCAPE EASEMENT
MAPS	SUBDIVISION MAP
N,S,E,W	NORTH, SOUTH, EAST, WEST
ORPC	OFFICIAL RECORDS OF PLACER COUNTY
PE	PEDESTRIAN EASEMENT
PM	PARCEL MAP
PSE	PUBLIC SERVICES EASEMENT
PUE	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
ROW	RIGHT-OF-WAY
SF	SQUARE FEET
VPE	VISIBILITY PRESERVATION EASEMENT
(1)	RECORD DATA

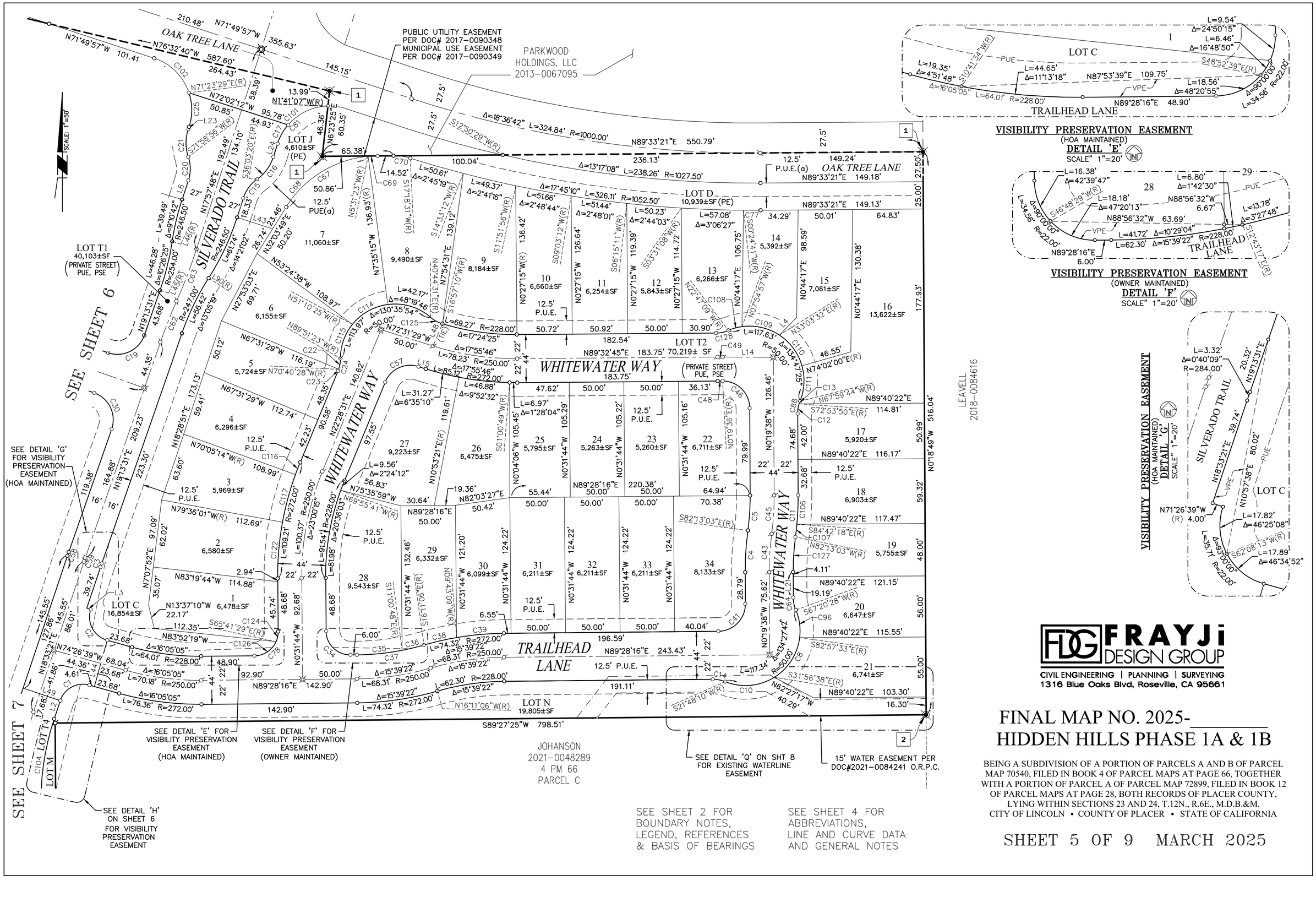
GENERAL NOTES:

1. A SOILS REPORT FOR THIS SUBDIVISION WAS PREPARED BY WALLACE KUHL & ASSOCIATES IN MAY 2018. A COPY OF THIS REPORT IS AVAILABLE FOR PUBLIC INSPECTION AT THE OFFICE OF THE CITY OF LINCOLN BUILDING INSPECTION DIVISION.
2. TOTAL AREA FOR THIS SUBDIVISION IS 31.34± ACRES, CONSISTING OF 82 RESIDENTIAL LOTS (1–78, 95–98), 10 LETTERED LOTS (A–H, J–N) AND 5 PRIVATE ROAD LOTS (T1–T5).
3. ALL CURVES ARE DIMENSIONED WITH RADIUS, DELTA AND ARC LENGTH.
4. DISTANCES SHOWN ARE GROUND AND IN U.S. SURVEY FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
5. LOT M & LOT N ARE INTENDED TO BE CONVEYED IN FEE TO EDWARD JOHANSON BY SEPARATE DOCUMENT.
6. ALL REAR LOT CORNERS AND ANGLE POINTS ARE MARKED BY A 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 6600". WHERE REAR LOT CORNERS ARE ADJACENT TO SOUND WALLS (LOTS 1–16, 35–47 AND 59–62) , REAR LOT CORNERS WILL BE SET ON LINE WITH A 2.0'(FT.) OFFSET TO THE ACTUAL REAR CORNER.
7. EACH FRONT LOT CORNER IS MARKED BY A 1" BRASS MARKER STAMPED "LS 6600" SET IN THE SIDEWALK ON THE PROJECTION OF THE SIDE LOT LINE 1.0'(FT.) FROM THE FRONT LOT CORNER.

FRAYJi DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING
1316 Blue Oaks Blvd., Roseville, CA 95678

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

BEING A SUBDIVISION OF A PORTION OF PARCELS A AND B OF PARCEL MAP 70540, FILED IN BOOK 4 OF PARCEL MAPS AT PAGE 66, TOGETHER WITH A PORTION OF PARCEL A OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS AT PAGE 28, BOTH RECORDS OF PLACER COUNTY, LYING WITHIN SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN COUNTY OF PLACER STATE OF CALIFORNIA



SEE SHEET 2 FOR BOUNDARY NOTES, LEGEND, REFERENCES & BASIS OF BEARINGS

SEE SHEET 4 FOR ABBREVIATIONS, LINE AND CURVE DATA AND GENERAL NOTES

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FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

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CITY OF LINCOLN • COUNTY OF PLACER • STATE OF CALIFORNIA

SHEET 5 OF 9 MARCH 2025

SEE SHEET 7

SEE SHEET 7

SEE SHEET 7

SEE SHEET 5

DETAIL 'M'
SCALE" 1"=20'

VISIBILITY PRESERVATION EASEMENT
(HOA MAINTAINED)
DETAIL 'H'
SCALE" 1"=20'

PUBLIC UTILITY EASEMENT
DETAIL 'N'
SCALE" 1"=30'

SCALE: 1"=50'

SEE SHEET 2 FOR BOUNDARY NOTES, LEGEND, REFERENCES & BASIS OF BEARINGS

SEE SHEET 4 FOR ABBREVIATIONS, LINE AND CURVE DATA AND GENERAL NOTES

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FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

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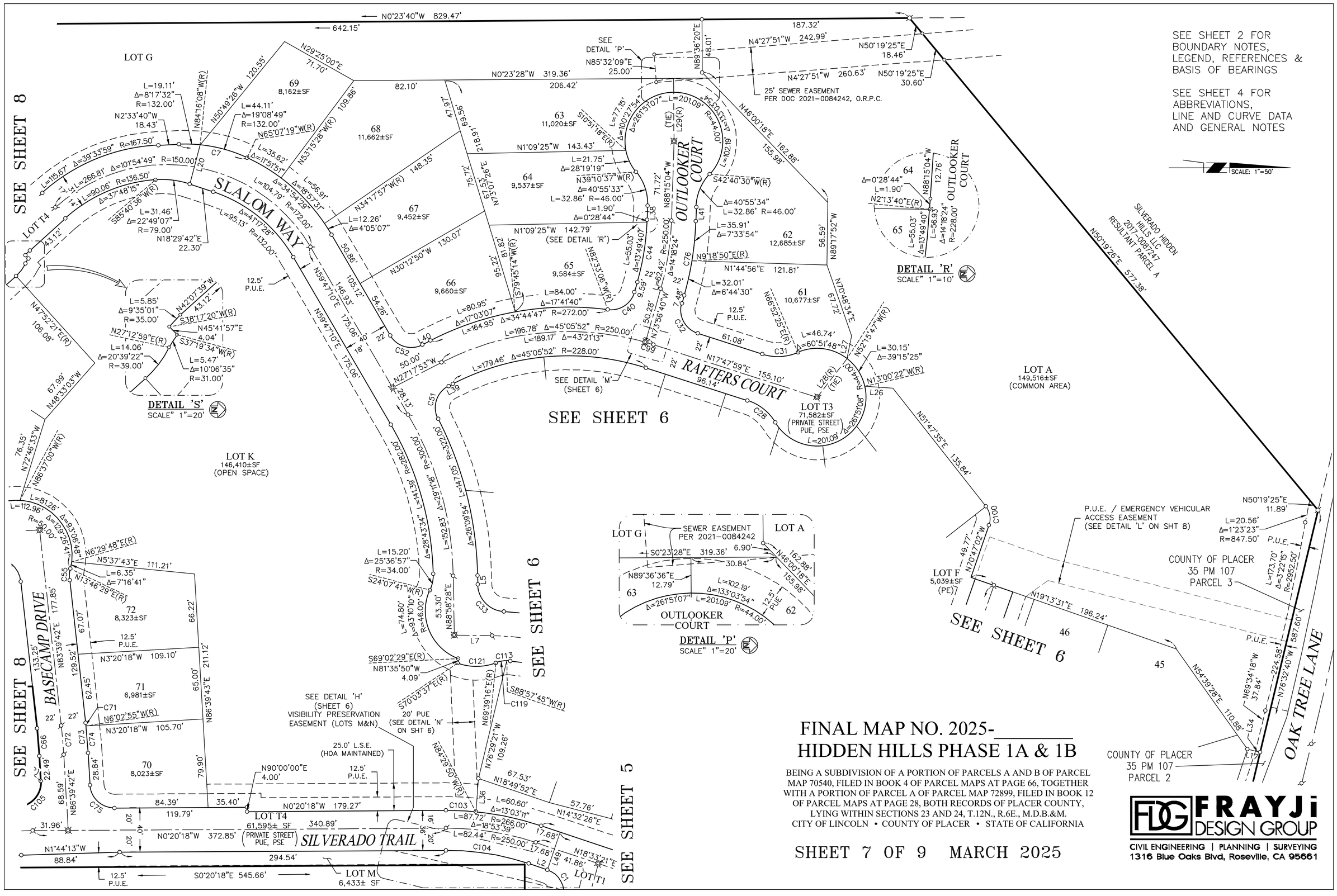
SHEET 6 OF 9 MARCH 2025



FINAL MAP NO. 2025-____
HIDDEN HILLS PHASE 1A & 1B

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SHEET 7 OF 9 MARCH 2025

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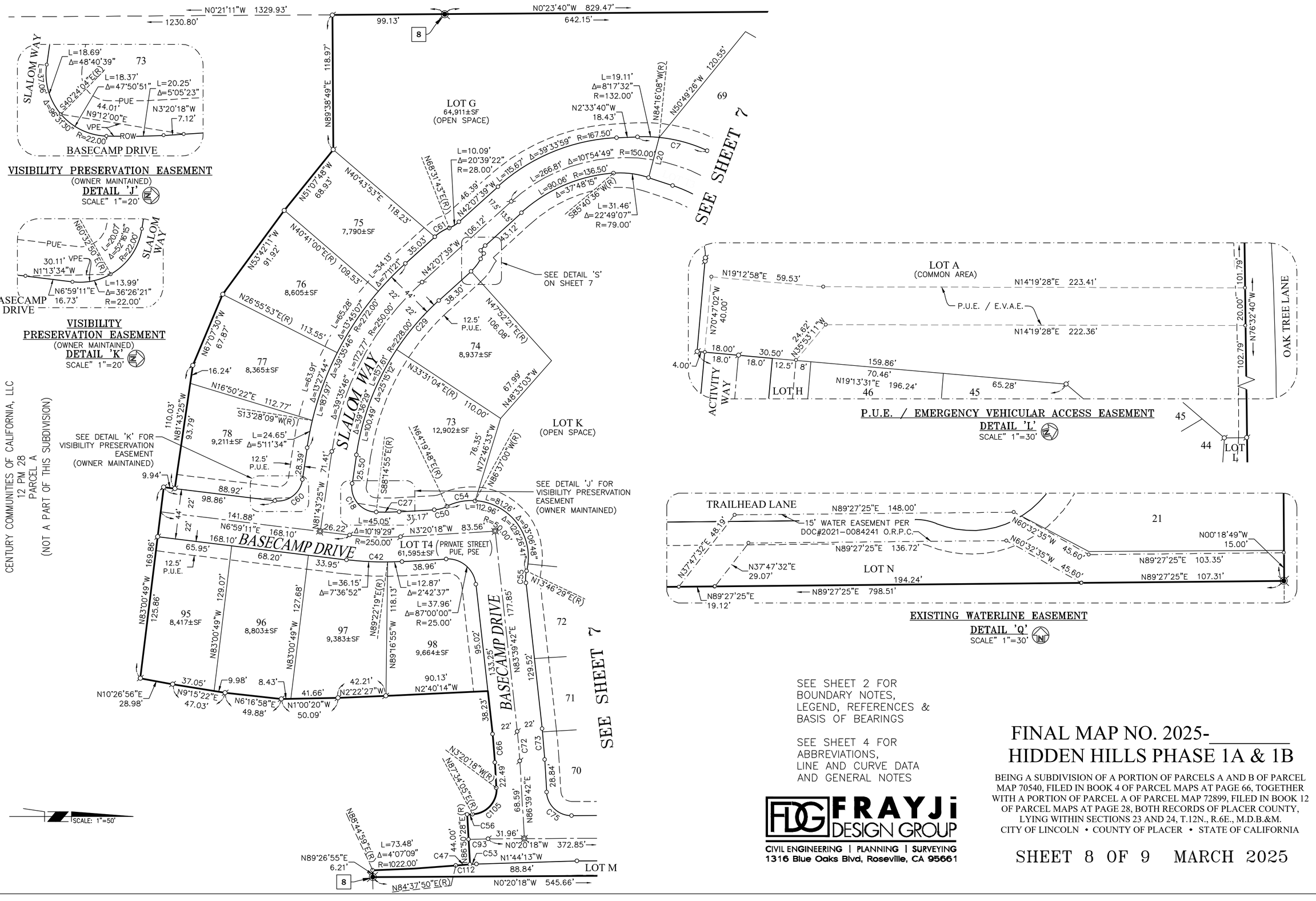

CENTURY COMMUNITIES OF CALIFORNIA, LLC
12 PM 28
PARCEL A
OF THIS SUBDIVISION)
(NOT A PART

SEE SHEET 2 FOR
BOUNDARY NOTES,
LEGEND, REFERENCES &
BASIS OF BEARINGS

SEE SHEET 4 FOR
ABBREVIATIONS,
LINE AND CURVE DATA
AND GENERAL NOTES

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FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

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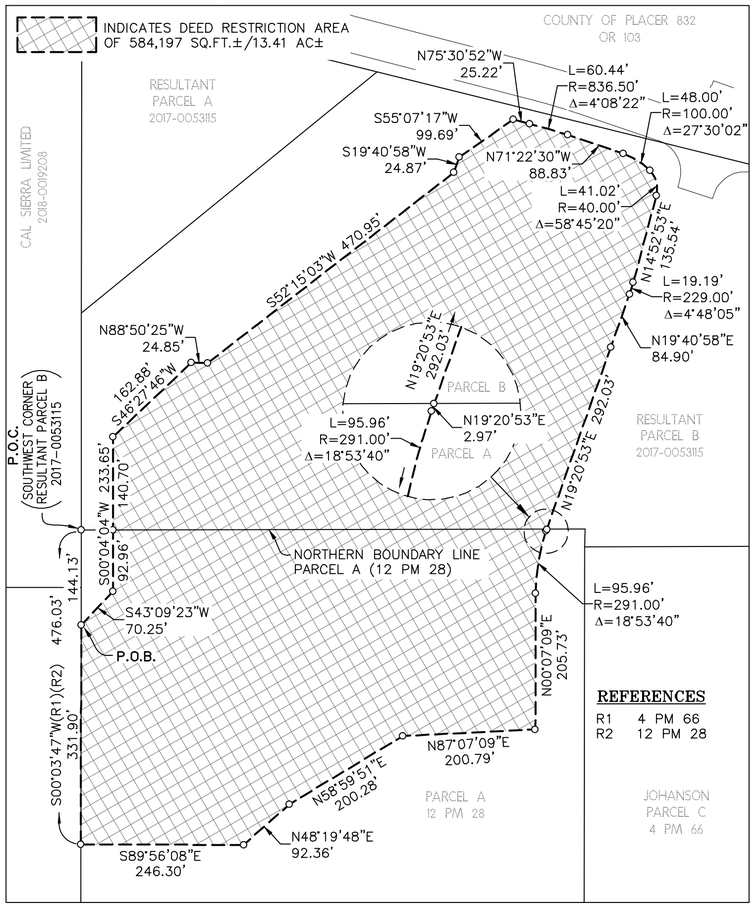
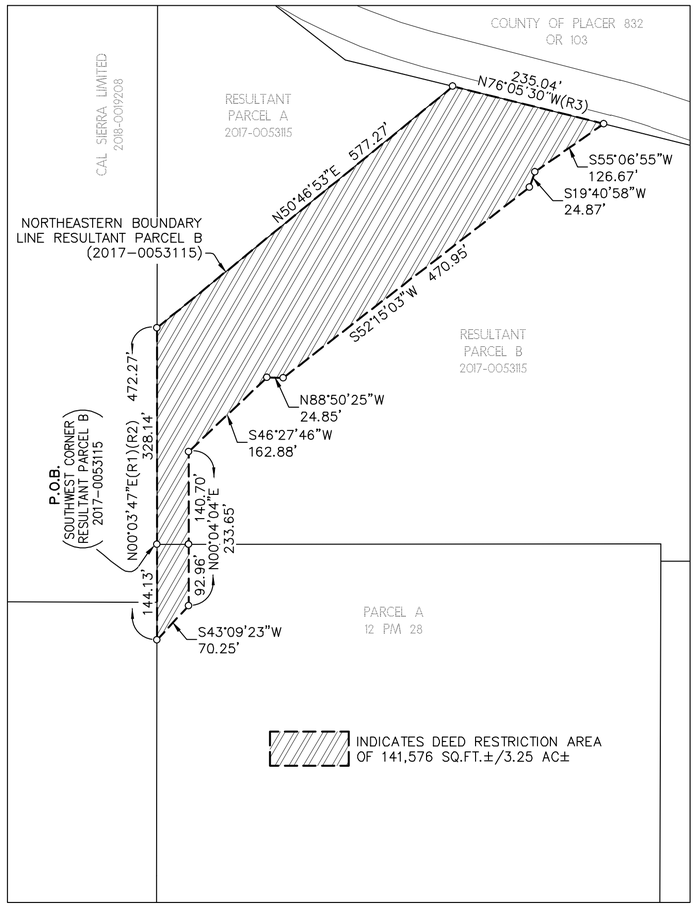
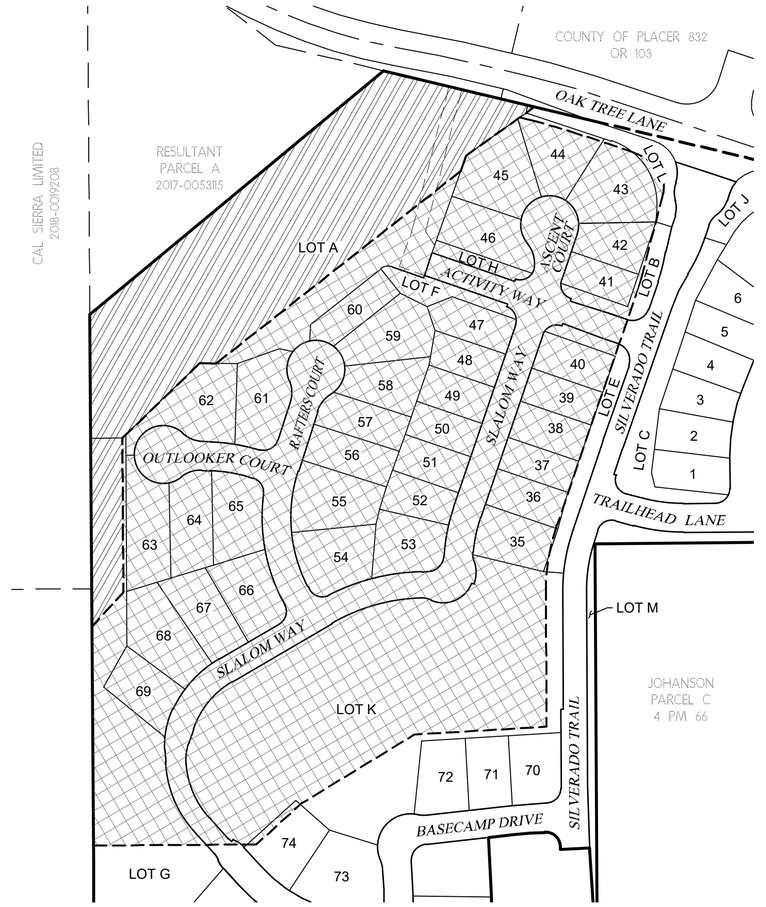
CITY OF LINCOLN • COUNTY OF PLACER • STATE OF CALIFORNIA



HOME CONSTRUCTION DEED RESTRICTION
(AS DESCRIBED IN DOCUMENT 2018–0050333, ORPC)
SCALE" 1"=150'



RECREATION CENTER DEED RESTRICTION
(AS DESCRIBED IN DOCUMENT 2018–0050334, ORPC)
SCALE" 1"=150'



LOTS AFFECTED BY DEED RESTRICTIONS
(AS DESCRIBED IN DOCUMENTS 2018–0050333 & 2018–0050334, ORPC)
SCALE" 1"=150'

THIS SHEET IS ADDED CONSISTENT WITH SECTION 66434.2 OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE.

THE AFFECTED LOTS ARE SUBJECT TO ALL THE TERMS AND CONDITIONS OF DOCUMENTS 2018–0050333 & 2018–0050334, OFFICIAL RECORDS OF PLACER COUNTY.

ENVIRONMENTAL CONSTRAINTS SHEET

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 1A & 1B

BEING A SUBDIVISION OF A PORTION OF PARCELS A AND B OF PARCEL MAP 70540, FILED IN BOOK 4 OF PARCEL MAPS AT PAGE 66, TOGETHER WITH A PORTION OF PARCEL A OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS AT PAGE 28, BOTH RECORDS OF PLACER COUNTY, LYING WITHIN SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
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SHEET 9 OF 9 MARCH 2025

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 2
VILLAGE 1

BEING A SUBDIVISION OF A PORTION OF PARCELS A & B
OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS
AT PAGE 28, RECORDS OF PLACER COUNTY, LYING WITHIN
SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN - COUNTY OF PLACER - STATE OF CALIFORNIA

SHEET 1 OF 9 MARCH 2025

FRAYJi DESIGN GROUP
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OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CERTIFIES THAT WE ARE THE OWNERS OF THE RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THIS FINAL MAP OF HIDDEN HILLS PHASE 2, VILLAGE 1, WITHIN THE DISTINCTIVE BORDERS AND THAT WE CONSENT TO THE PREPARATION AND FILING OF THIS FINAL MAP; WE HEREBY OFFER THE FOLLOWING DEDICATIONS:

THE FOLLOWING ARE DEDICATIONS OF EASEMENTS TO THE CITY OF LINCOLN:

A. PUBLIC UTILITY EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF WATER, GAS, STORM DRAIN, SANITARY SEWER, TELECOMMUNICATION, CABLE AND ELECTRIC SERVICES TOGETHER WITH ANY AND ALL APPURTENANCES THERETO ON, OVER, UNDER, AND ACROSS LOTS T6–T9 (SILVERADO TRAIL, BASECAMP DRIVE, BASECAMP COURT, HIDDEN LOOP DRIVE, ADVENTURE WAY & EXPLORER WAY), PRIVATE STREETS LABELED PRIVATE STREET (P.U.E.) AND OVER THOSE STRIPS OF LAND 12.5' WIDE LABELED (P.U.E.) ADJACENT TO THE ABOVE NAMED PRIVATE STREETS, ALL AS SHOWN AND LABELED HEREON.

B. EASEMENTS FOR PUBLIC SERVICE (P.S.E.) FOR INGRESS AND EGRESS BY THE CITY AND ALL STATE, LOCAL AND FEDERAL AGENCIES OVER, ACROSS, AND UNDER THE PRIVATE ROAD LOTS T6–T9 (SILVERADO TRAIL, BASECAMP DRIVE, BASECAMP COURT, HIDDEN LOOP DRIVE, ADVENTURE WAY & EXPLORER WAY) FOR ACCESS TO ALL PARCELS FOR THE PURPOSE OF, BUT NOT LIMITED TO: POLICE AND FIRE, TRASH PICKUP, POSTAL DELIVERY AND PICKUP, CODE ENFORCEMENT, ANIMAL CONTROL, WILD FIRE/OPEN SPACE MANAGEMENT & WETLAND/DRAINAGE MONITORING.

C. MAIL DELIVERY EASEMENT FOR CONSTRUCTING AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES INCLUDING PEDESTRIAN ACCESS FOR THE DELIVERY AND RECEIPT OF MAIL, ON, OVER, UNDER AND ACROSS WITHIN STRIPS OF LAND FIVE (5) FEET WIDE LYING OUTSIDE OF AND ADJOINING THE PRIVATE STREETS SHOWN HEREON.

THE FOLLOWING IS A DEDICATION TO THE CITY OF LINCOLN FOR UNDERGROUND WATER RIGHTS:

WE HEREBY RELINQUISH AND WAIVE OUR PRIORITY TO ANY AND ALL UNDERGROUND WATER RIGHTS ASSOCIATED WITH THE REAL PROPERTY WITHIN ALL LOTS AS SHOWN WITHIN THIS SUBDIVISION BOUNDARY.

END OF PUBLIC DEDICATIONS

CENTURY COMMUNITIES OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

PRINT: DEAN K. MILLS
TITLE: VICE PRESIDENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF Alameda

ON March 13, 2025 BEFORE ME, I. S. Huynh, A NOTARY PUBLIC,

PERSONALLY APPEARED Dean K. Mills.

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

I S Huynh
SIGNATURE OF NOTARY PUBLIC

I. S. Huynh
PRINTED NAME

COMMISSION NO. 2362240

COUNTY OF PRINCIPAL PLACE OF BUSINESS Alameda

MY COMMISSION EXPIRES June 22, 2025

SURVEYORS STATEMENT

THIS FINAL MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF CENTURY COMMUNITIES OF CALIFORNIA, LLC, A DELAWARE LIMITED LIABILITY COMPANY FROM MARCH 2020 TO MARCH 2023. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED THAT THEY WILL BE SET PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT OR THAT THEY WILL BE SET IN THOSE POSITIONS WITHIN ONE YEAR AFTER RECORDATION OF THIS FINAL MAP; THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

DATE: 3-12-25 _____

MICHAEL S. COSTA
REGISTRATION NUMBER: L.S. 6600
REGISTRATION EXPIRES 12-31-2025

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

SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP OF FINAL MAP OF HIDDEN HILLS PHASE 2, VILLAGE 1, AND FIND THIS MAP TO BE TECHNICALLY CORRECT.

_____

RAYMOND MICHAEL MANGER
L.S. NO. 5154
REGISTRATION EXPIRES 6-30-2025
DATE: 3-14-2025

PROFESSIONAL LAND SURVEYOR · RAYMOND M. MANGER · LS 5154 · STATE OF CALIFORNIA

CITY ENGINEER'S STATEMENT

I, VIN CAY, CITY ENGINEER FOR THE CITY OF LINCOLN, DO HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF THE HIDDEN HILLS PHASE 2, VILLAGE 1, CITY OF LINCOLN, STATE OF CALIFORNIA, COMPRISED OF NINE (9) SHEETS; THAT THE SUBDIVISION SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF; AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH.

DATE: 03/26/25 _____

VIN CAY, CITY ENGINEER
CITY OF LINCOLN, R.C.E. NO. 72903
REGISTRATION EXPIRES 12-31-2026

REGISTERED PROFESSIONAL ENGINEER · VIN CAY · No. 72903 · CIVIL ENGINEER · STATE OF CALIFORNIA

CITY CLERK'S STATEMENT

I, HOPE ITHURBURN, INTERIM CITY CLERK OF THE CITY OF LINCOLN, HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF LINCOLN HAS APPROVED THIS FINAL MAP OF HIDDEN HILLS PHASE 2, VILLAGE 1, AND DID ACCEPT ON BEHALF OF THE PUBLIC THE PUBLIC UTILITY EASEMENTS (P.U.E.) AND THE PUBLIC SERVICES EASEMENTS (P.S.E.), ALL AS OFFERED HERON, DID ACCEPT THE RELINQUISHMENT OF THE WATER RIGHTS AS OFFERED HEREON.

_____ _____

HOPE ITHURBURN
INTERIM CITY CLERK, CITY OF LINCOLN

DATE:

DEVELOPMENT NOTES

THIS SUBDIVISION IS SUBJECT TO A HOMEOWNERS ASSOCIATION.

HOMEOWNER'S ASSOCIATION RESPONSIBILITIES

1. LOT Q AS OPEN SPACE.
2. LOT P FOR COMMUNITY PARK PURPOSES.
3. VISIBILITY PRESERVATION EASEMENTS TO BE KEPT FREE FROM SIGNS, HEDGES, FENCES, STRUCTURES, NATURAL GROWTH OR OTHER OBSTRUCTIONS TO THE VIEW HIGHER THAN TWO FEET SIX INCHES (2 ½') ABOVE THE NEAREST PAVEMENT SURFACE, WITHIN THE AREA OVER AND ACROSS THAT LAND DESIGNATED HEREON AS "VISIBILITY PRESERVATION EASEMENT."
4. LOTS T6, T7, T8, & T9 FOR PRIVATE STREET PURPOSES AND MAINTENANCE FOR USE BY ALL OF THE LOT OWNERS.

RECORDER'S STATEMENT

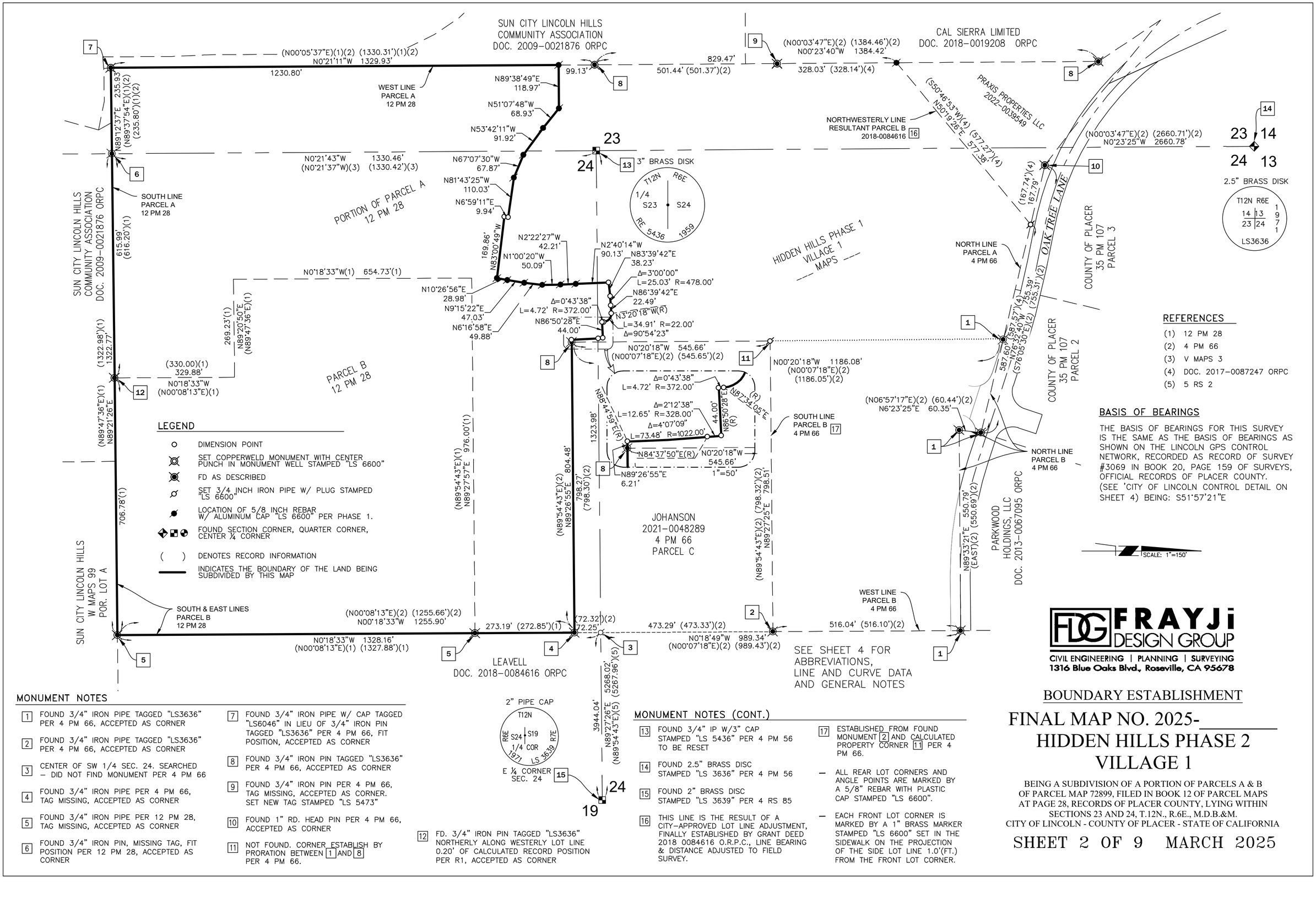
FILED THIS _____ DAY OF _____, 2025, AT _____ _____.M. IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF CENTURY COMMUNITIES OF CALIFORNIA, LLC, A DELAWARE LIMITED LIABILITY COMPANY.

DOCUMENT NO 2025-_____

FEE: _____

RYAN RONCO
PLACER COUNTY RECORDER

BY: _____
DEPUTY



LEGEND

- DIMENSION POINT
- SET COPPERWELD MONUMENT WITH CENTER PUNCH IN MONUMENT WELL STAMPED "LS 6600"
- FD AS DESCRIBED
- SET 3/4 INCH IRON PIPE W/ PLUG STAMPED "LS 6600"
- LOCATION OF 5/8 INCH REBAR W/ ALUMINUM CAP "LS 6600" PER PHASE 1.
- FOUND SECTION CORNER, QUARTER CORNER, CENTER ¼ CORNER
- ( ) DENOTES RECORD INFORMATION
- INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP

REFERENCES

(1) 12 PM 28
(2) 4 PM 66
(3) V MAPS 3
(4) DOC. 2017-0087247 ORPC
(5) 5 RS 2

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SAME AS THE BASIS OF BEARINGS AS SHOWN ON THE LINCOLN GPS CONTROL NETWORK, RECORDED AS RECORD OF SURVEY #3069 IN BOOK 20, PAGE 159 OF SURVEYS, OFFICIAL RECORDS OF PLACER COUNTY.
(SEE 'CITY OF LINCOLN CONTROL DETAIL ON SHEET 4) BEING: S51°57'21"E

SCALE: 1"=150'

MONUMENT NOTES

1. FOUND 3/4" IRON PIPE TAGGED "LS3636" PER 4 PM 66, ACCEPTED AS CORNER
2. FOUND 3/4" IRON PIPE TAGGED "LS3636" PER 4 PM 66, ACCEPTED AS CORNER
3. CENTER OF SW 1/4 SEC. 24. SEARCHED – DID NOT FIND MONUMENT PER 4 PM 66
4. FOUND 3/4" IRON PIPE PER 4 PM 66, TAG MISSING, ACCEPTED AS CORNER
5. FOUND 3/4" IRON PIPE PER 12 PM 28, TAG MISSING, ACCEPTED AS CORNER
6. FOUND 3/4" IRON PIN, MISSING TAG, FIT POSITION PER 12 PM 28, ACCEPTED AS CORNER
7. FOUND 3/4" IRON PIPE W/ CAP TAGGED "LS6046" IN LIEU OF 3/4" IRON PIN TAGGED "LS3636" PER 4 PM 66, FIT POSITION, ACCEPTED AS CORNER
8. FOUND 3/4" IRON PIN TAGGED "LS3636" PER 4 PM 66, ACCEPTED AS CORNER
9. FOUND 3/4" IRON PIN PER 4 PM 66, TAG MISSING, ACCEPTED AS CORNER. SET NEW TAG STAMPED "LS 5473"
10. FOUND 1" RD. HEAD PIN PER 4 PM 66, ACCEPTED AS CORNER
11. NOT FOUND. CORNER ESTABLISH BY PRORATION BETWEEN 1 AND 8 PER 4 PM 66.
12. FD. 3/4" IRON PIN TAGGED "LS3636" NORTHERLY ALONG WESTERLY LOT LINE 0.20' OF CALCULATED RECORD POSITION PER R1, ACCEPTED AS CORNER

MONUMENT NOTES (CONT.)

13. FOUND 3/4" IP W/3" CAP STAMPED "LS 5436" PER 4 PM 56 TO BE RESET
14. FOUND 2.5" BRASS DISC STAMPED "LS 3636" PER 4 PM 56
15. FOUND 2" BRASS DISC STAMPED "LS 3639" PER 4 RS 85
16. THIS LINE IS THE RESULT OF A CITY-APPROVED LOT LINE ADJUSTMENT, FINALLY ESTABLISHED BY GRANT DEED 2018 0084616 O.R.P.C., LINE BEARING & DISTANCE ADJUSTED TO FIELD SURVEY.
17. ESTABLISHED FROM FOUND MONUMENT 2 AND CALCULATED PROPERTY CORNER 11 PER 4 PM 66.

– ALL REAR LOT CORNERS AND ANGLE POINTS ARE MARKED BY A 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 6600".

– EACH FRONT LOT CORNER IS MARKED BY A 1" BRASS MARKER STAMPED "LS 6600" SET IN THE SIDEWALK ON THE PROJECTION OF THE SIDE LOT LINE 1.0'(FT.) FROM THE FRONT LOT CORNER.

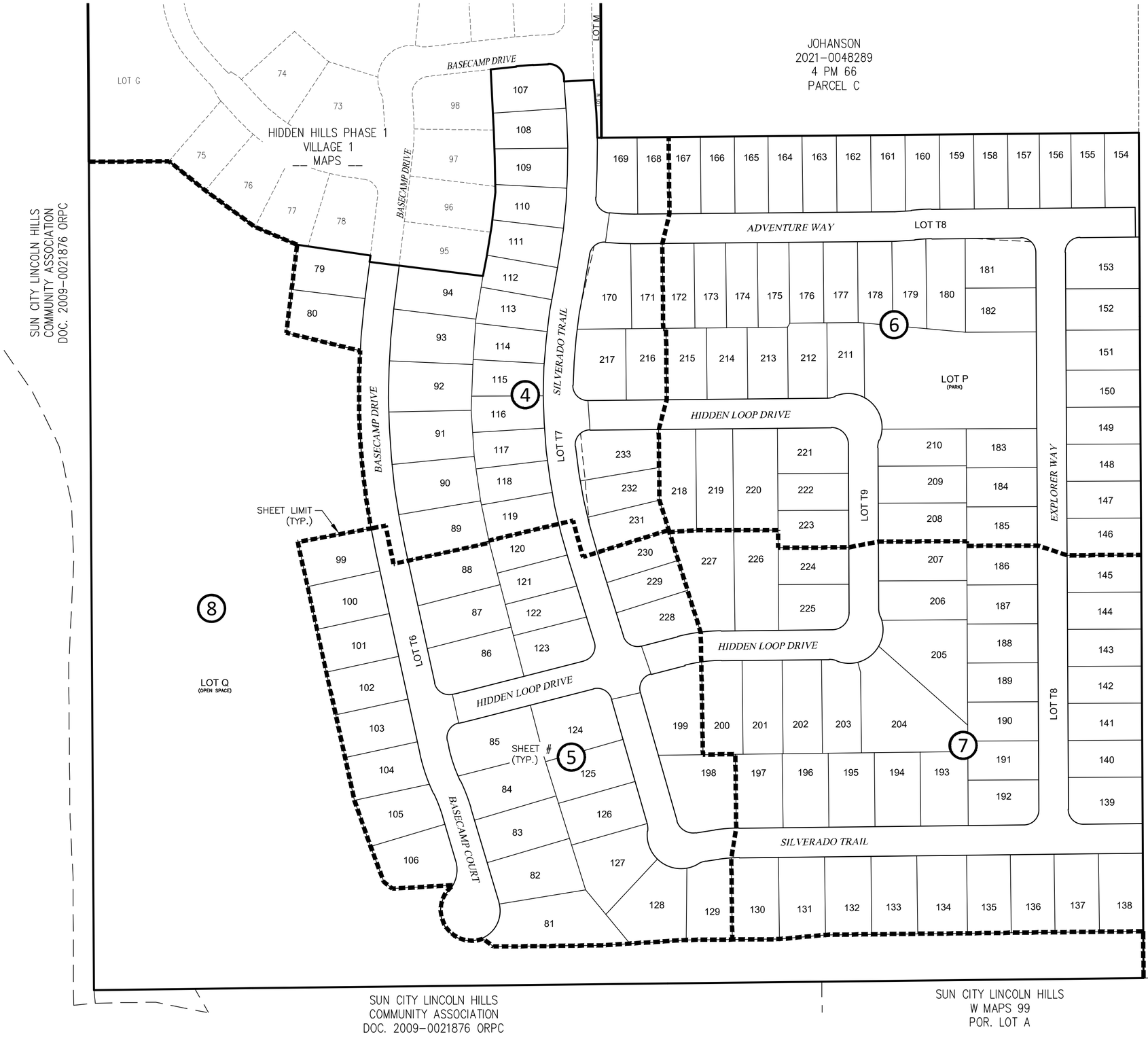
FRAYJi DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING
1316 Blue Oaks Blvd., Roseville, CA 95678

BOUNDARY ESTABLISHMENT

FINAL MAP NO. 2025-____
HIDDEN HILLS PHASE 2
VILLAGE 1

BEING A SUBDIVISION OF A PORTION OF PARCELS A & B OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS AT PAGE 28, RECORDS OF PLACER COUNTY, LYING WITHIN SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN - COUNTY OF PLACER - STATE OF CALIFORNIA

SHEET 2 OF 9 MARCH 2025



FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 2
VILLAGE 1

BEING A SUBDIVISION OF A PORTION OF PARCELS A & B
OF PARCEL MAP 72899, FILED IN BOOK 12 OF PARCEL MAPS
AT PAGE 28, RECORDS OF PLACER COUNTY, LYING WITHIN
SECTIONS 23 AND 24, T.12N., R.6E., M.D.B.&M.
CITY OF LINCOLN - COUNTY OF PLACER - STATE OF CALIFORNIA

SHEET 3 OF 9 MARCH 2025

FRAYJi DESIGN GROUP
CIVIL ENGINEERING | PLANNING | SURVEYING
1316 Blue Oaks Blvd, Roseville, CA 95678

LEGEND

○	DENOTES DIMENSION POINT
⊗	SET COPPERWELD MONUMENT WITH CENTER PUNCH IN MONUMENT WELL STAMPED "LS 6600"
⊗	LOCATION OF COPPERWELD MONUMENT WITH CENTER PUNCH IN MONUMENT WELL STAMPED "LS 6600" PER PHASE 1.
⌀	SET COPPERWELD MONUMENT WITH CENTER PUNCH, FLUSH WITH PAVEMENT, STAMPED "LS 6600"
⌀	SET 3/4 INCH IRON PIPE W/ PLUG STAMPED "LS 6600"
⌀	LOCATION OF COPPERWELD MONUMENT WITH CENTER PUNCH, FLUSH WITH PAVEMENT, STAMPED "LS 6600" PER PHASE1.
⌀	LOCATION OF 5/8 REBAR W/ ALUMINUM CAP "LS 6600" PER PHASE 1.
●	FOUND MONUMENT AS NOTED
( )	DENOTES RECORD INFORMATION
(R)	RADIAL BEARING
⓪	SHEET NUMBERS

ABBREVIATIONS

DOC.	DOCUMENT
N,S,E,W	NORTH, SOUTH, EAST, WEST
OA	OVERALL
ORPC	OFFICIAL RECORDS OF PLACER COUNTY
PSE	PUBLIC SERVICES EASEMENT
PUE	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
RS	RECORD OF SURVEY MAP
SEC	SECTION
SF	SQUARE FEET
VPE	VISIBILITY PRESERVATION EASEMENT

SCALE: 1"=100'

SEE SHEET 2 FOR REFERENCES.

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 2
VILLAGE 1

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CITY OF LINCOLN - COUNTY OF PLACER - STATE OF CALIFORNIA

SHEET 4 OF 9 MARCH 2025

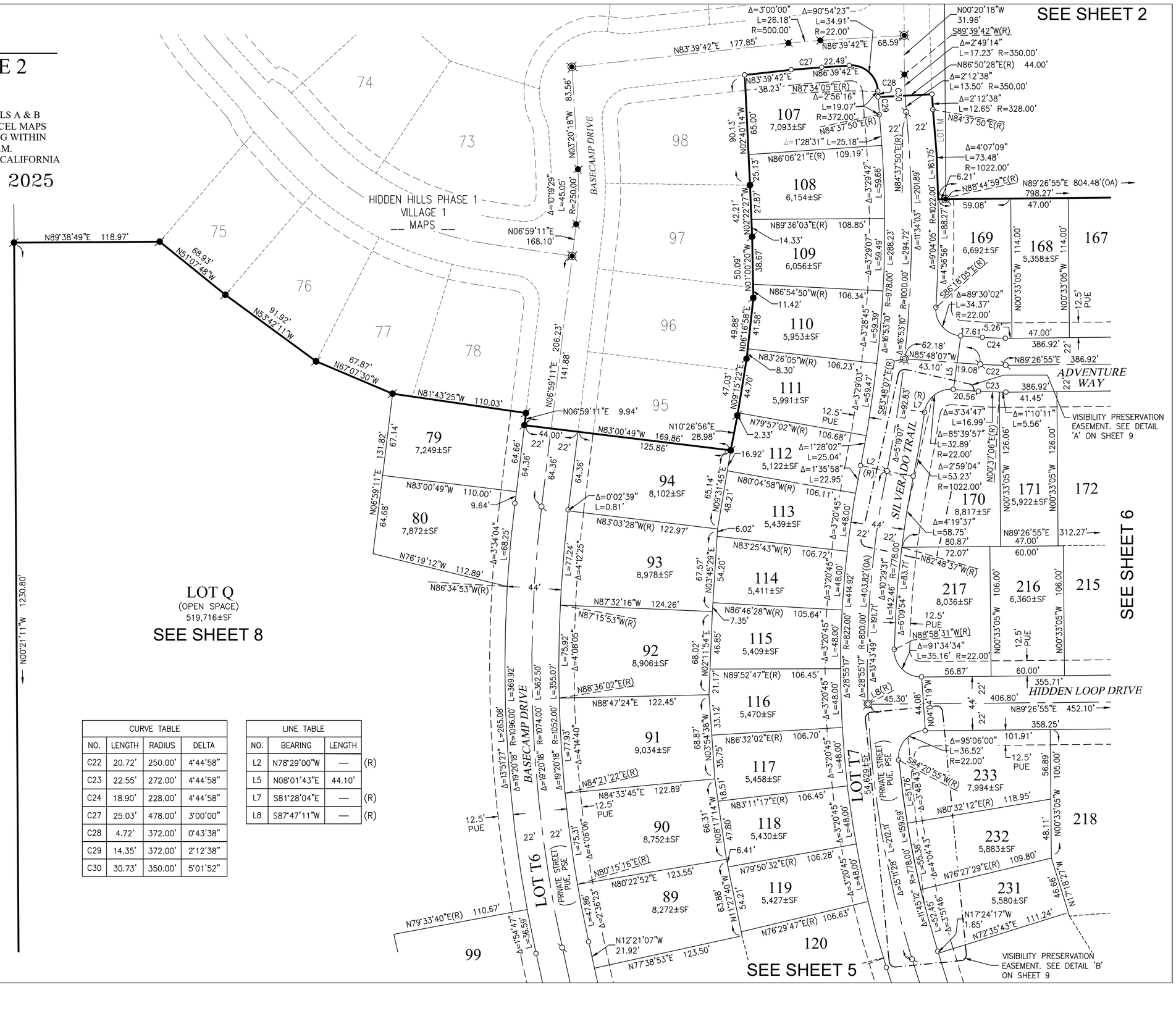
SEE SHEET 2 FOR BOUNDARY, REFERENCES & BASIS OF BEARINGS.

SEE SHEET 3 FOR LEGEND & ABBREVIATIONS.

SEE SHEET 4 FOR GENERAL NOTES.

GENERAL NOTES:

1. A SOILS REPORT FOR THIS SUBDIVISION WAS PREPARED BY WALLACE & KUHL IN DECEMBER 2018. A COPY OF THIS REPORT IS AVAILABLE FOR PUBLIC INSPECTION AT THE OFFICE OF THE PLACER COUNTY BUILDING INSPECTION DIVISION.
2. TOTAL AREA FOR THIS SUBDIVISION IS 43.63± ACRES, CONSISTING OF 151 RESIDENTIAL LOTS (79–94 & 99–233), 2 LETTERED LOTS (P & Q) AND 4 PRIVATE ROAD LOTS (T6–T9).
3. ALL REAR LOT CORNERS AND ANGLE POINTS ARE MARKED BY A 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 6600".
4. EACH FRONT LOT CORNER IS MARKED BY A 1" BRASS MARKER STAMPED "LS 6600" SET IN THE SIDEWALK ON THE PROJECTION OF THE SIDE LOT LINE 1.0'(FT.) FROM THE FRONT LOT CORNER.



CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C22	20.72'	250.00'	4°44'58"
C23	22.55'	272.00'	4°44'58"
C24	18.90'	228.00'	4°44'58"
C27	25.03'	478.00'	3°00'00"
C28	4.72'	372.00'	0°43'38"
C29	14.35'	372.00'	2°12'38"
C30	30.73'	350.00'	5°01'52"

LINE TABLE			
NO.	BEARING	LENGTH	
L2	N78°29'00"W	—	(R)
L5	N08°01'43"E	44.10'	
L7	S81°28'04"E	—	(R)
L8	S87°47'11"W	—	(R)

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FINAL MAP NO. 2025-_____
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VILLAGE 1

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SHEET 5 OF 9 MARCH 2025

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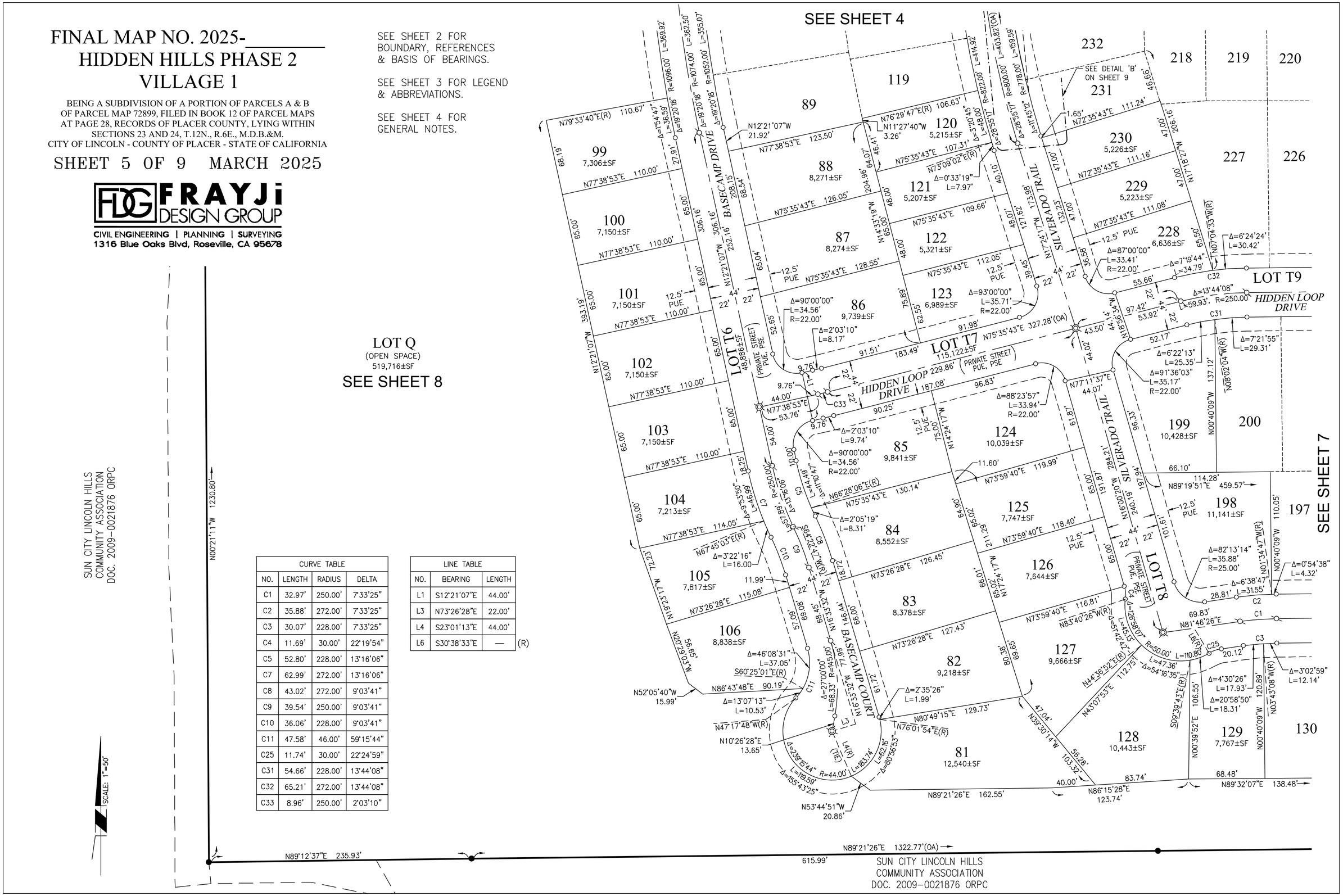
SEE SHEET 2 FOR BOUNDARY, REFERENCES & BASIS OF BEARINGS.

SEE SHEET 3 FOR LEGEND & ABBREVIATIONS.

SEE SHEET 4 FOR GENERAL NOTES.



CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C1	32.97'	250.00'	7°33'25"
C2	35.88'	272.00'	7°33'25"
C3	30.07'	228.00'	7°33'25"
C4	11.69'	30.00'	22°19'54"
C5	52.80'	228.00'	13°16'06"
C7	62.99'	272.00'	13°16'06"
C8	43.02'	272.00'	9°03'41"
C9	39.54'	250.00'	9°03'41"
C10	36.06'	228.00'	9°03'41"
C11	47.58'	46.00'	59°15'44"
C25	11.74'	30.00'	22°24'59"
C31	54.66'	228.00'	13°44'08"
C32	65.21'	272.00'	13°44'08"
C33	8.96'	250.00'	2°03'10"

LINE TABLE		
NO.	BEARING	LENGTH
L1	S12°21'07"E	44.00'
L3	N73°26'28"E	22.00'
L4	S23°01'13"E	44.00'
L6	S30°38'33"E	— (R)

FINAL MAP NO. 2025-_____
HIDDEN HILLS PHASE 2
VILLAGE 1

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SHEET 6 OF 9 MARCH 2025

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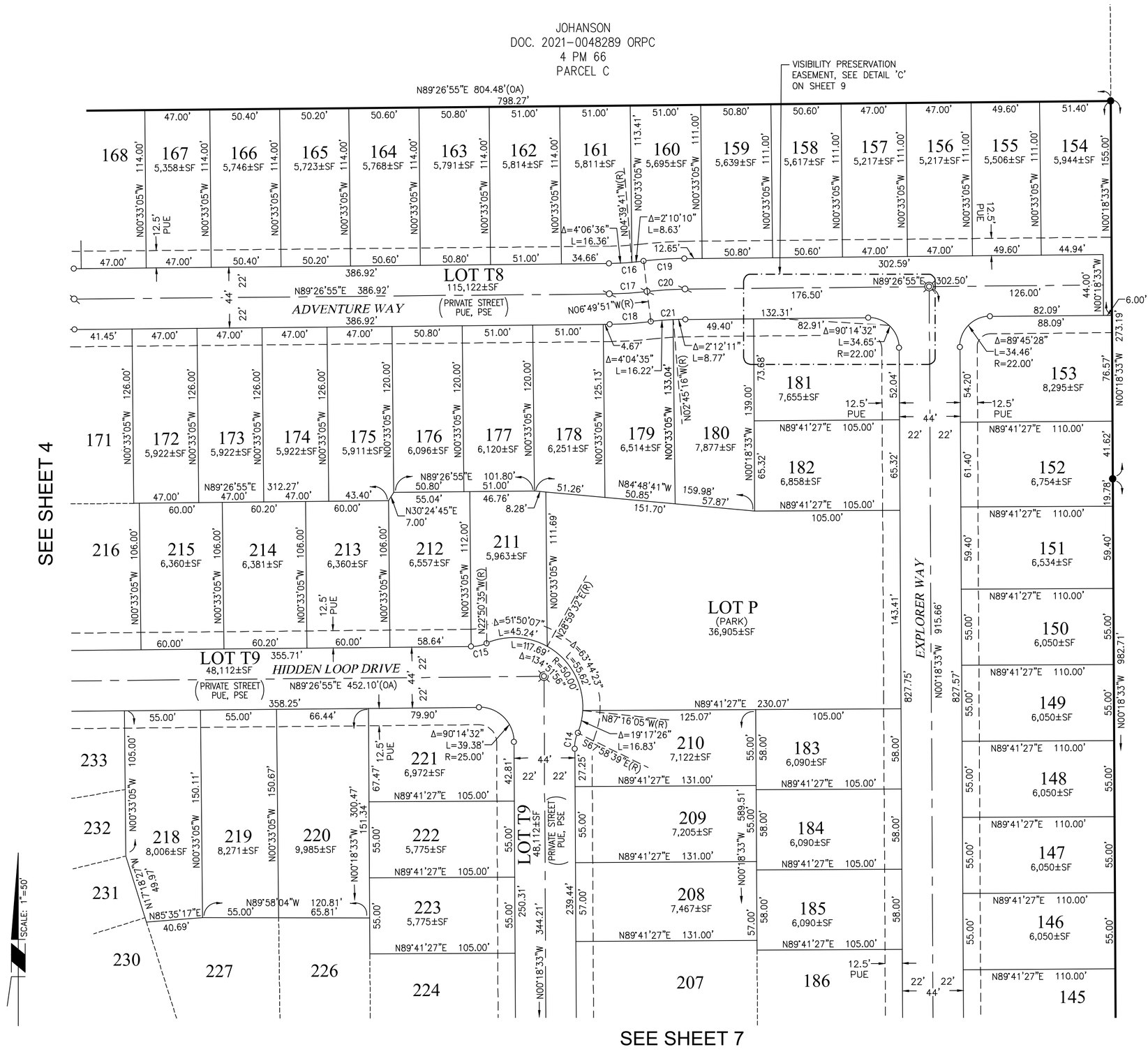
CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C14	11.69'	30.00'	22°19'54"
C15	11.67'	30.00'	22°17'30"
C16	24.99'	228.00'	6°16'46"
C17	27.40'	250.00'	6°16'46"
C18	29.81'	272.00'	6°16'46"
C19	29.81'	272.00'	6°16'46"
C20	27.40'	250.00'	6°16'46"
C21	24.99'	228.00'	6°16'46"

SEE SHEET 2 FOR BOUNDARY, REFERENCES & BASIS OF BEARINGS.

SEE SHEET 3 FOR LEGEND & ABBREVIATIONS.

SEE SHEET 4 FOR GENERAL NOTES.



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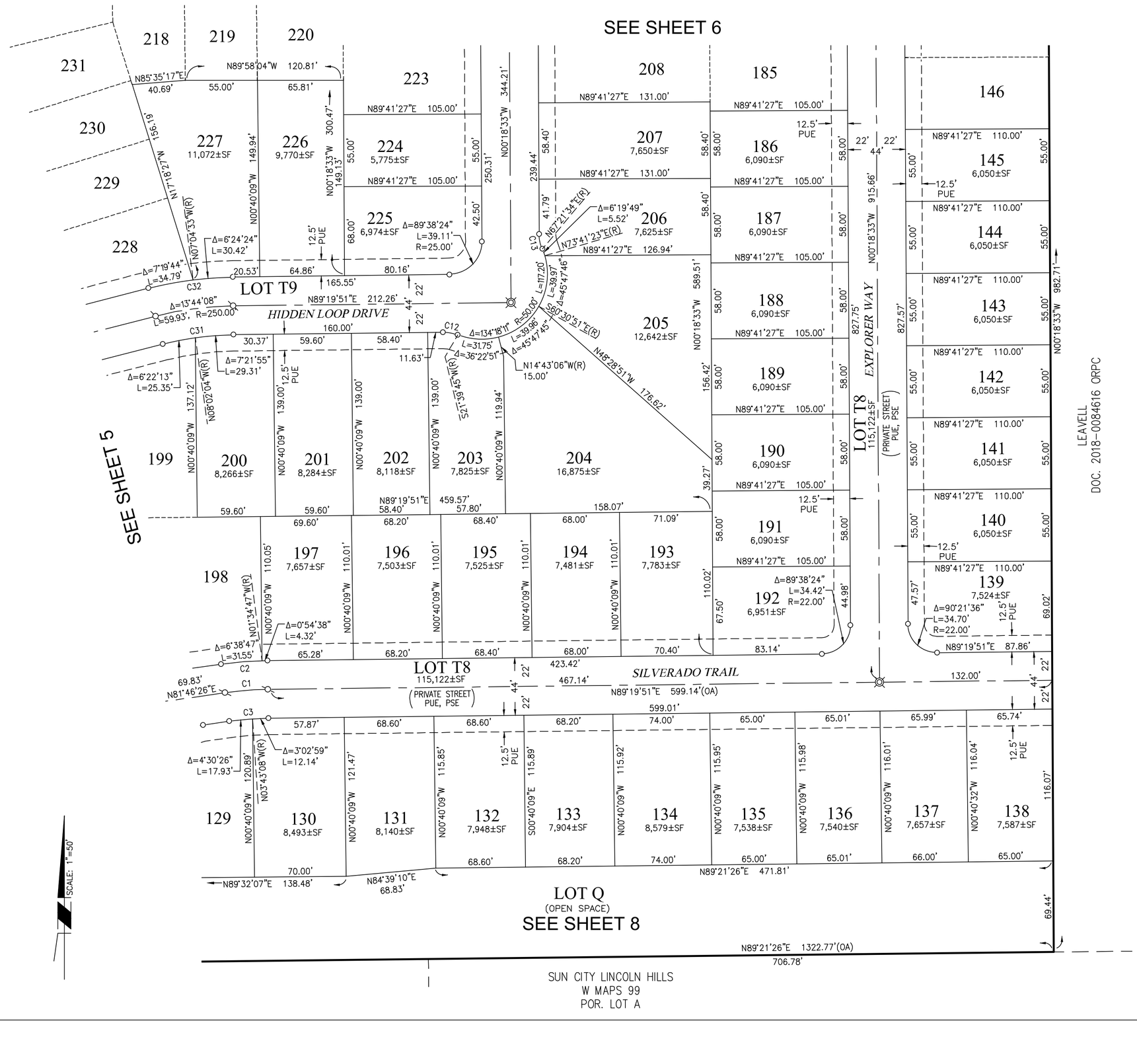
CITY OF LINCOLN - COUNTY OF PLACER - STATE OF CALIFORNIA

SHEET 7 OF 9 MARCH 2025



CURVE TABLE			
NO.	LENGTH	RADIUS	DELTA
C1	32.97'	250.00'	7°33'25"
C2	35.88'	272.00'	7°33'25"
C3	30.07'	228.00'	7°33'25"
C12	11.69'	30.00'	22°19'54"
C13	11.69'	30.00'	22°19'53"
C31	54.66'	228.00'	13°44'08"
C32	65.21'	272.00'	13°44'08"

SEE SHEET 2 FOR BOUNDARY, REFERENCES & BASIS OF BEARINGS.

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SEE SHEET 4 FOR GENERAL NOTES.

SEE SHEET 2 FOR
BOUNDARY, REFERENCES
& BASIS OF BEARINGS.

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& ABBREVIATIONS.

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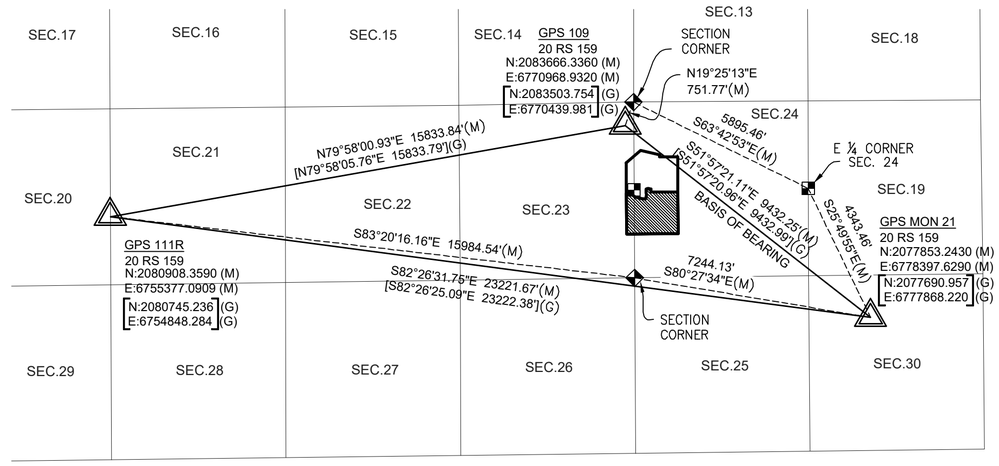
CITY OF LINCOLN - COUNTY OF PLACER - STATE OF CALIFORNIA

SHEET 8 OF 9 MARCH 2025



CITY OF LINCOLN CONTROL DETAIL
SCALE" 1"=3000'
TIES TO LINCOLN G.P.S. CONTROL NETWORK ARE
SHOWN FOR REFERENCE INFORMATION ONLY

LEGEND:

(M) MEASURED GROUND BEARINGS & DISTANCES IN U.S. SURVEY FEET

(G) GRID BEARINGS & DISTANCES

[ ] PER 23 RS 155

FINAL MAP NO. 2025-_____
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SHEET 9 OF 9 MARCH 2025

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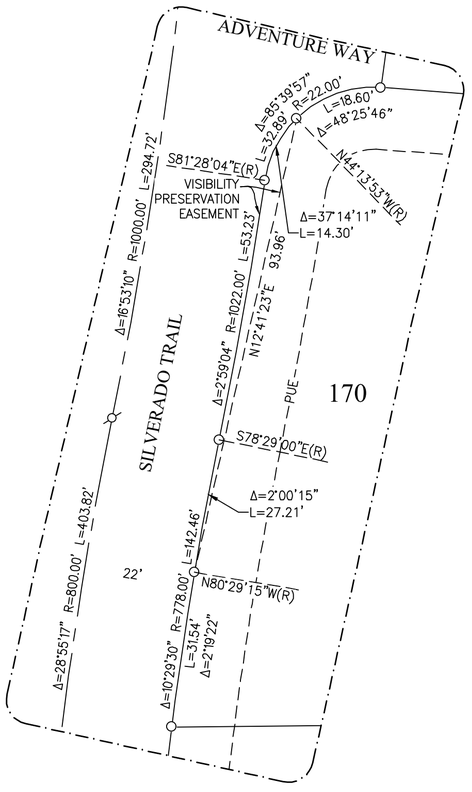
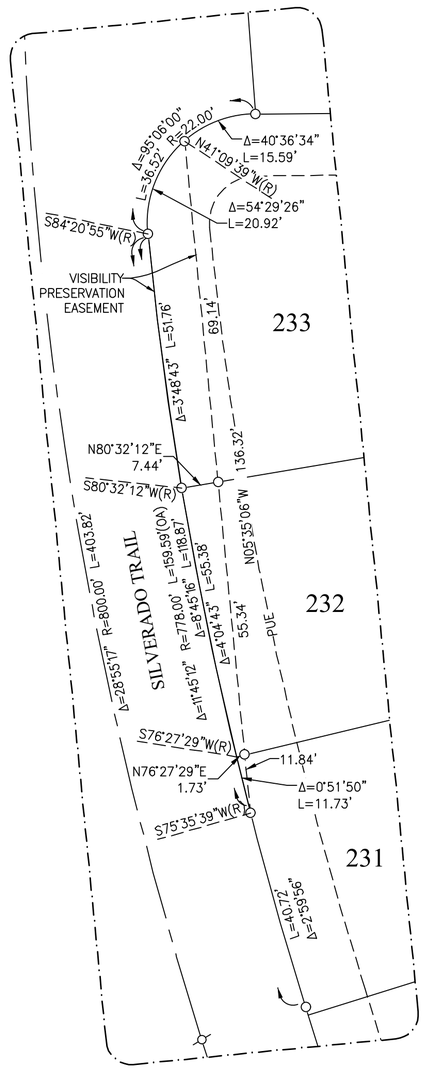
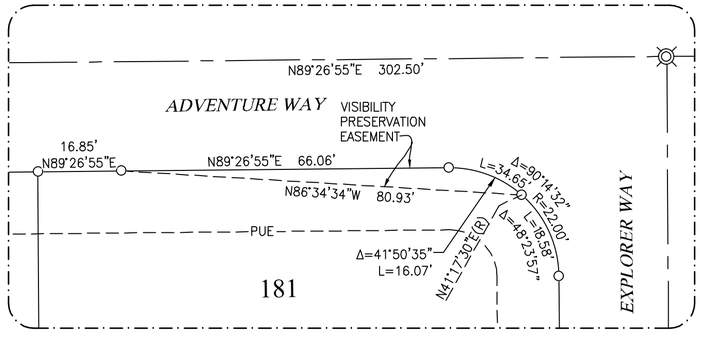


VISIBILITY PRESERVATION EASEMENT
(OWNER MAINTAINED)
DETAIL 'A'
1"=20'
(SEE SHEET 4 OF 9)



VISIBILITY PRESERVATION EASEMENT
(OWNER MAINTAINED)
DETAIL 'B'
1"=20'
(SEE SHEET 4 OF 9)



VISIBILITY PRESERVATION EASEMENT
(OWNER MAINTAINED)
DETAIL 'C'
1"=20'
(SEE SHEET 6 OF 9)

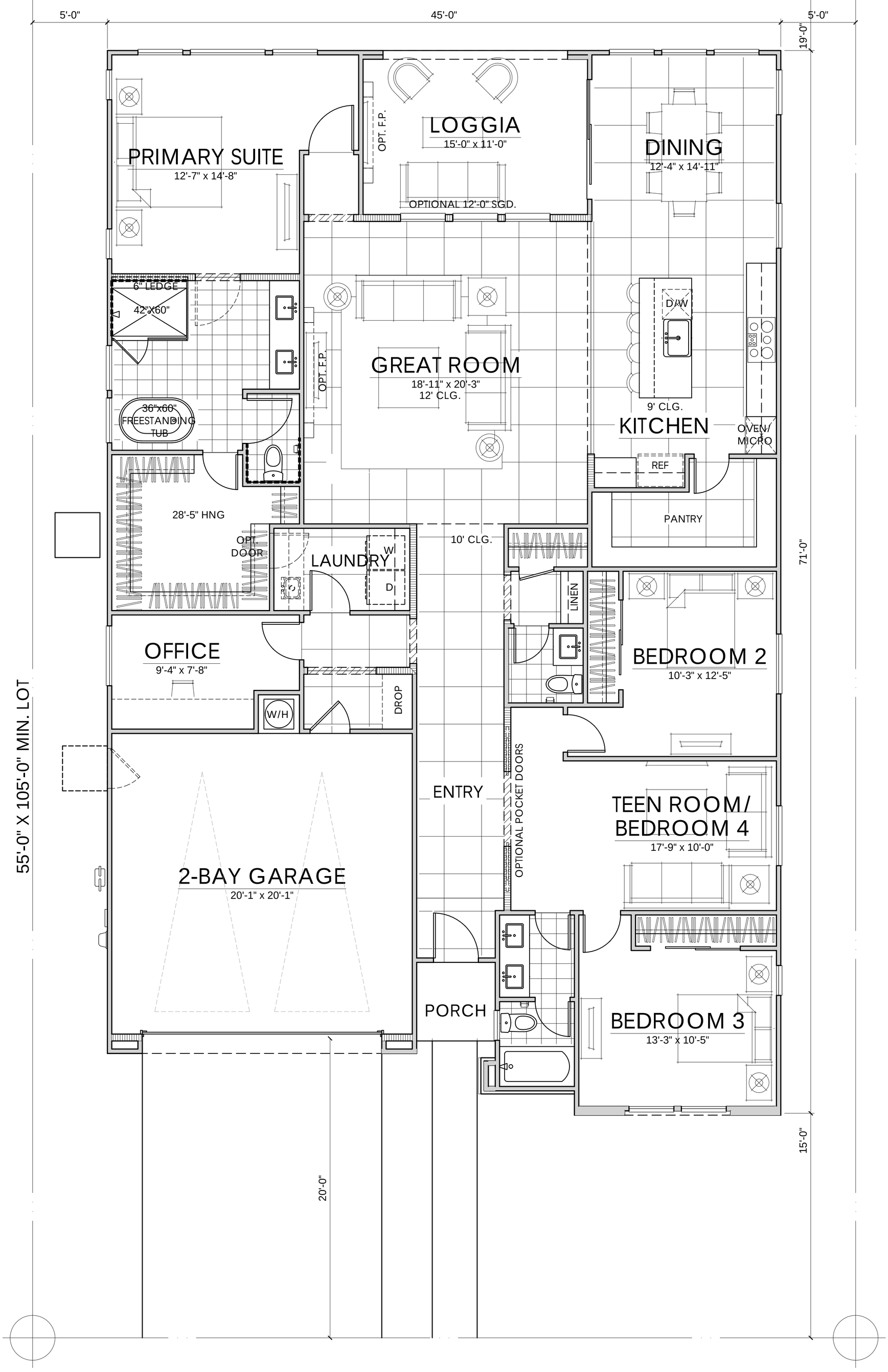
Attachment 4

HIDDEN HILLS 45’ | LAUREL
LINCOLN, CALIFORNIA



CENTURY COMMUNITIES
A HOME FOR EVERY DREAM®

woodley architectural group,inc.



FIRST FLOOR	2444 SQ. FT.
TOTAL LIVING	2444 SQ. FT..

10.08.26

PLAN ONE | ELEVATION A | 2444 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

CCOMNCA-2601

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

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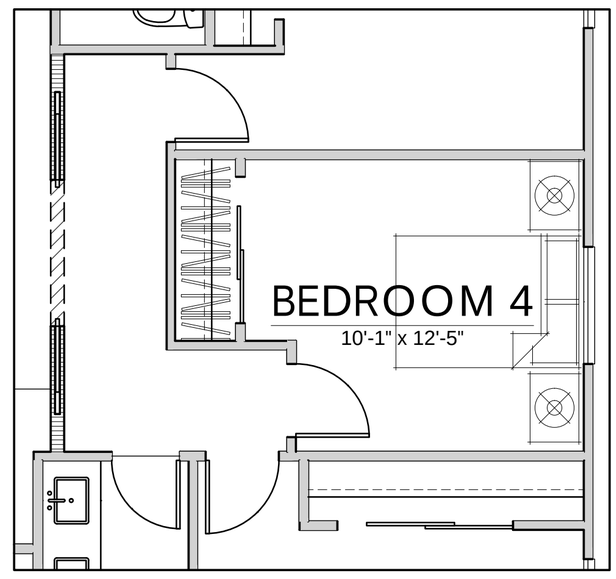
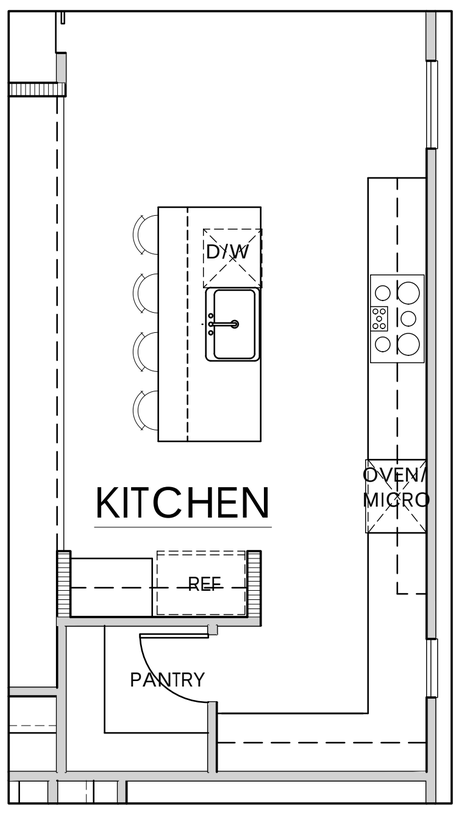
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



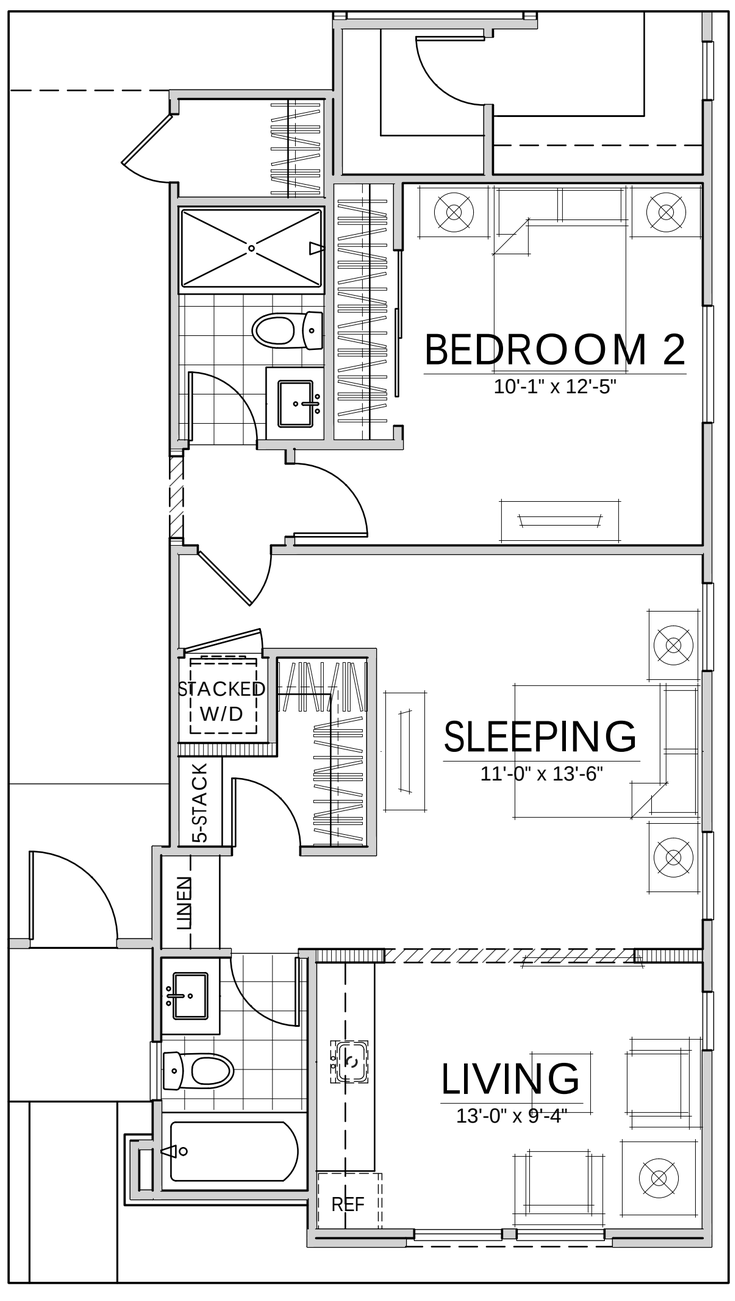
OPT. BEDROOM 4

AT TEEN ROOM

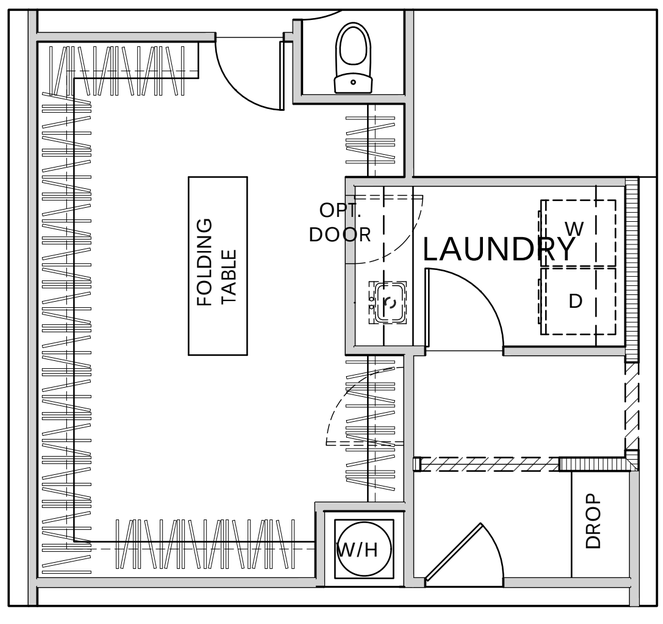


OPT. EXTENDED KITCHEN

AT PANTRY



OPT. MULTI-GEN SUITE



OPT. ENLARGED PRIMARY WALK-IN CLOSET

FIRST FLOOR	2444 SQ. FT.
TOTAL LIVING	2444 SQ. FT..

10.08.26

PLAN ONE | OPTIONS | 2444 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

CCOMNCA-2601

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littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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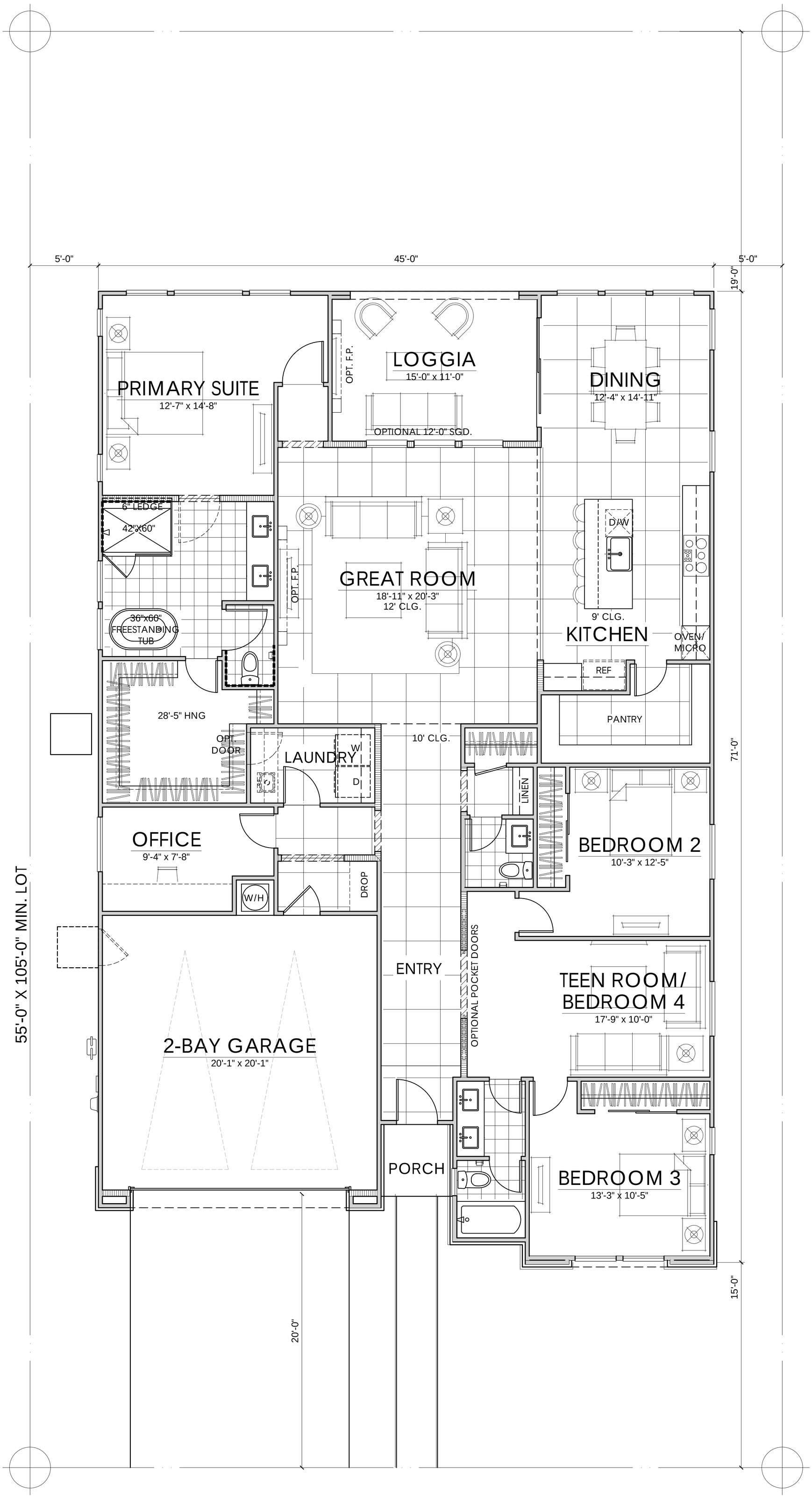

FIRST FLOOR	2444 SQ. FT.
TOTAL LIVING	2444 SQ. FT.

10.08.26

PLAN ONE | ELEVATION B | 2444 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

CCOMNCA-2601

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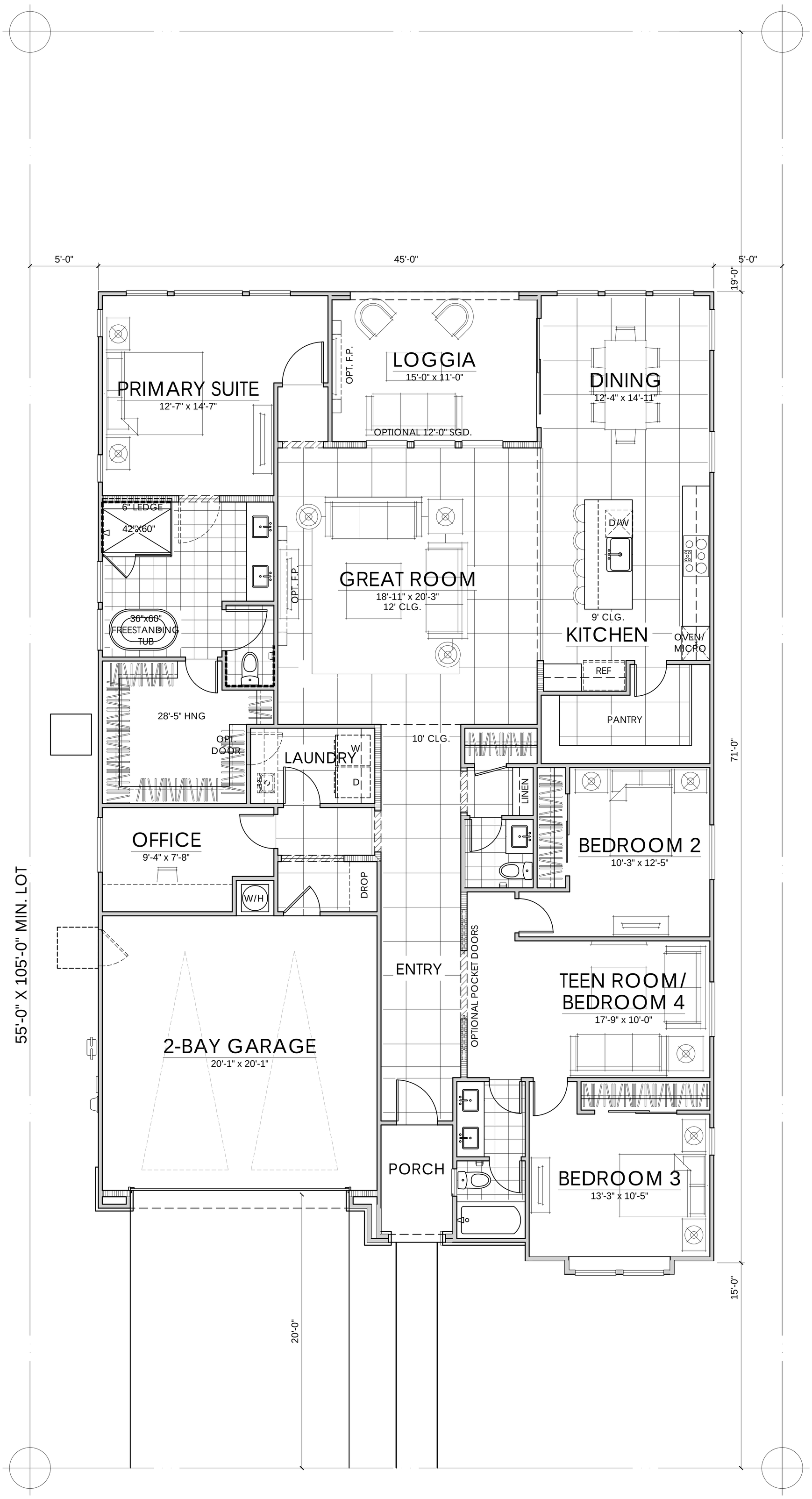
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



FIRST FLOOR	2444 SQ. FT.
TOTAL LIVING	2444 SQ. FT.

10.08.26

PLAN ONE | ELEVATION C | 2444 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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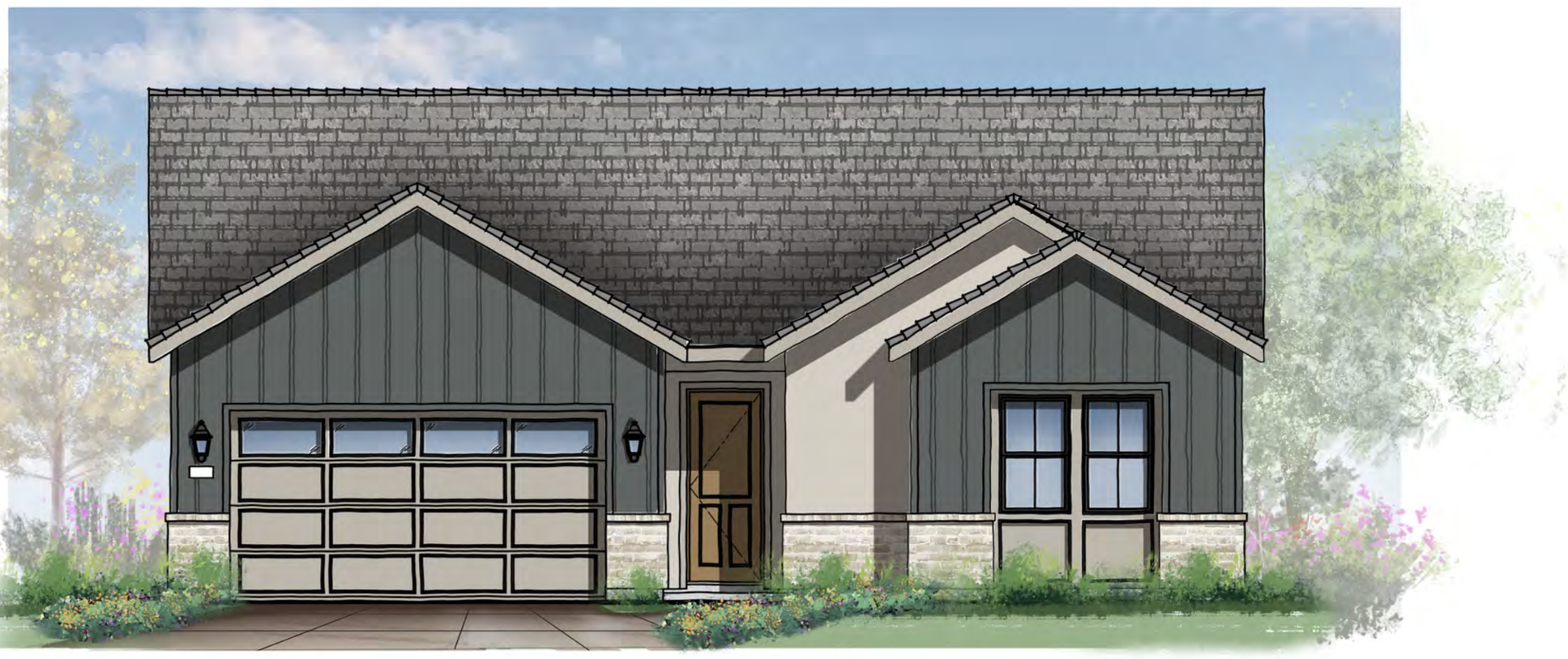
MATERIAL NOTES | SPANISH
STUCCO
CONCRETE 'S' TILE ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



SPANISH ELEVATION

SCALE: 1/4" = 1'-0"

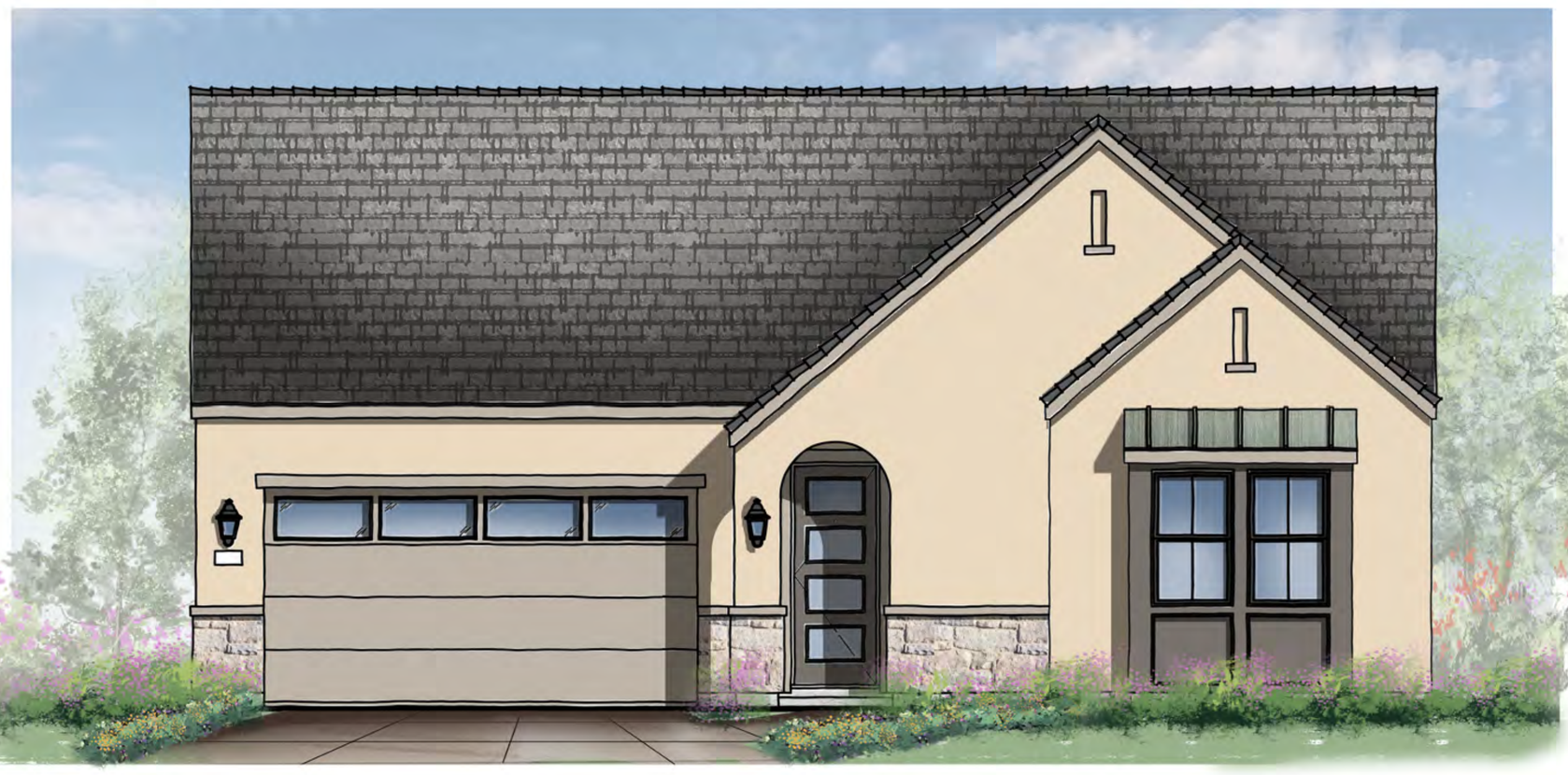
MATERIAL NOTES | FARMHOUSE
STUCCO
BOARD & BATT SIDING
CONCRETE FLAT TILE ROOF
CEMENTITIOUS TRIM
STUCCO OVER FOAM TRIM
WOOD POSTS
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



FARMHOUSE ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | COTTAGE
STUCCO
CONCRETE FLAT TILE ROOF
METAL ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
STONE VENEER



COTTAGE ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | FRONT ELEVATIONS

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

CCOMNCA-2601

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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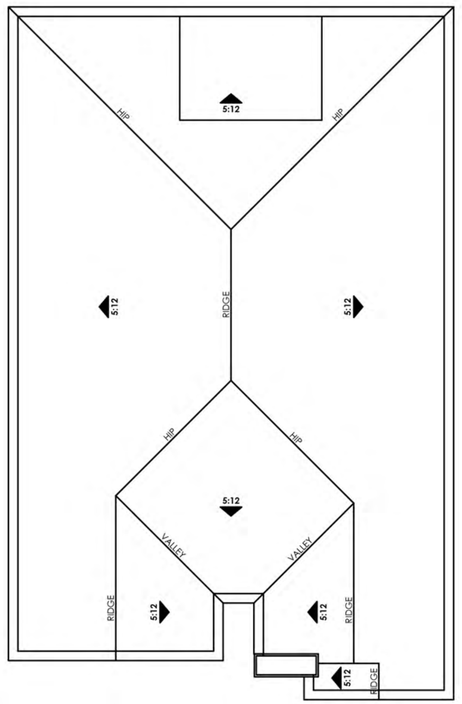
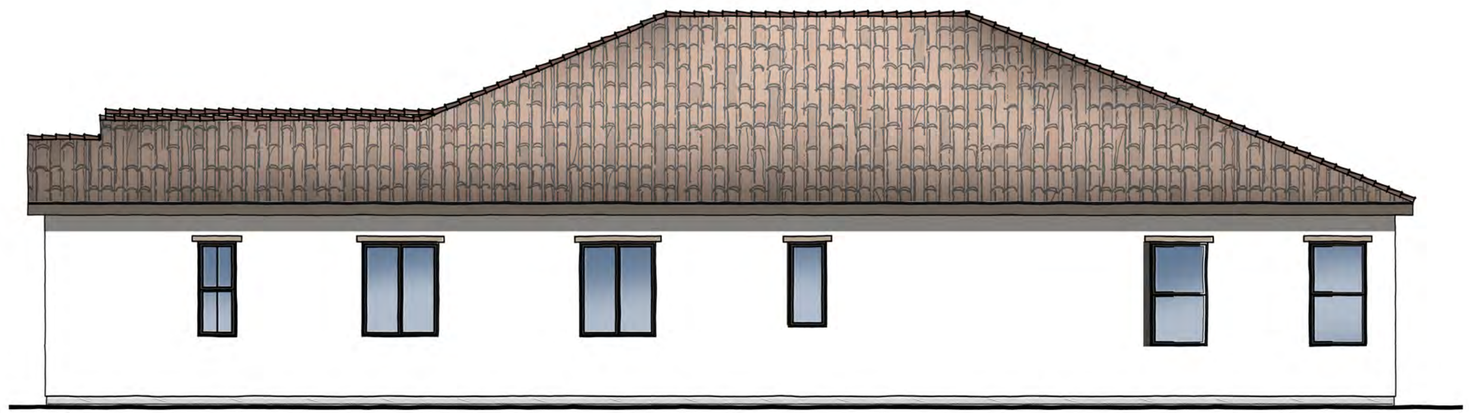
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



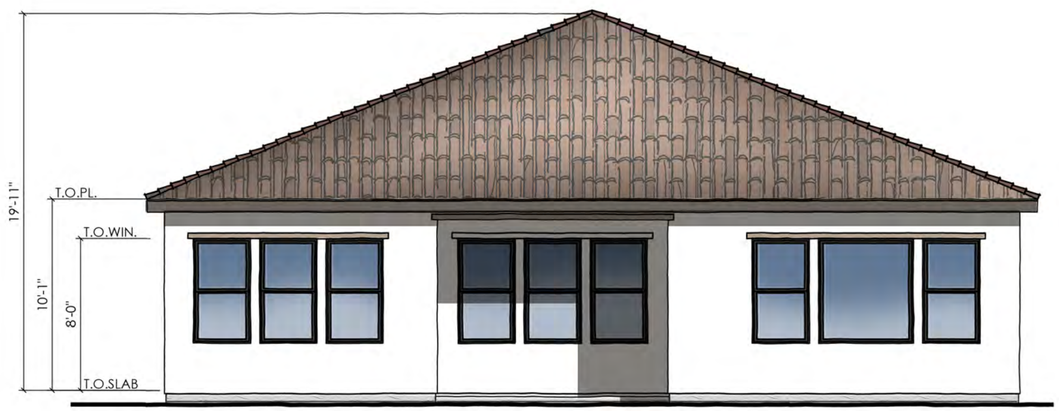
ROOF PLAN

SCALE: 1/8" = 1'-0"



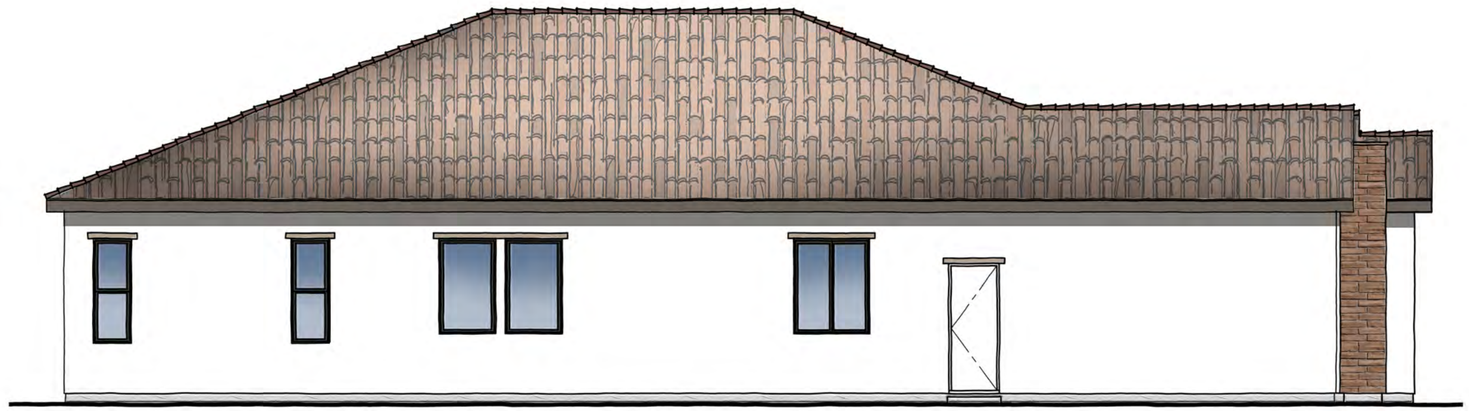
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | ELEVATION A | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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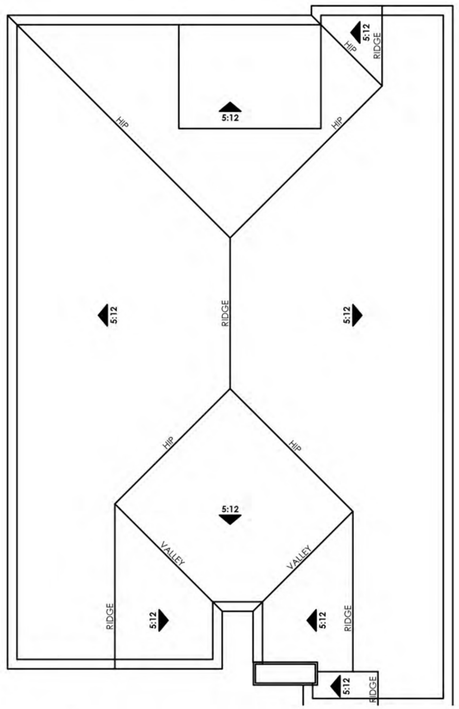
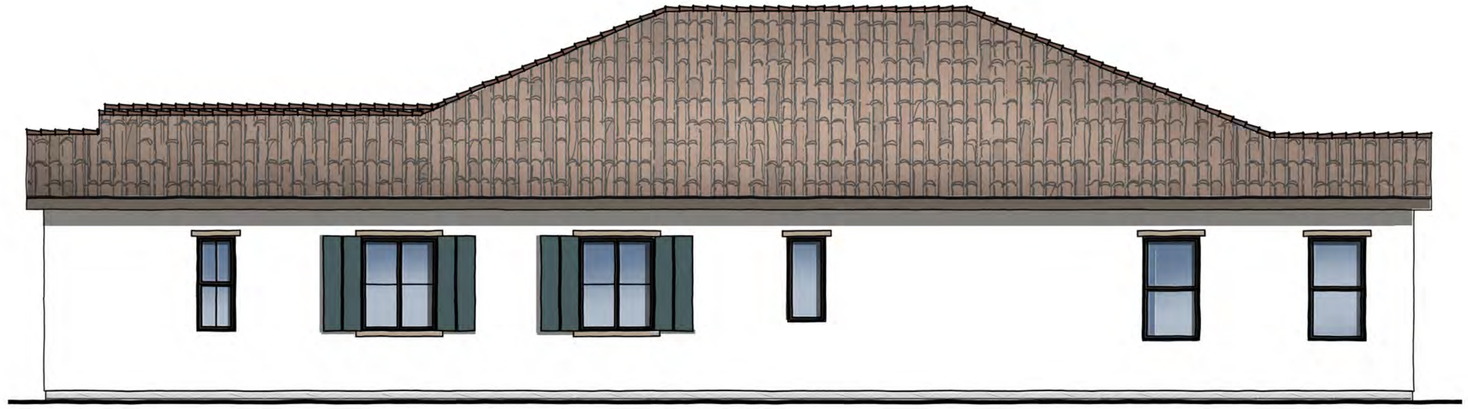


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | ELEVATION A ENHANCED | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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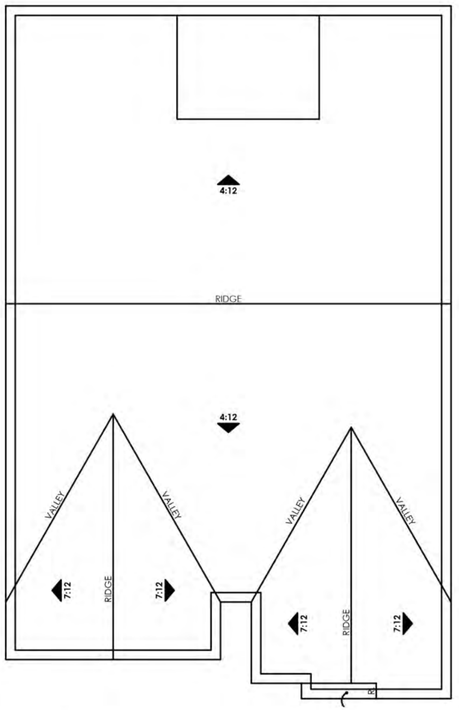

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | ELEVATION B | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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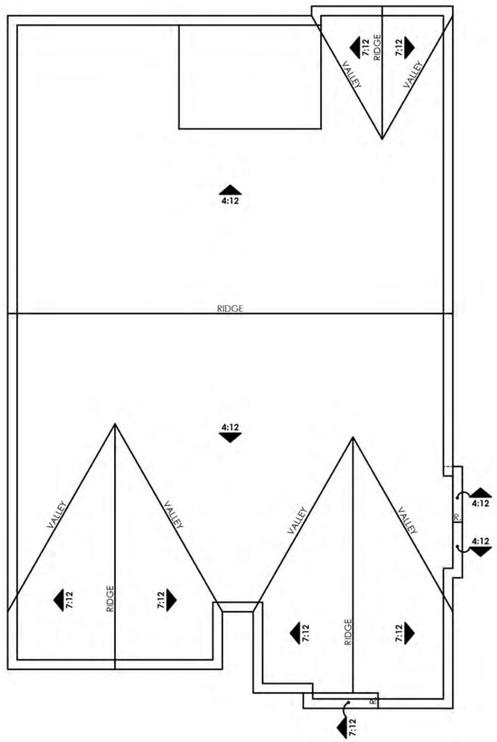

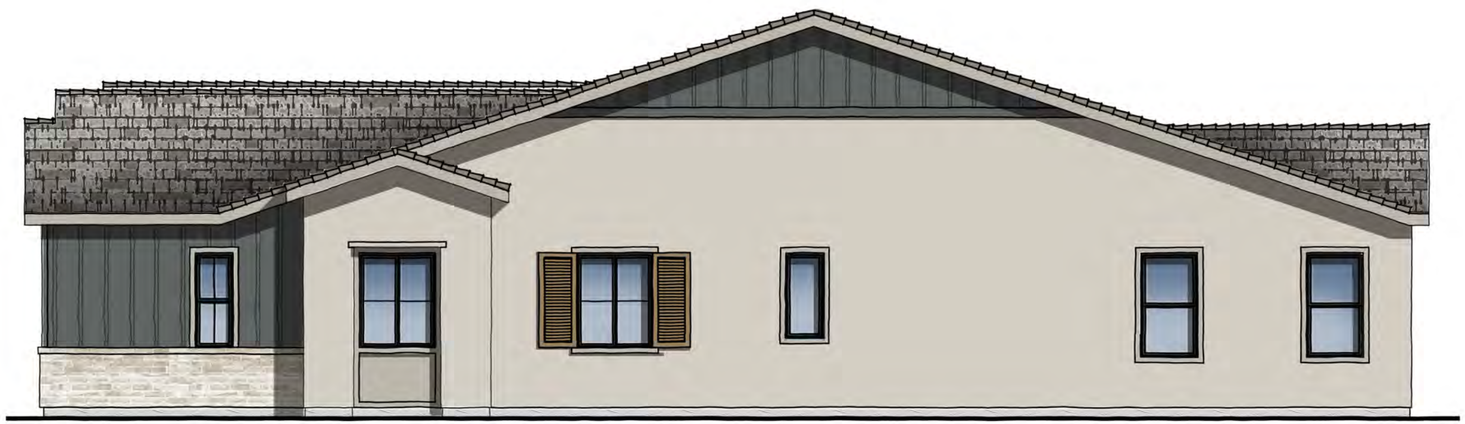

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | ELEVATION B ENHANCED | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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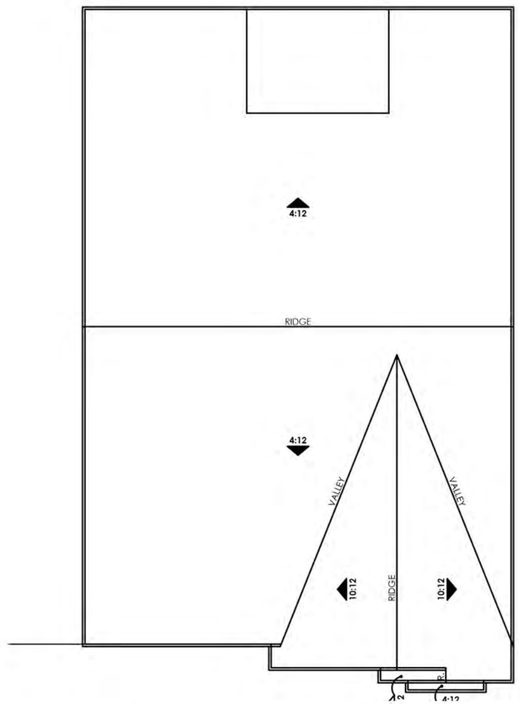
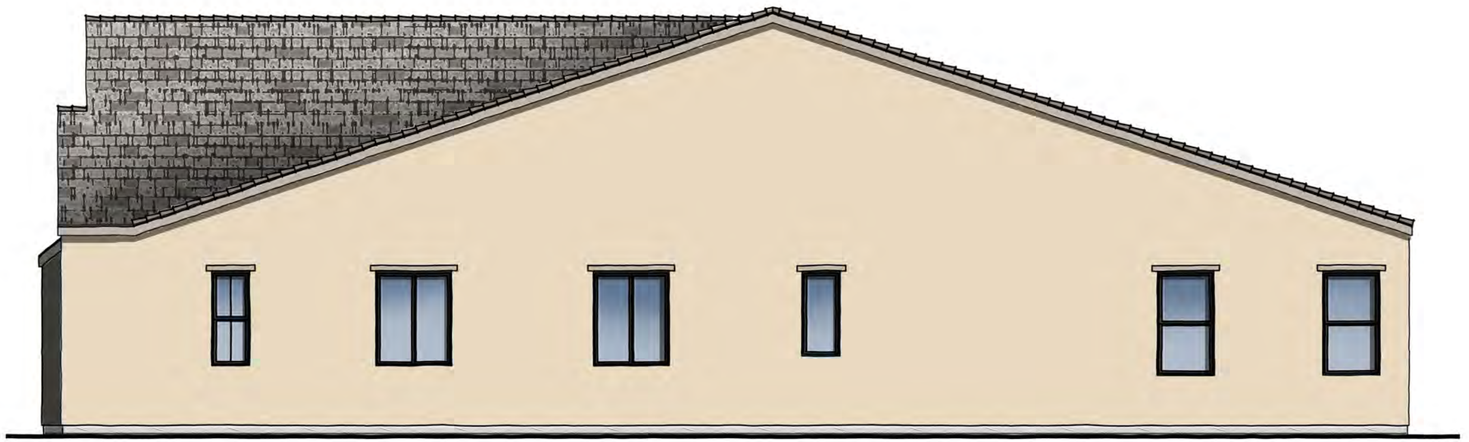


ROOF PLAN

SCALE: 1/8" = 1'-0"



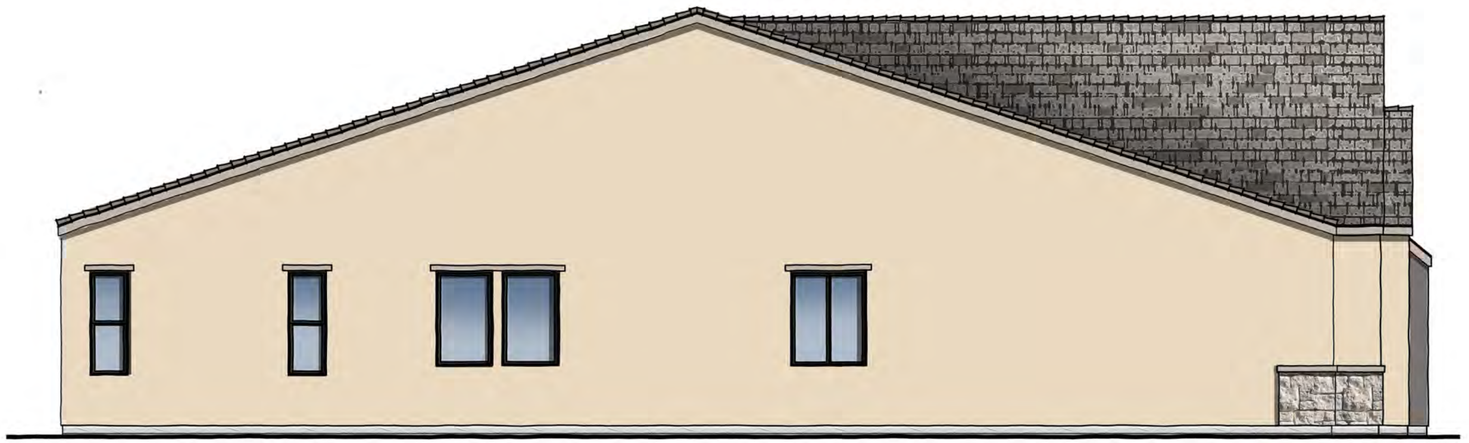
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | ELEVATION C | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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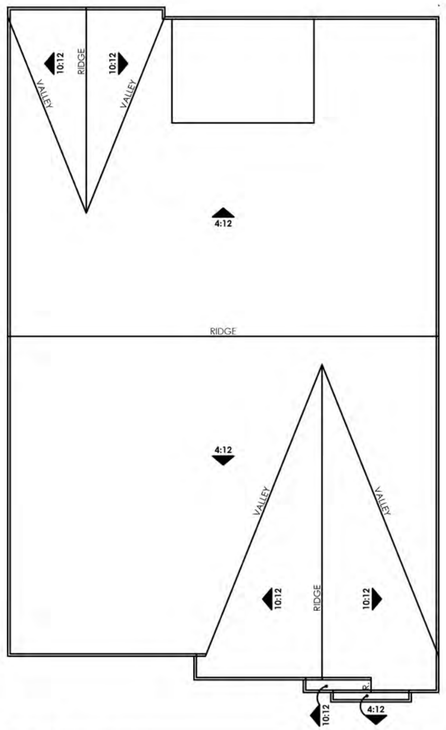
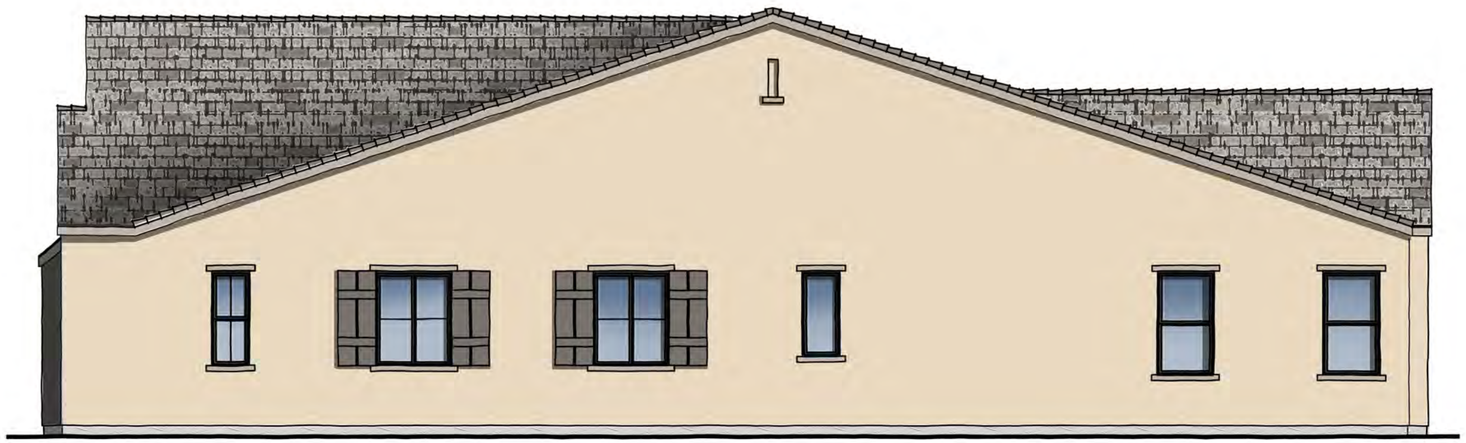


ROOF PLAN

SCALE: 1/8" = 1'-0"



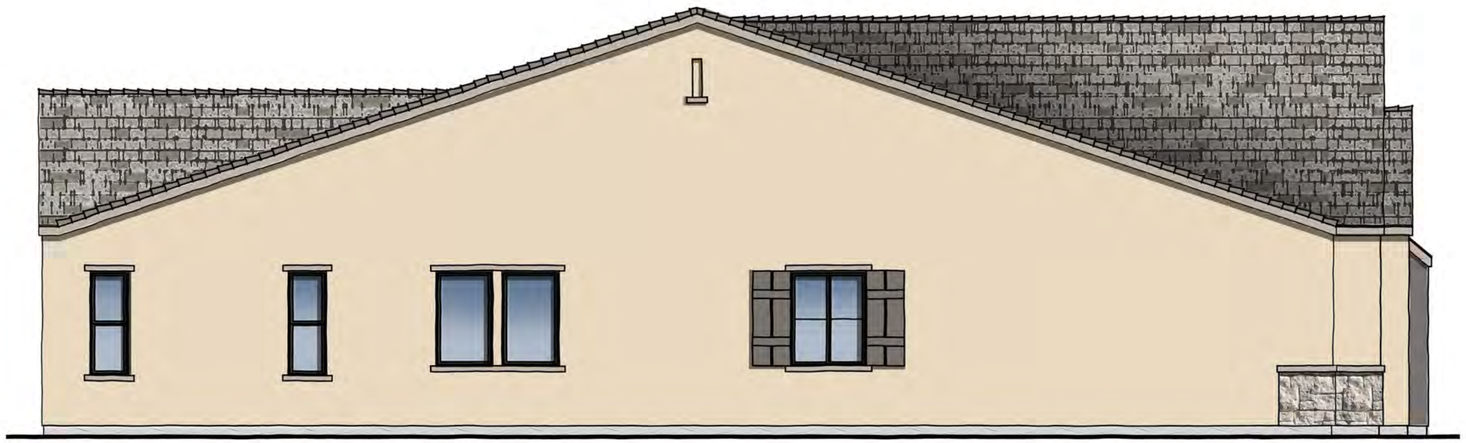
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN ONE | ELEVATION C ENHANCED | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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MATERIAL NOTES | SPANISH
STUCCO
CONCRETE 'S' TILE ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



SPANISH ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | FARMHOUSE
STUCCO
BOARD & BATT SIDING
CONCRETE FLAT TILE ROOF
CEMENTITIOUS TRIM
STUCCO OVER FOAM TRIM
WOOD POSTS
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



FARMHOUSE ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | COTTAGE
STUCCO
CONCRETE FLAT TILE ROOF
METAL ROOF
CEMENTITIOUS PANELS
HORIZONTAL SIDING ACCENTS
WOOD POSTS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
STONE VENEER



COTTAGE ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | FRONT ELEVATIONS

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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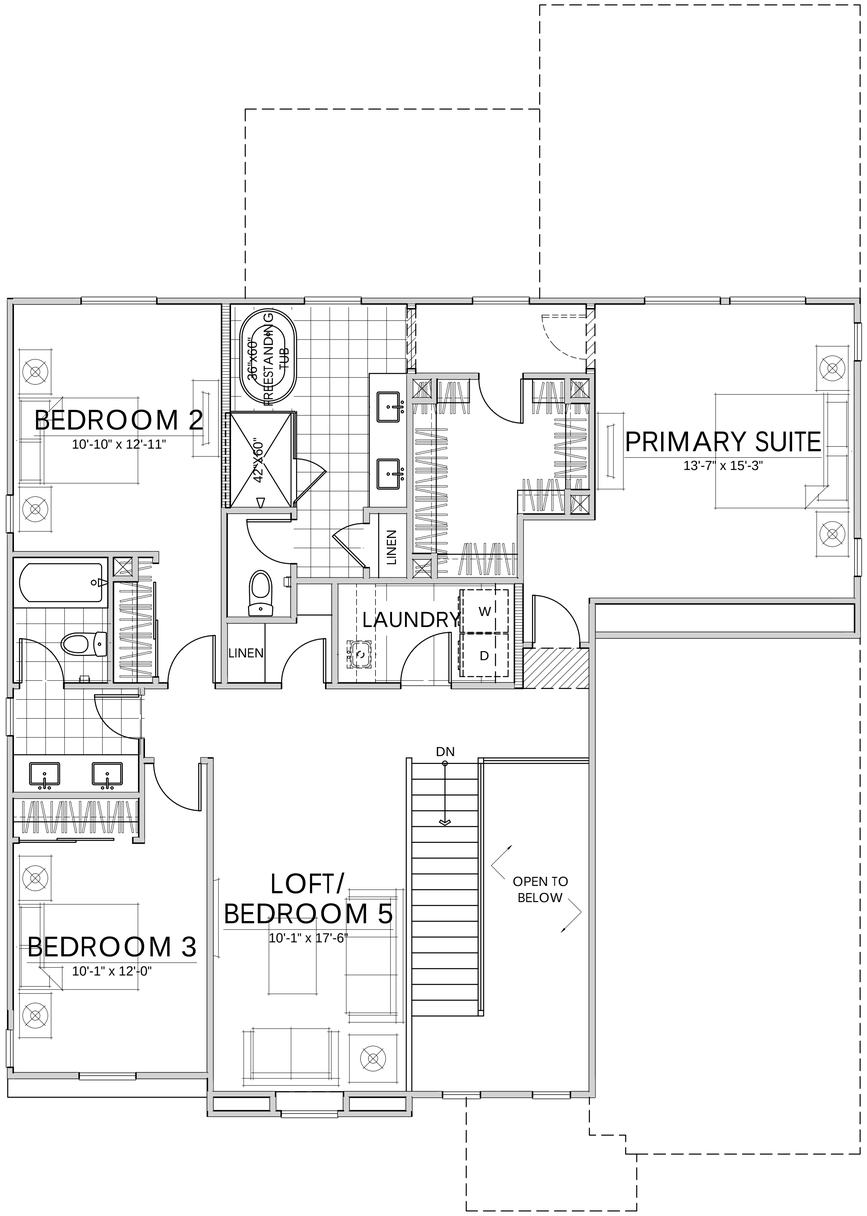

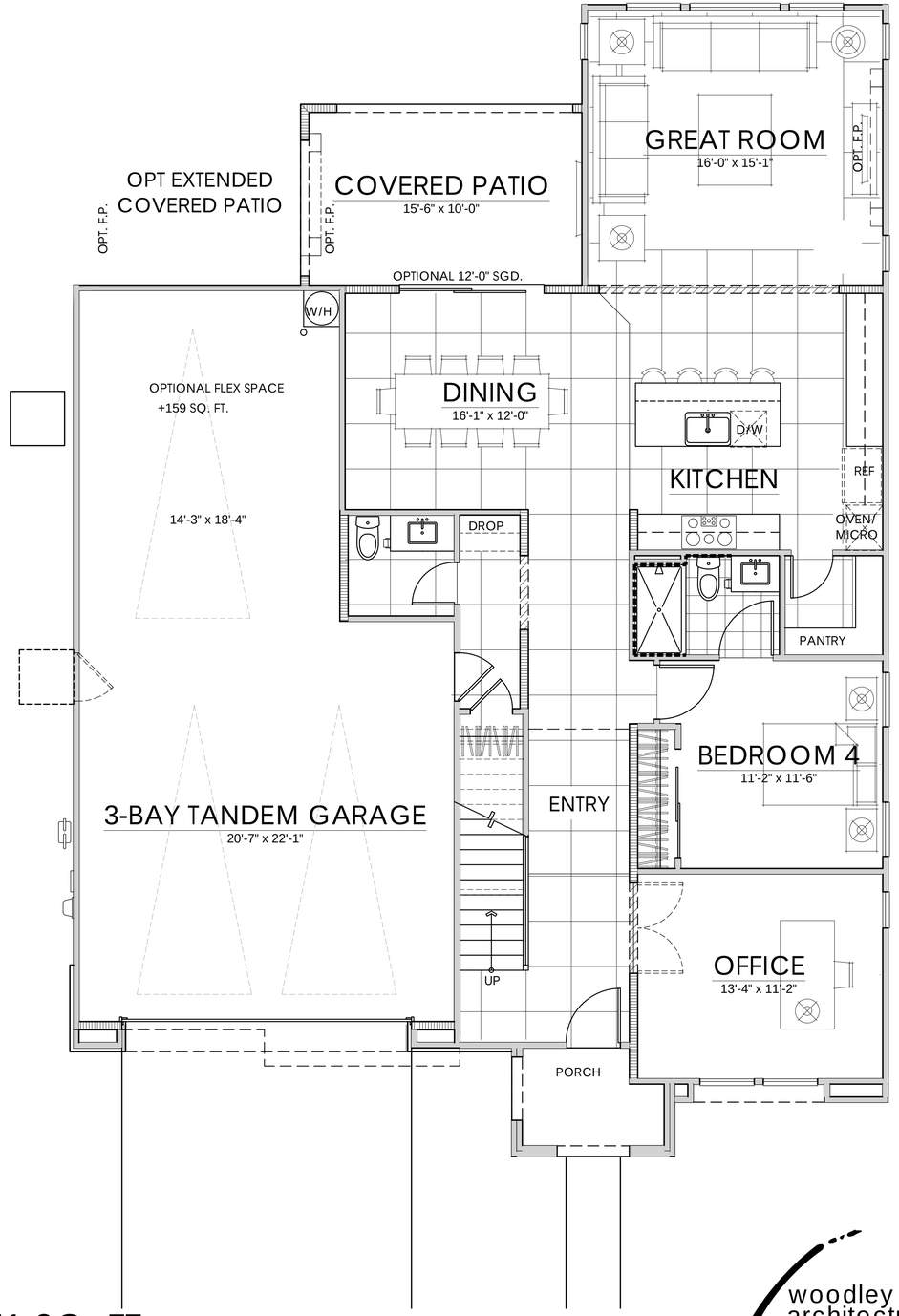

FIRST FLOOR	1419 SQ. FT.
SECOND FLOOR	1352 SQ. FT.
TOTAL LIVING	2771 SQ. FT.

10.08.26

PLAN TWO | ELEVATION A | 2771 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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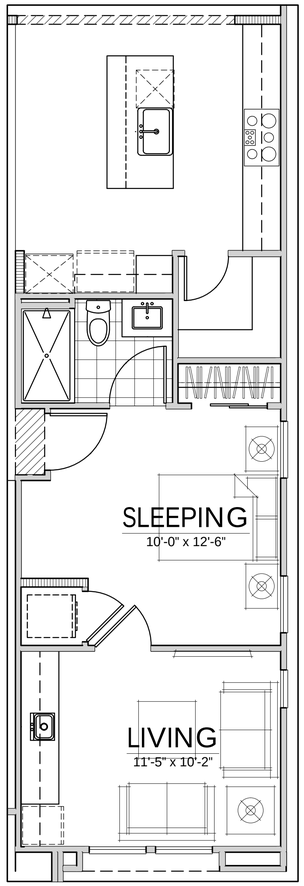
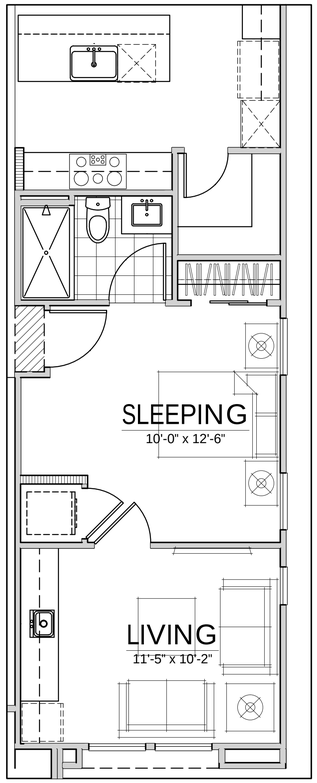


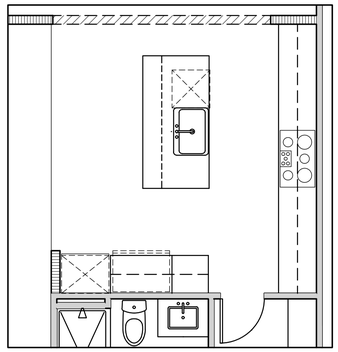
MULTI-GEN SUITE

AT OFFICE / BEDROOM 4 W/ ALT. KITCHEN



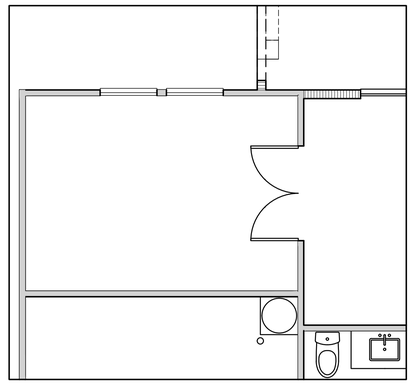
MULTI-GEN SUITE

AT OFFICE / BEDROOM 4



ALTERNATE KITCHEN

AT KITCHEN



OPT. FLEX

AT 3-BAY TANDEM GARAGE

FIRST FLOOR	1419 SQ. FT.
SECOND FLOOR	1352 SQ. FT.
TOTAL LIVING	2771 SQ. FT.

10.08.26

PLAN TWO | OPTIONS | 2771 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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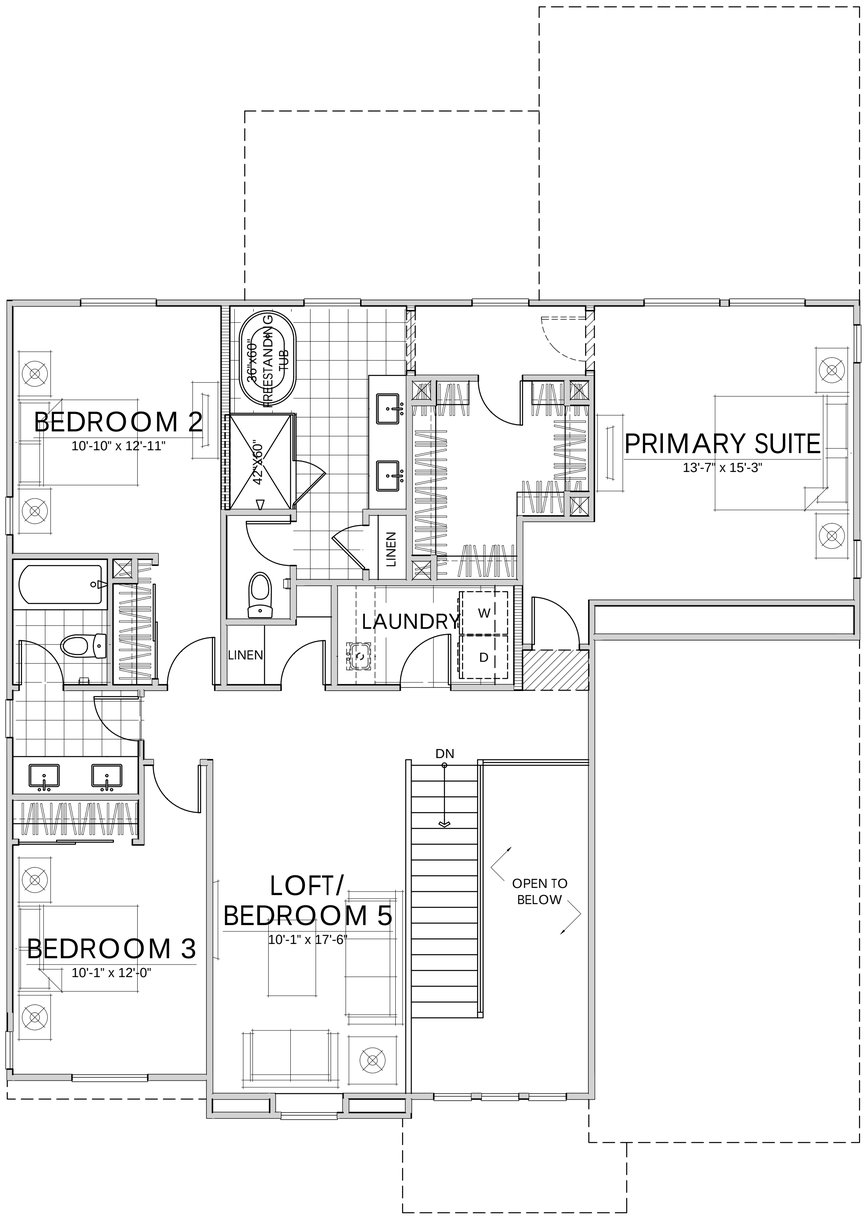

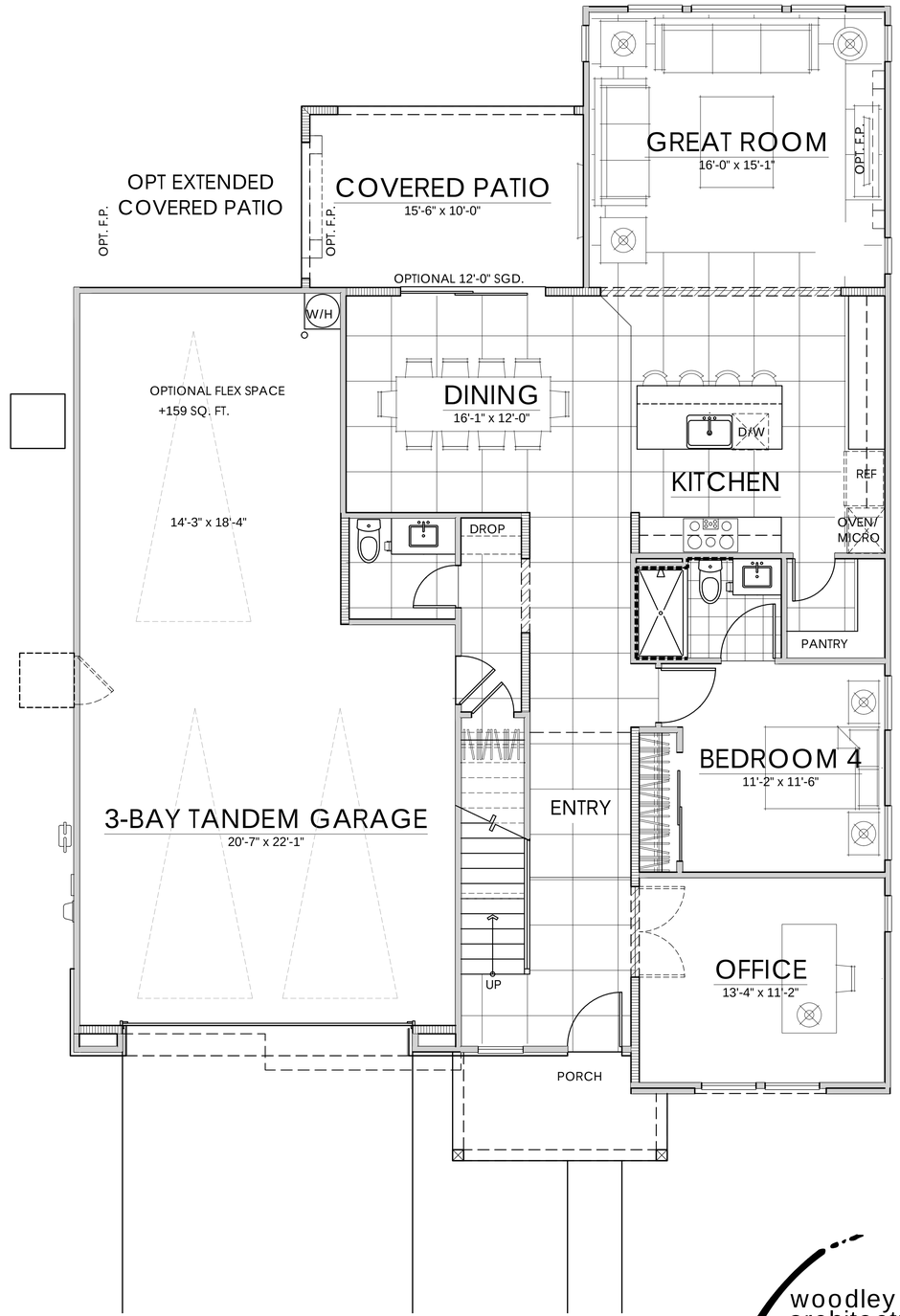

FIRST FLOOR	1419 SQ. FT.
SECOND FLOOR	1352 SQ. FT.
TOTAL LIVING	2771 SQ. FT.

10.08.26

PLAN TWO | ELEVATION B | 2771 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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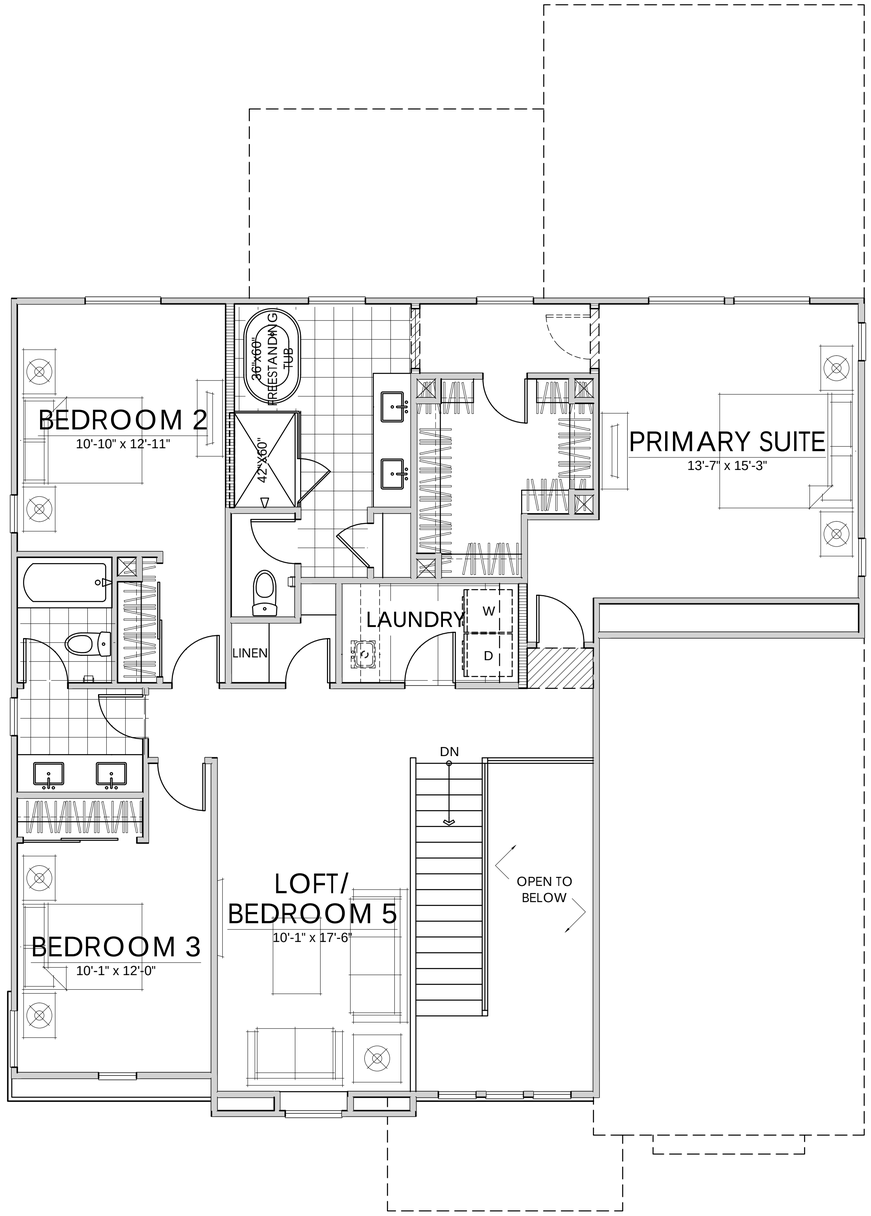

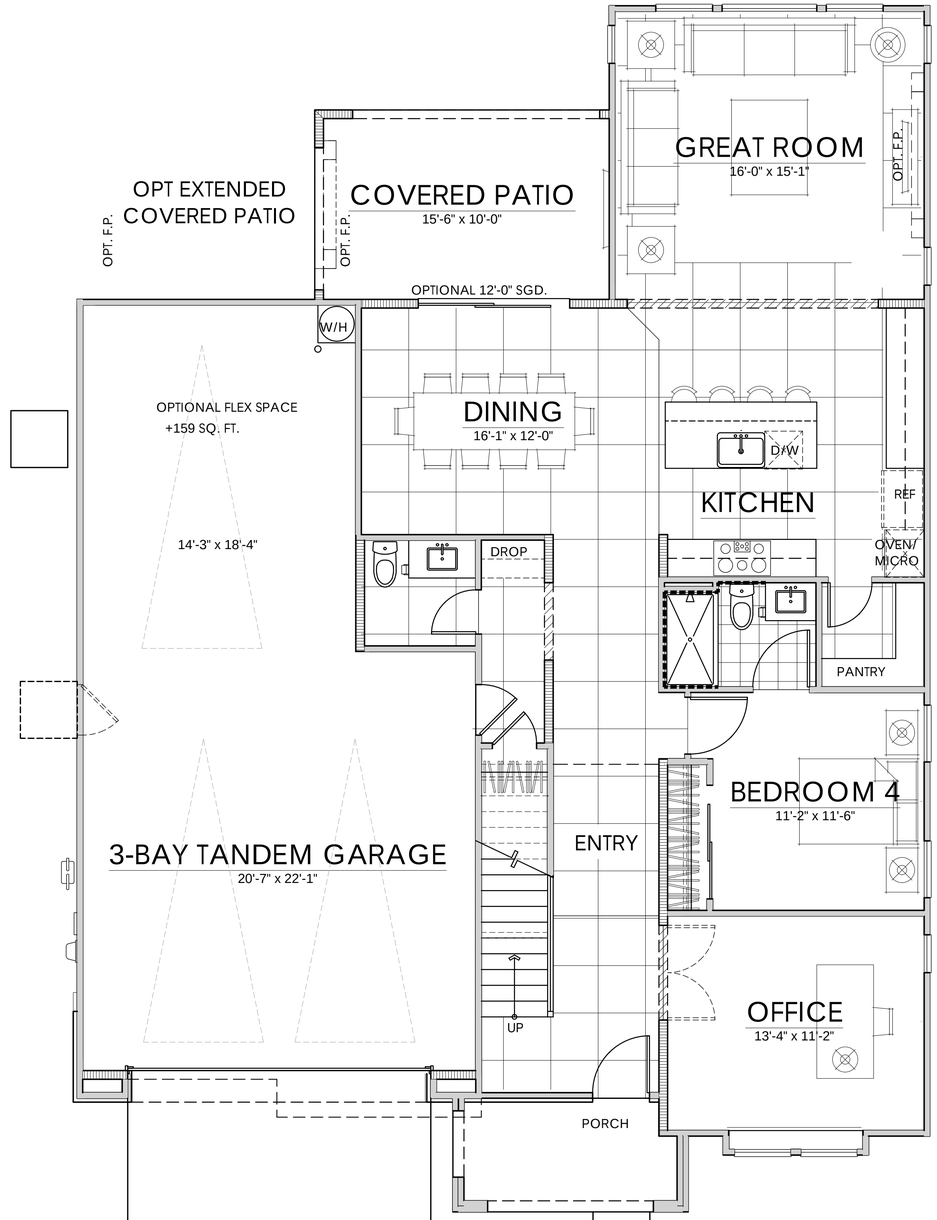

FIRST FLOOR	1419 SQ. FT.
SECOND FLOOR	1352 SQ. FT.
TOTAL LIVING	2771 SQ. FT.

.

10.08.26

PLAN TWO | ELEVATION C | 2771 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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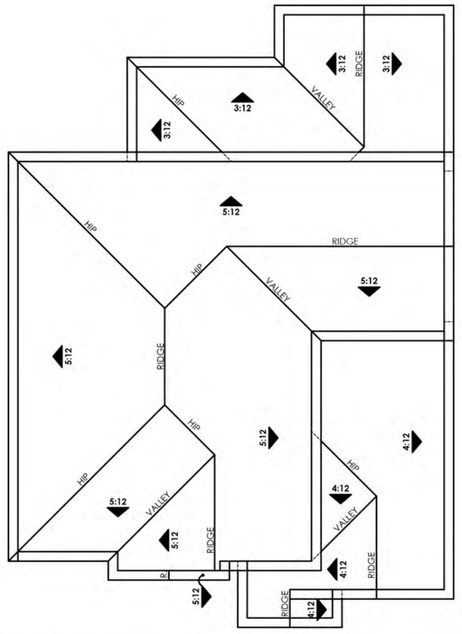


ROOF PLAN

SCALE: 1/8" = 1'-0"



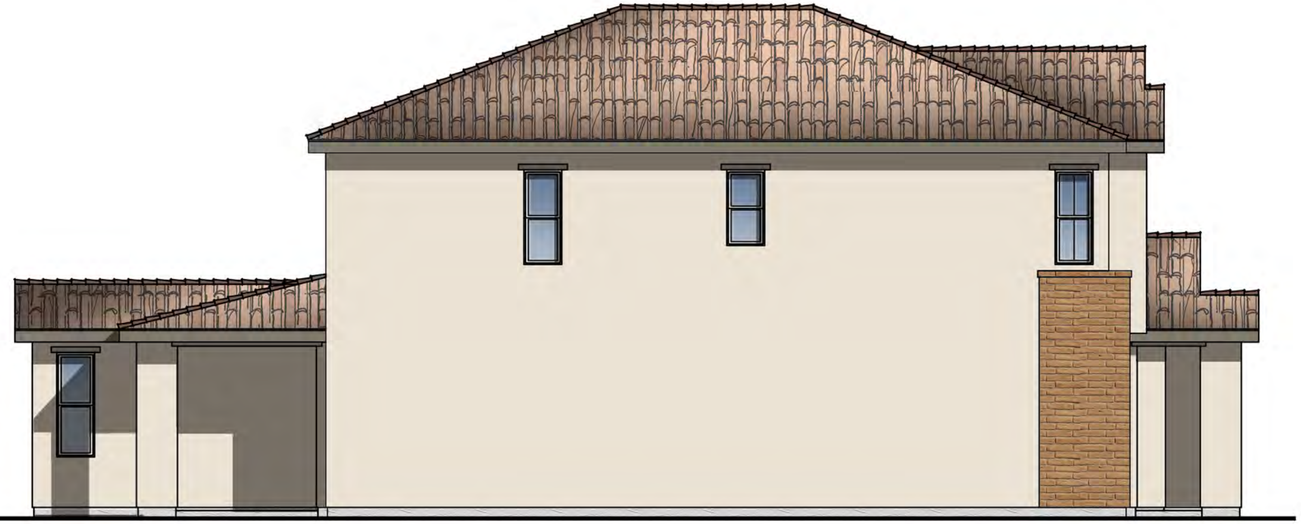
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION A | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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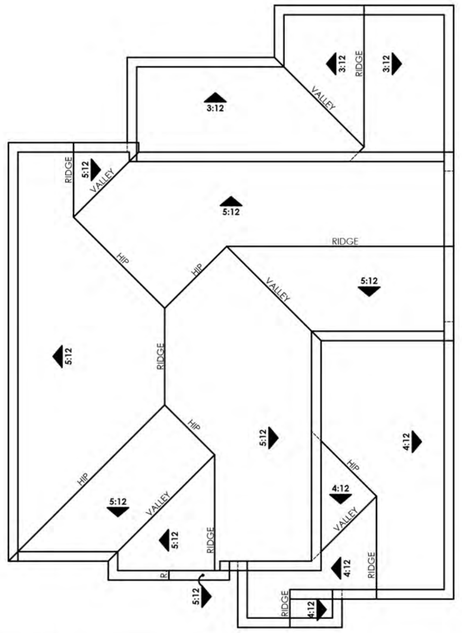


ROOF PLAN

SCALE: 1/8" = 1'-0"



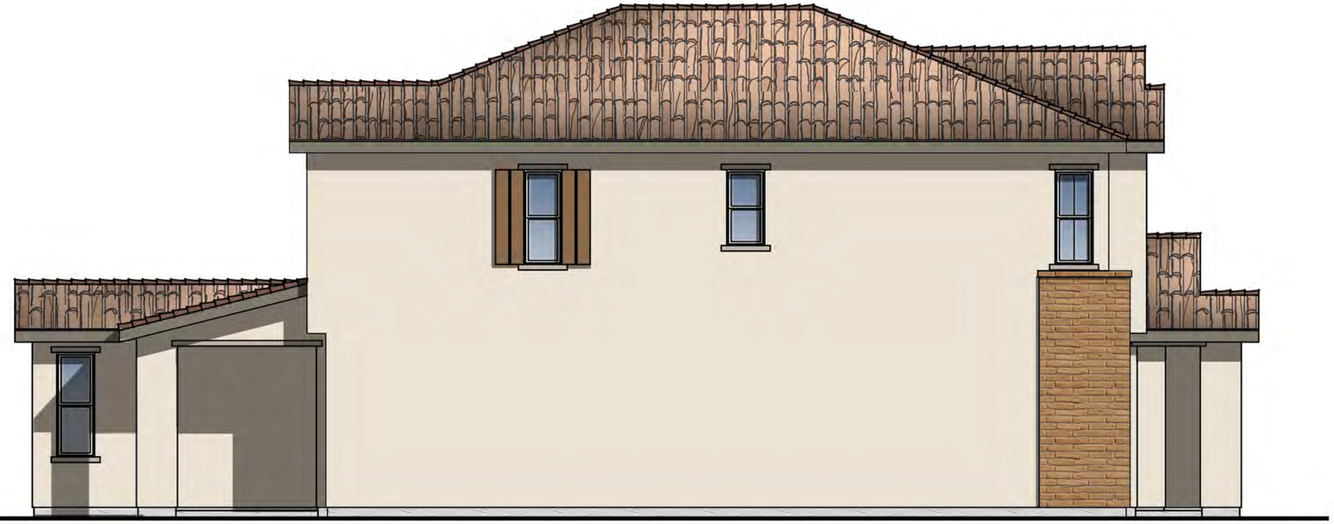
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION A ENHANCED | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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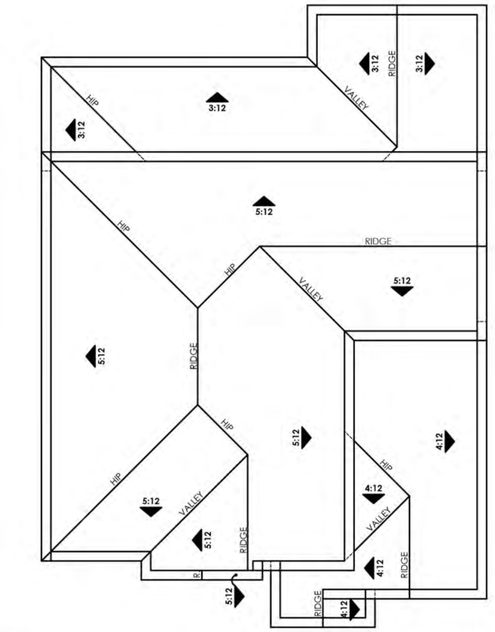

ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION A EXTENDED COVERED PATIO | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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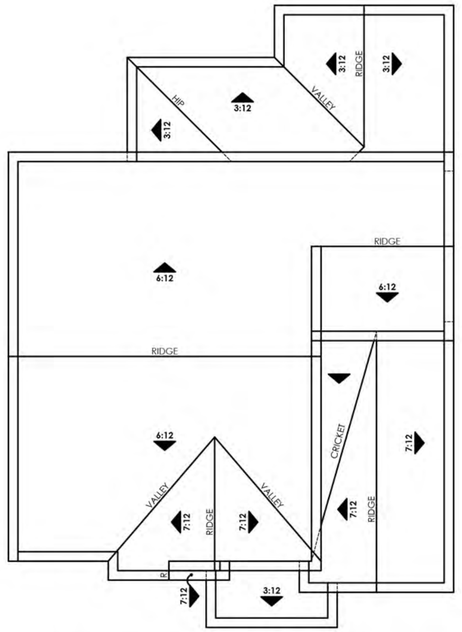


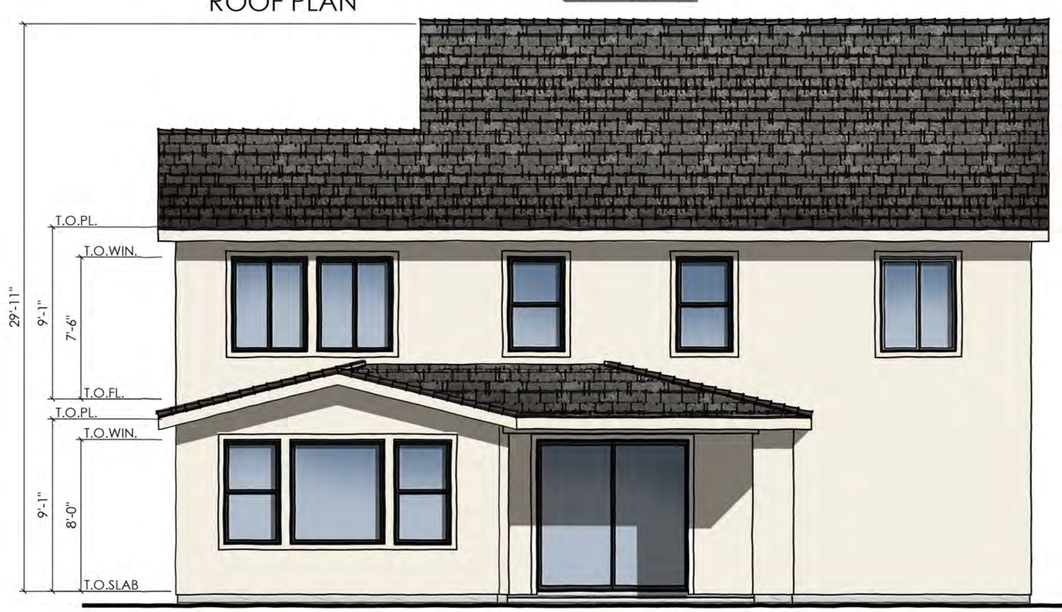
ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION B | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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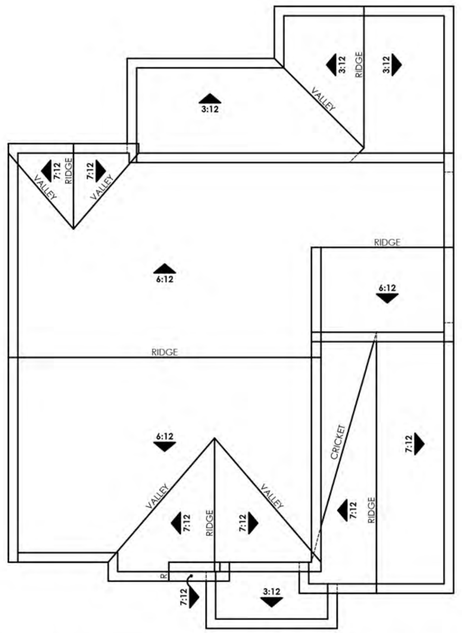

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION B ENHANCED | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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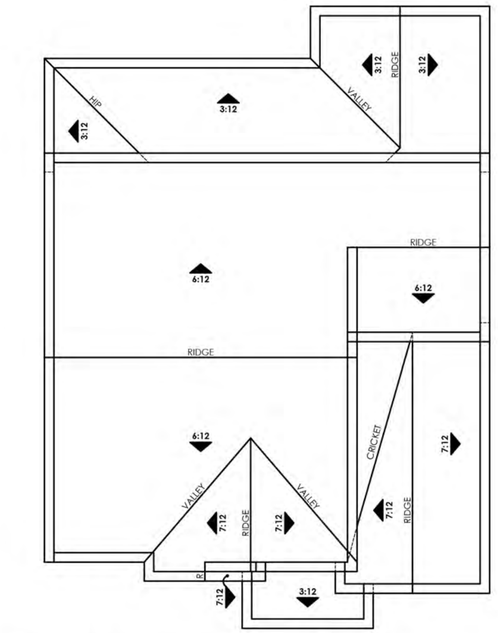

ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION B EXTENDED COVERED PATIO | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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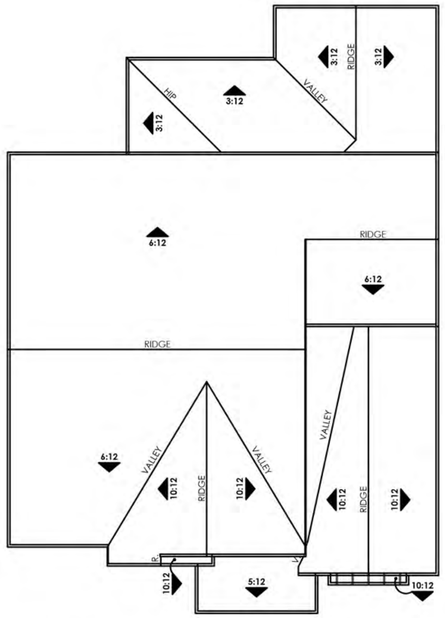

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION C | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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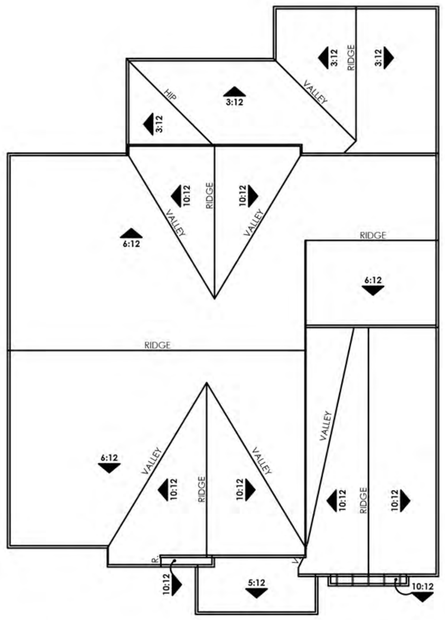

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION C ENHANCED | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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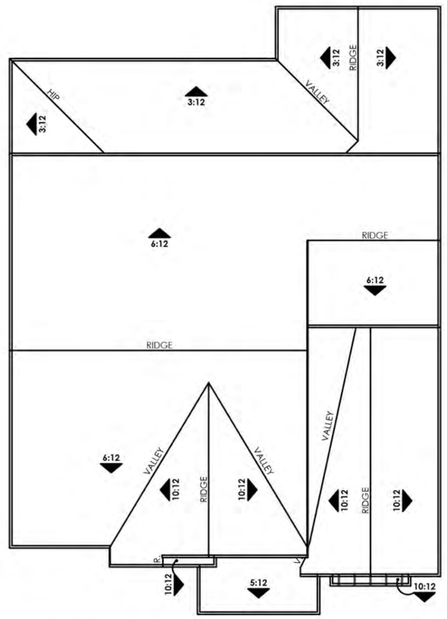

ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN TWO | ELEVATION C EXTENDED COVERED PATIO | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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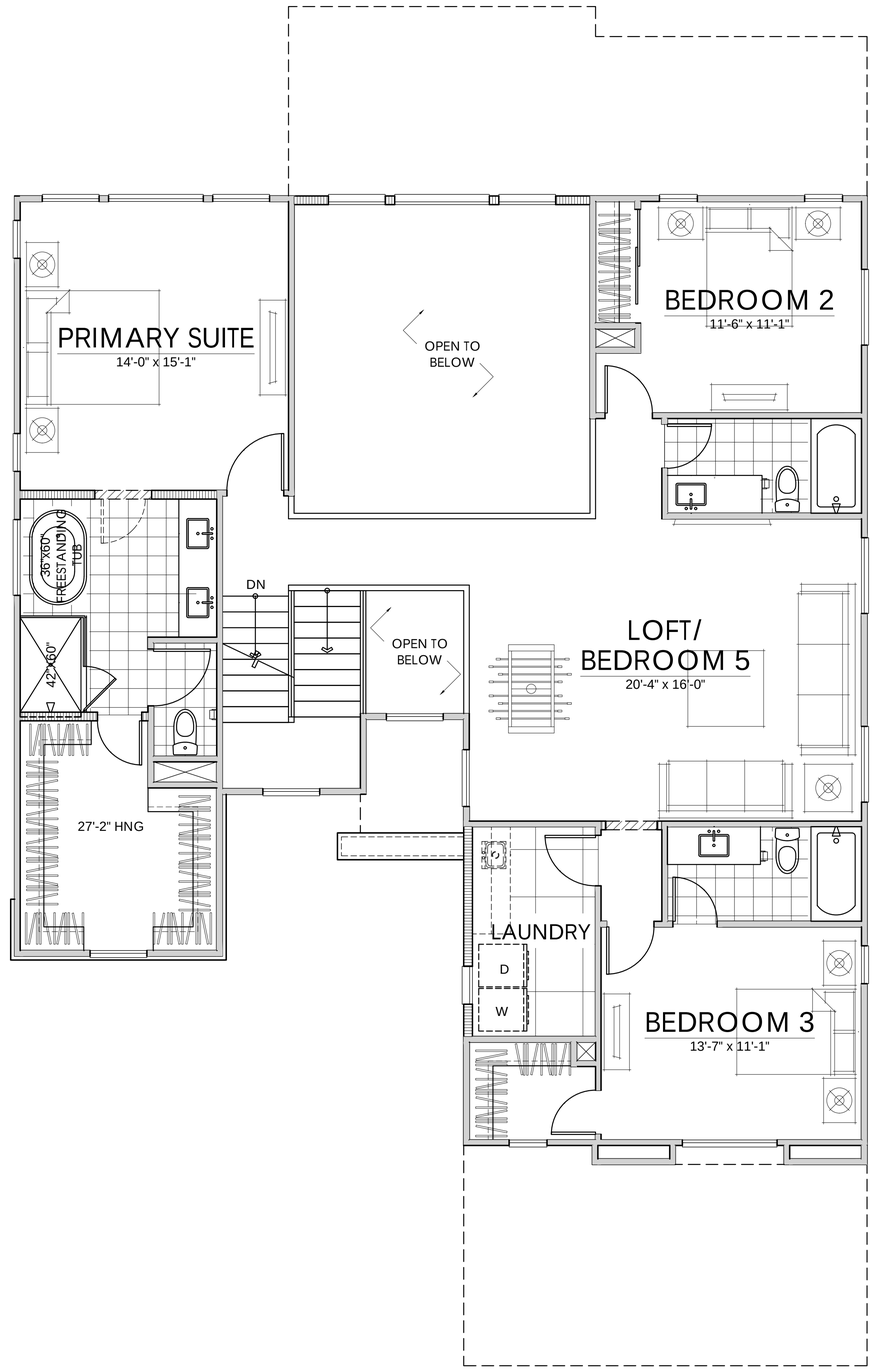

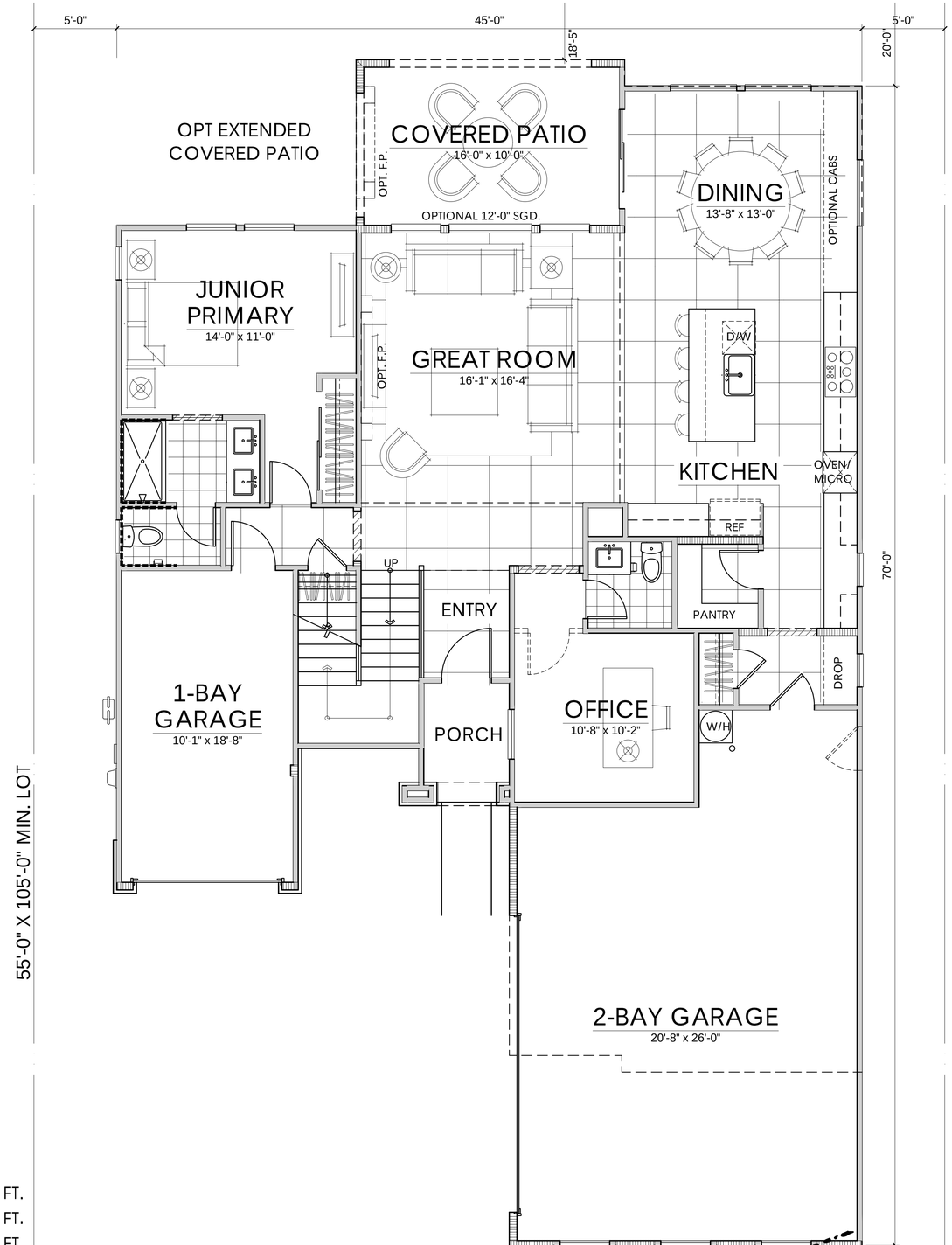

FIRST FLOOR	1427 SQ. FT.
SECOND FLOOR	1512 SQ. FT.
TOTAL LIVING	2939 SQ. FT.

10.08.26

PLAN THREE | ELEVATION A | 2939 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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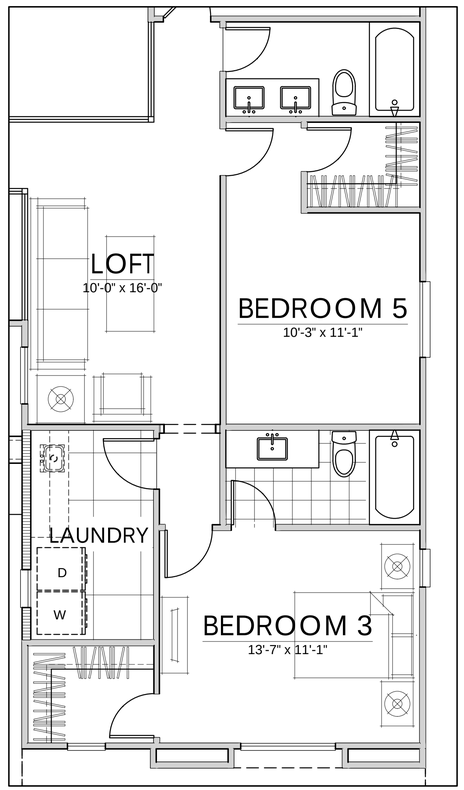

BEDROOM 5

AT LOFT

SECOND FLOOR PLAN OPTIONS

1/4" = 1/-0"

FIRST FLOOR	1427 SQ. FT.
SECOND FLOOR	1512 SQ. FT.
TOTAL LIVING	2939 SQ. FT.

10.08.26

PLAN THREE | OPTIONS | 2939 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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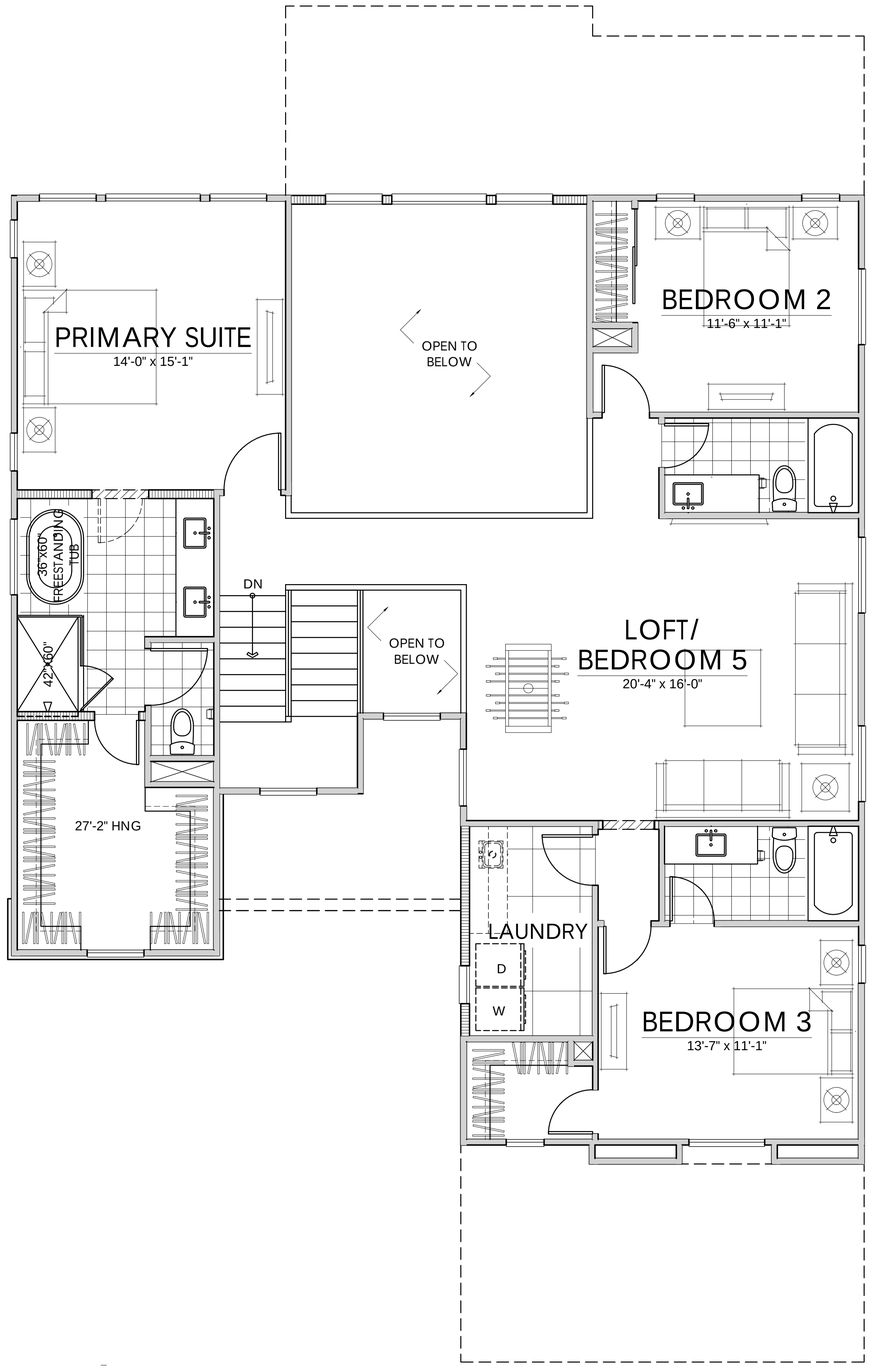

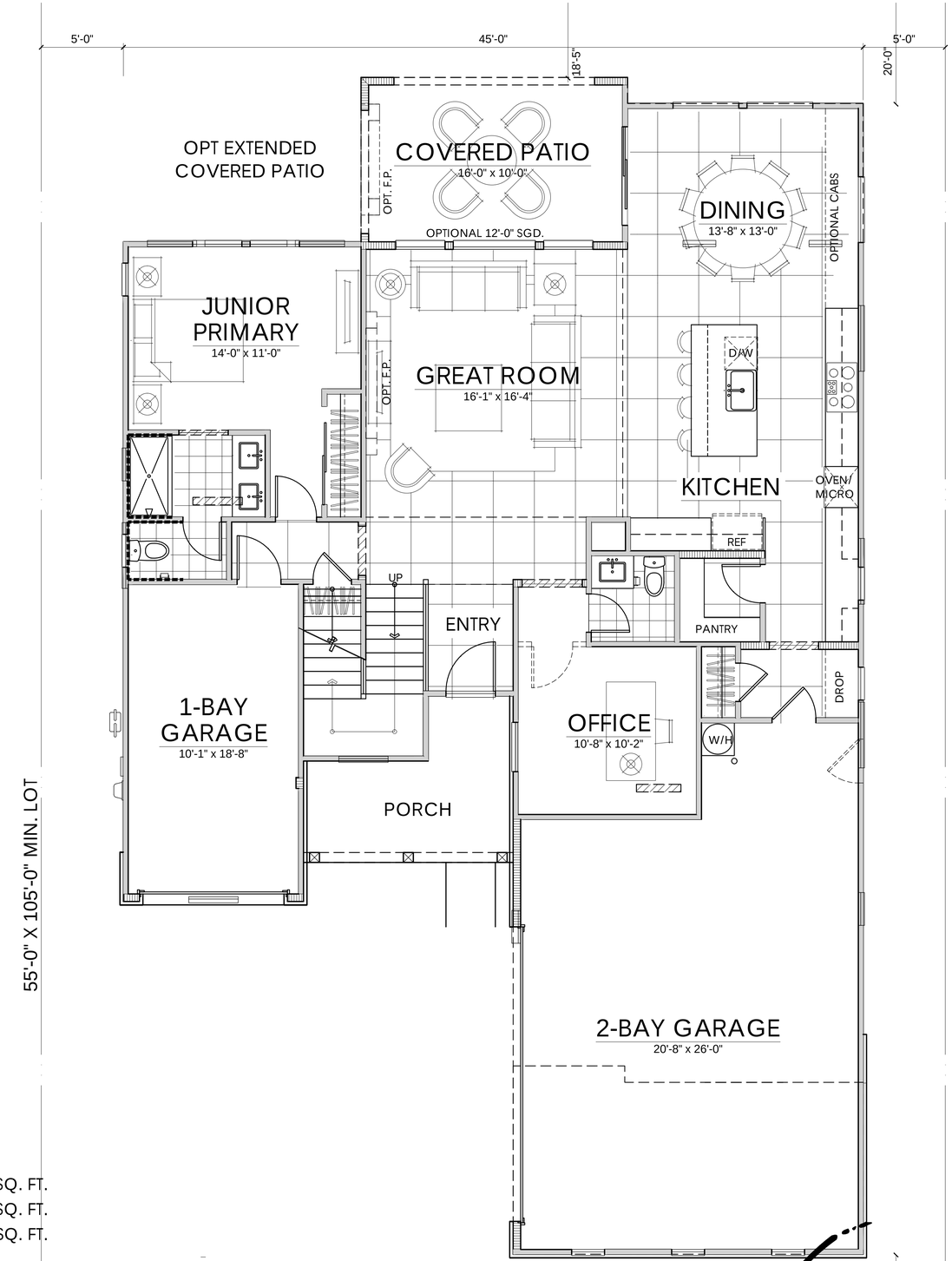

FIRST FLOOR	1427 SQ. FT.
SECOND FLOOR	1512 SQ. FT.
TOTAL LIVING	2939 SQ. FT.

10.08.26

PLAN THREE | ELEVATION B | 2939 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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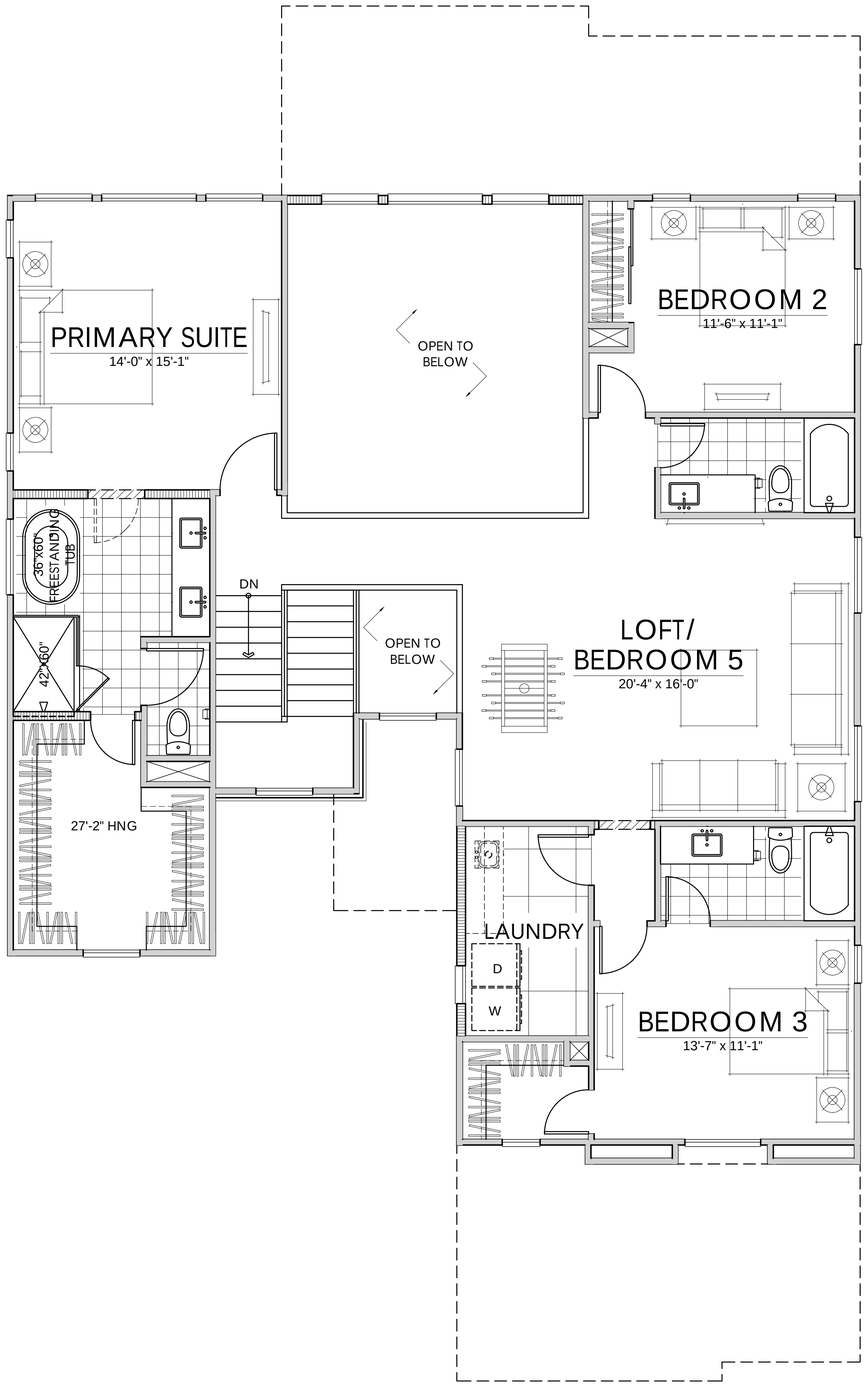

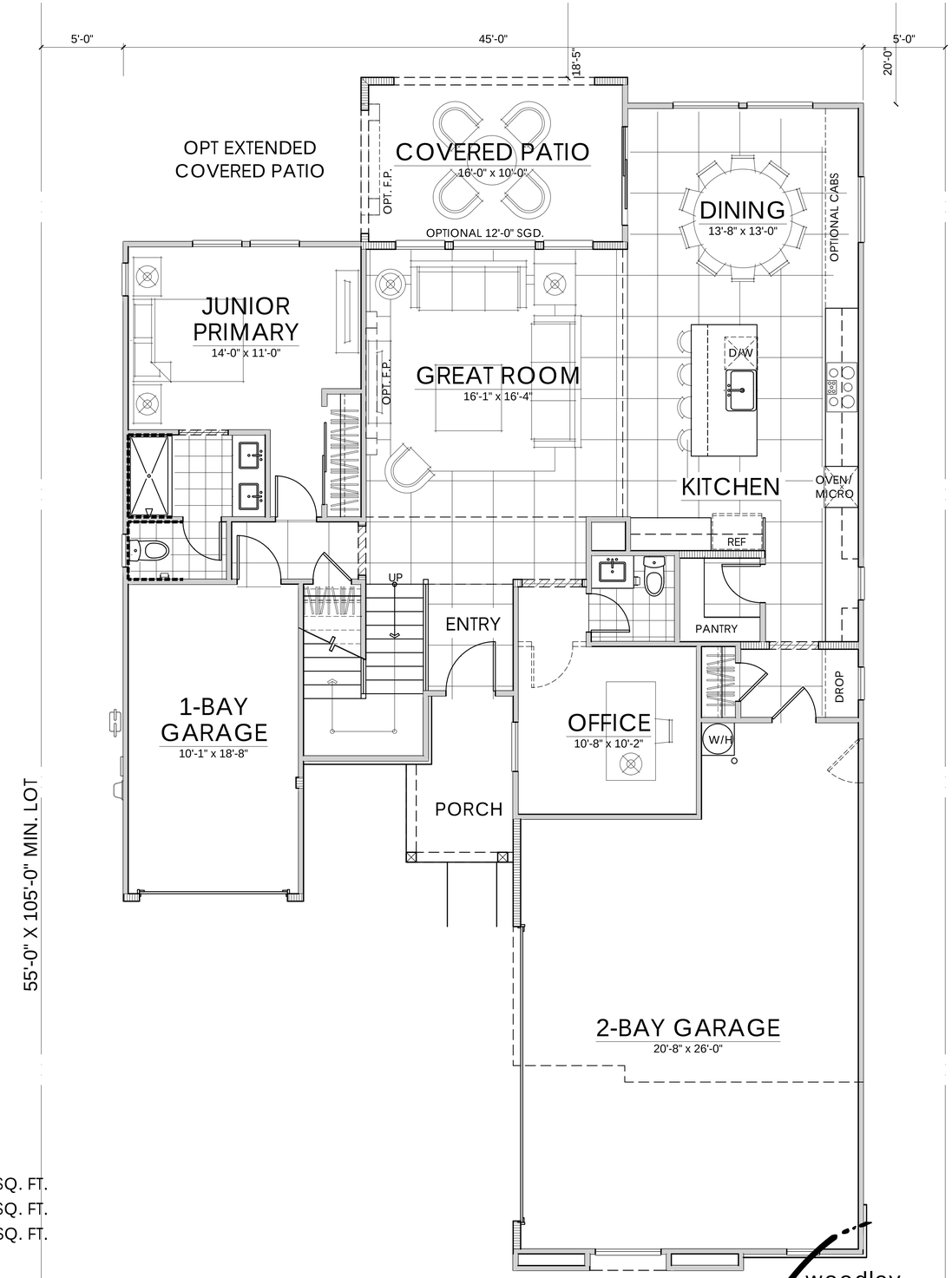

FIRST FLOOR	1427 SQ. FT.
SECOND FLOOR	1512 SQ. FT.
TOTAL LIVING	2939 SQ. FT.

10.08.26

PLAN THREE | ELEVATION C | 2939 SQ. FT.

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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MATERIAL NOTES | SPANISH
STUCCO
CONCRETE 'S' TILE ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



SPANISH ELEVATION

SCALE: 1/4" = 1'-0"

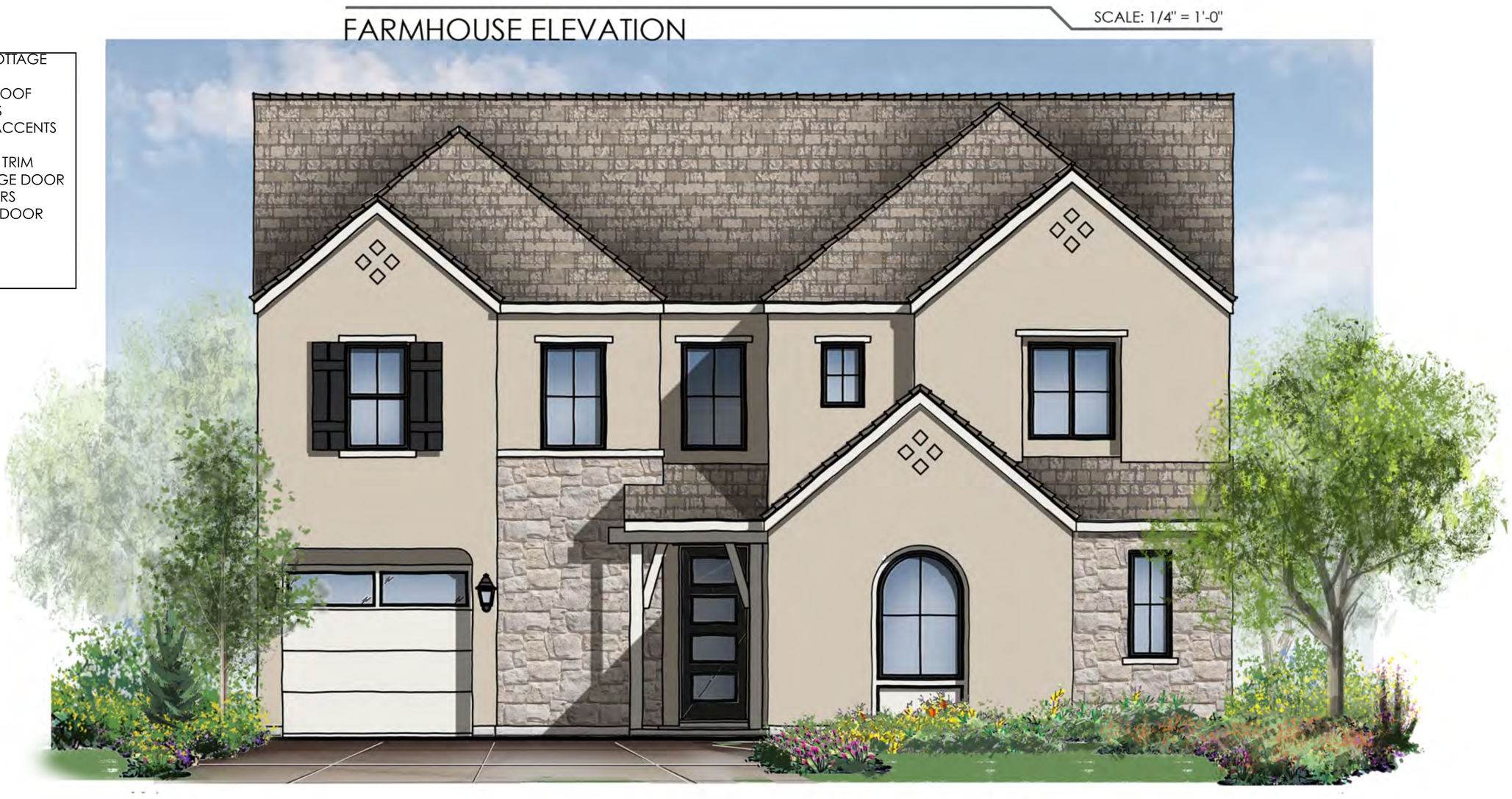
MATERIAL NOTES | FARMHOUSE
STUCCO
BOARD & BATT SIDING
CONCRETE FLAT TILE ROOF
METAL ROOF
CEMENTITIOUS TRIM
STUCCO OVER FOAM TRIM
WOOD POSTS
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



FARMHOUSE ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | COTTAGE
STUCCO
CONCRETE FLAT TILE ROOF
CEMENTITIOUS PANELS
HORIZONTAL SIDING ACCENTS
WOOD POSTS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
STONE VENEER



COTTAGE ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | FRONT ELEVATIONS

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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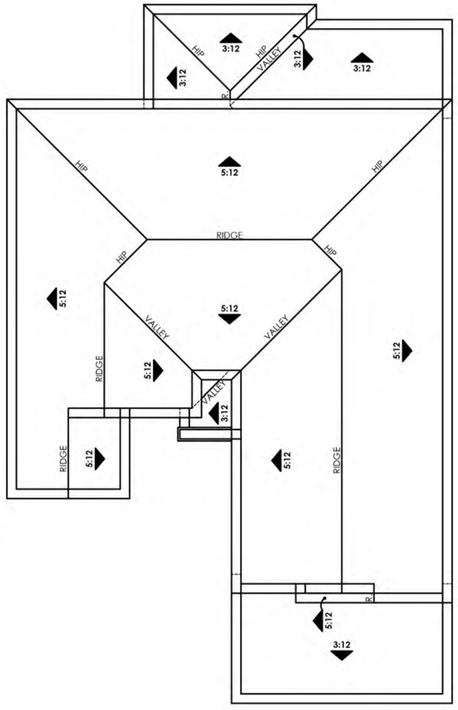

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION A | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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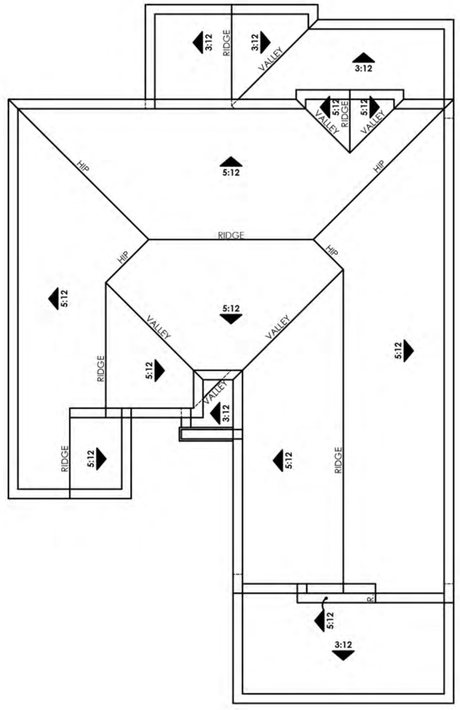

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION A ENHANCED | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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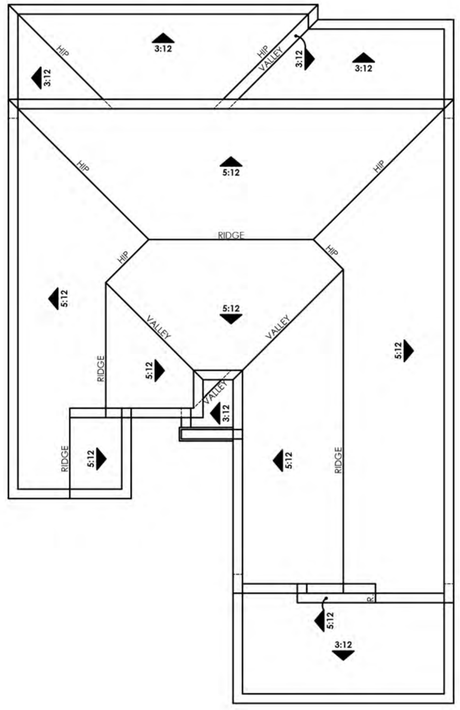

ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION A EXTENDED COVERED PORCH | SPANISH

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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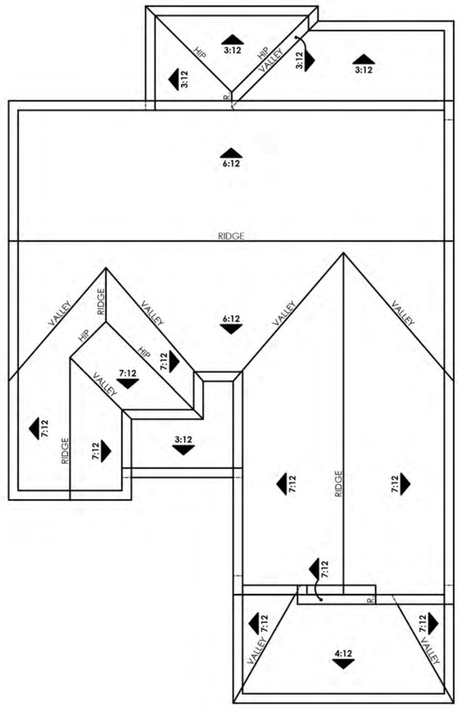

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION B | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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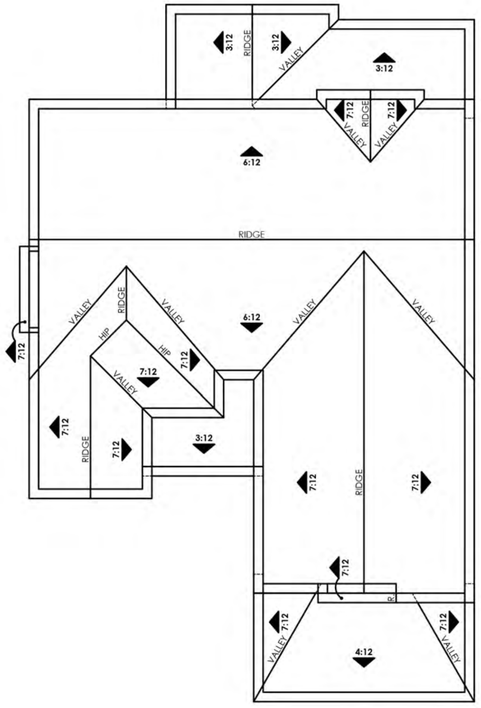

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION B ENHANCED | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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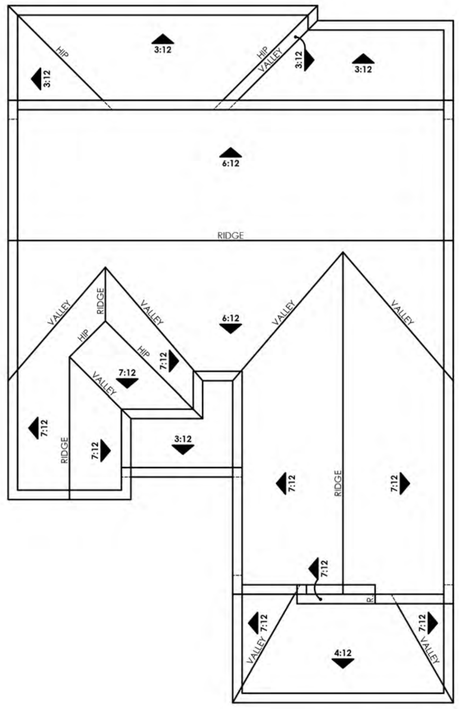


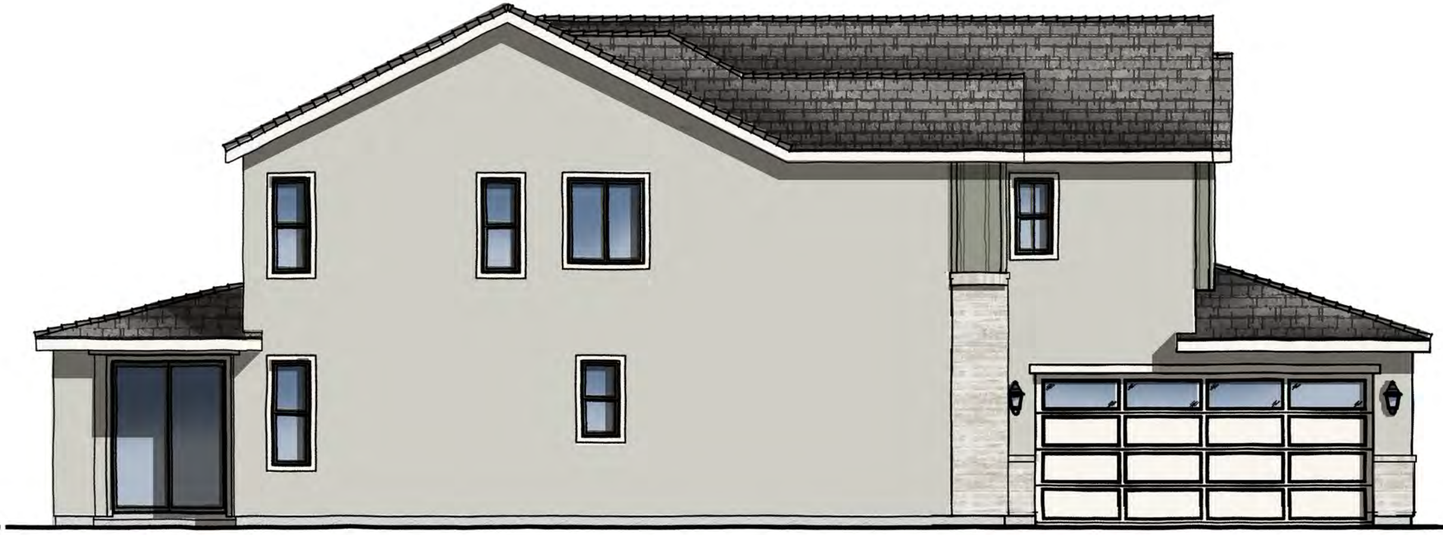
ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION B EXTENDED COVERED PATIO | FARMHOUSE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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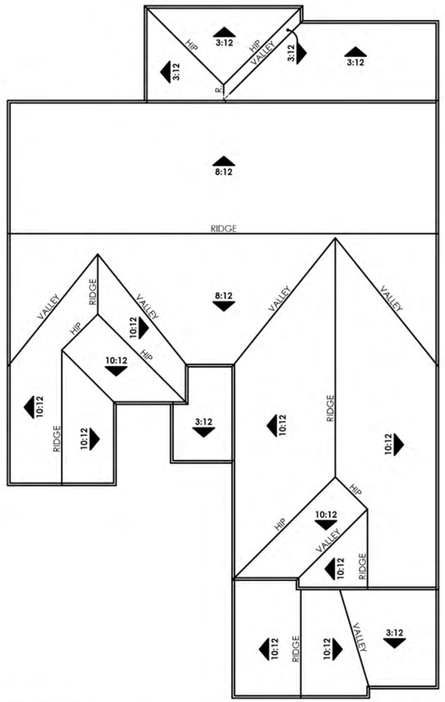
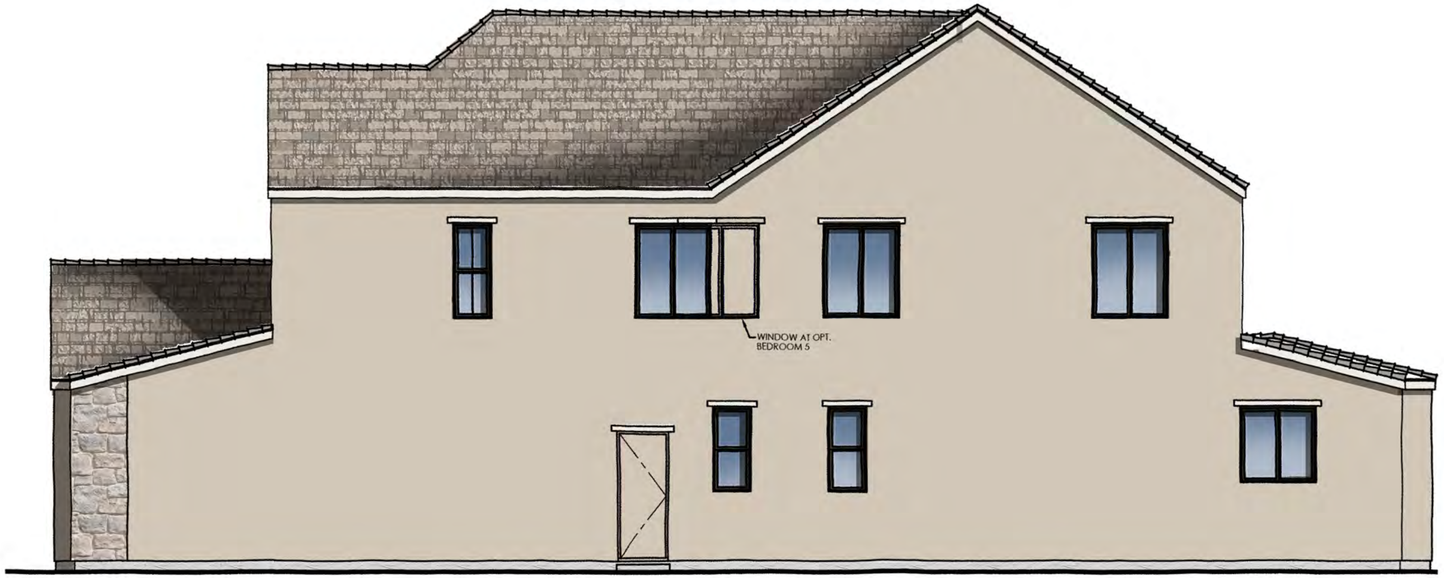


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION C | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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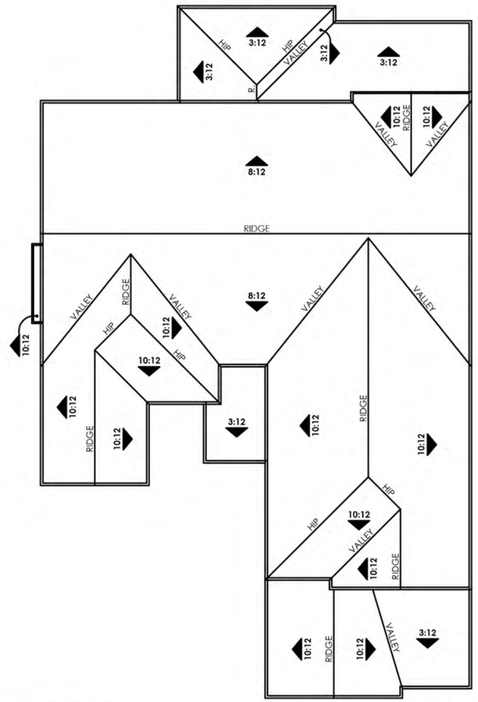
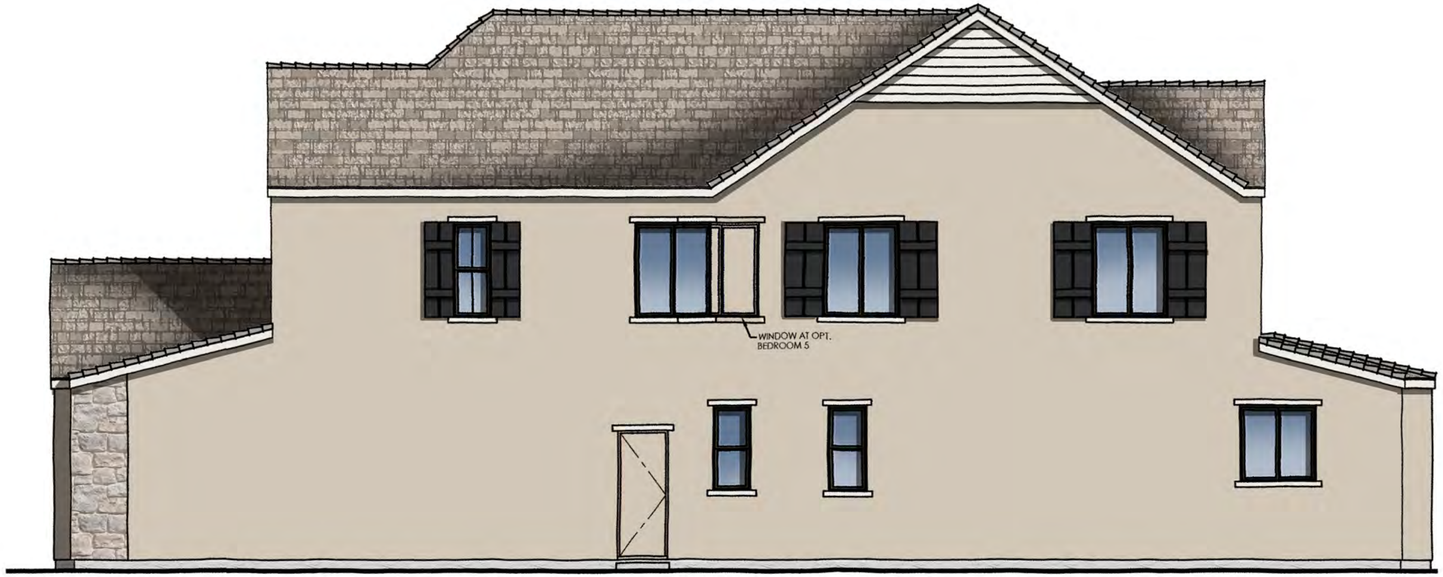


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION C ENHANCED | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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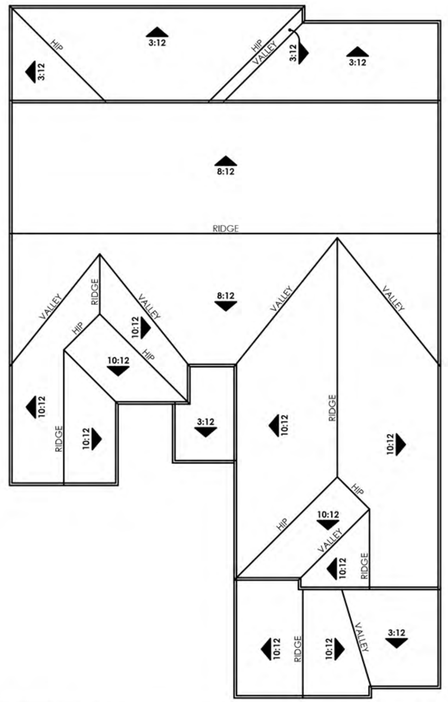


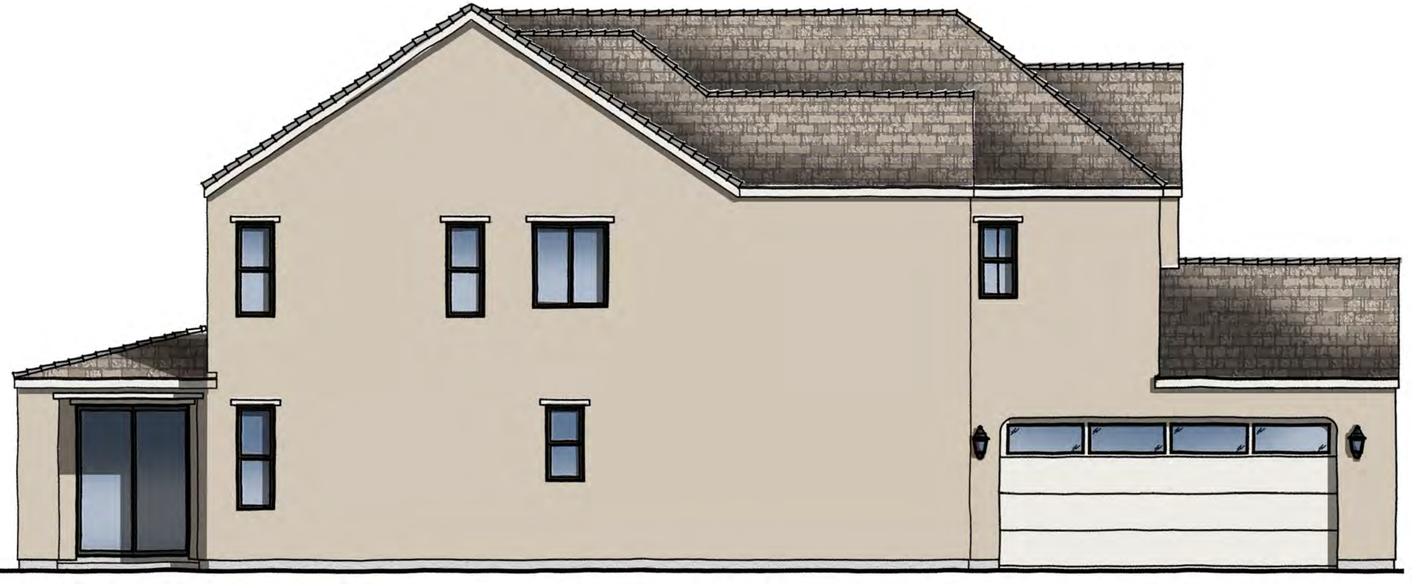
ROOF PLAN

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.08.26

PLAN THREE | ELEVATION C EXTENDED COVERED PATIO | COTTAGE

HIDDEN HILLS 45' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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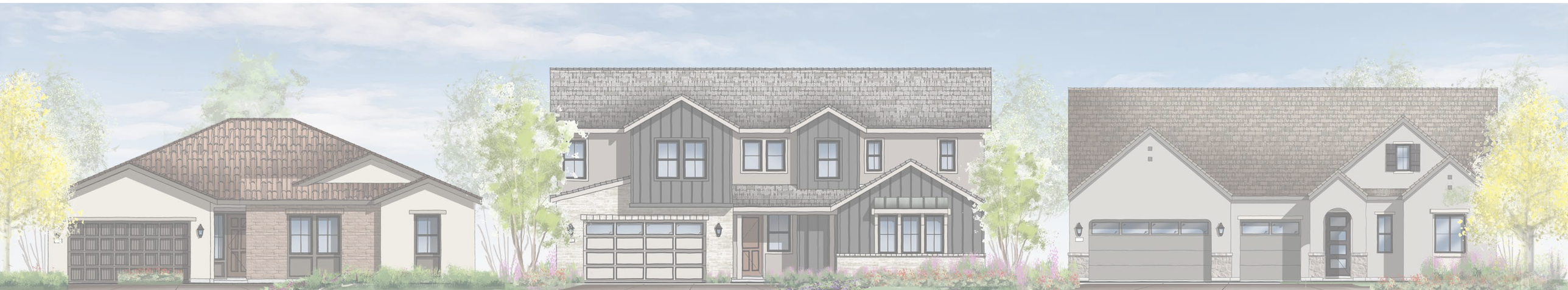
HIDDEN HILLS 55' | ASPEN
LINCOLN, CALIFORNIA



CENTURY COMMUNITIES
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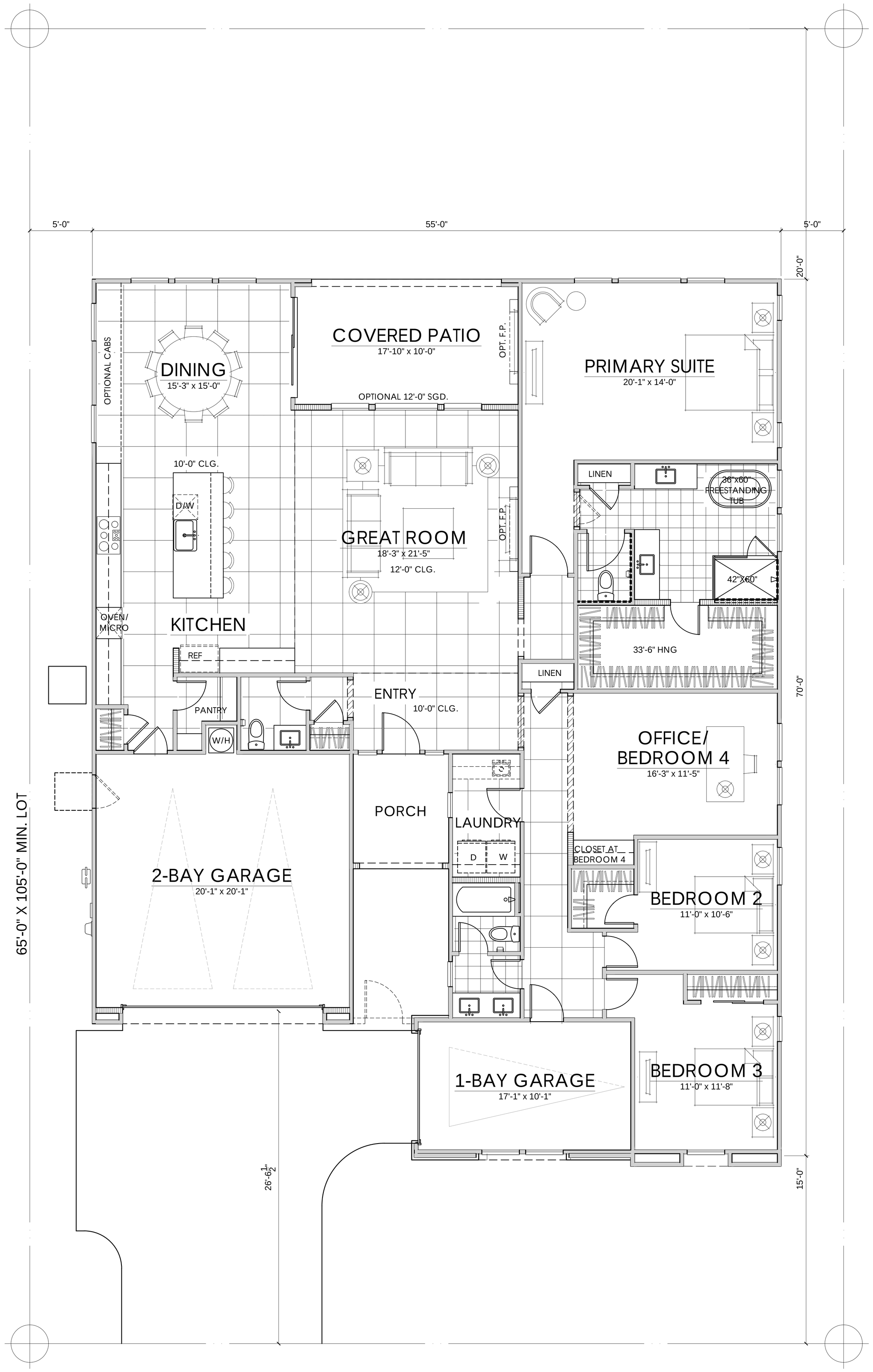

FIRST FLOOR	2595 SQ. FT.
TOTAL LIVING	2595 SQ. FT.

10.23.2026

PLAN ONE | ELEVATION A | 2595 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

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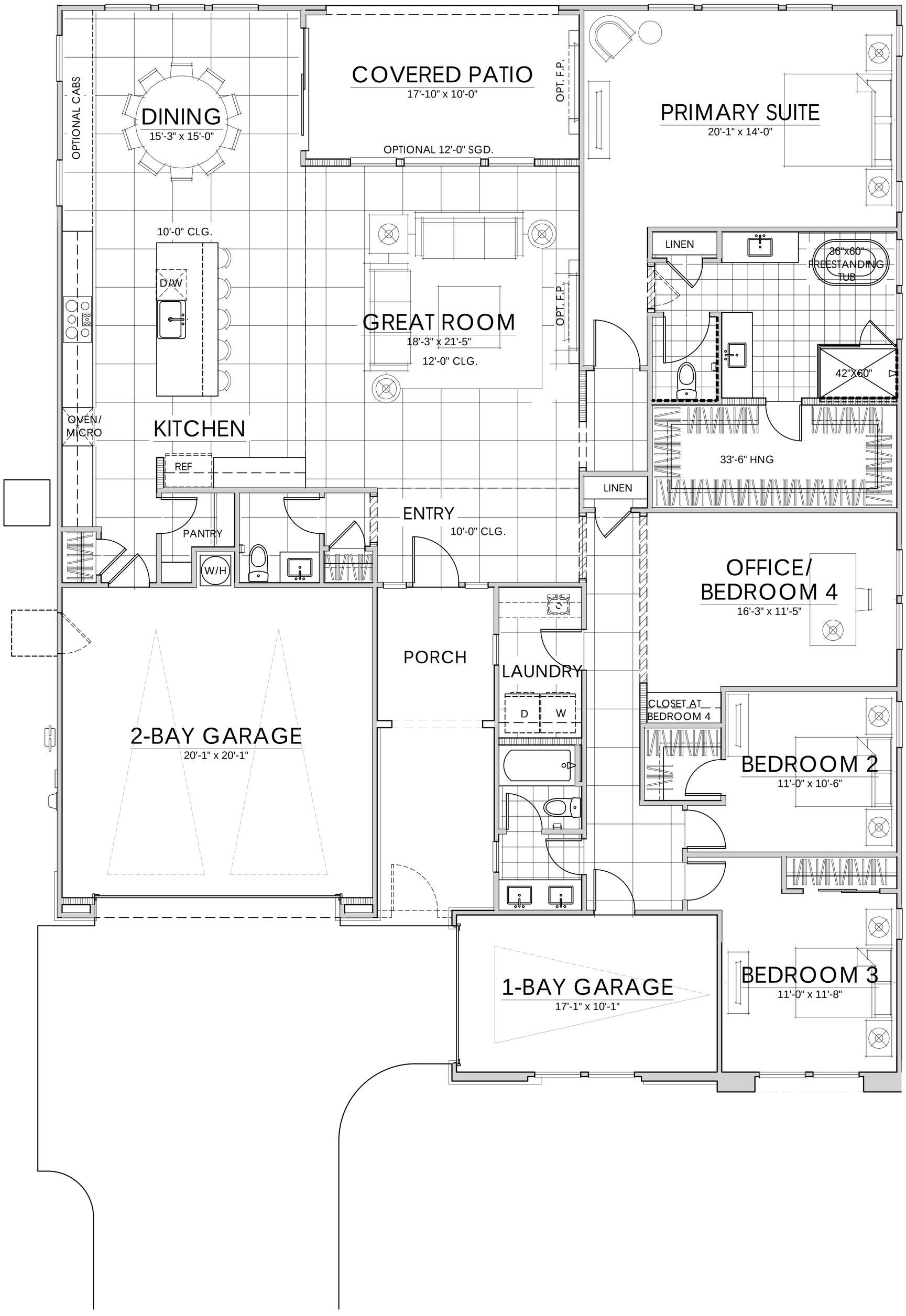

FIRST FLOOR	2595 SQ. FT.
TOTAL LIVING	2595 SQ. FT.

10.23.2026

PLAN ONE | ELEVATION B | 2595 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

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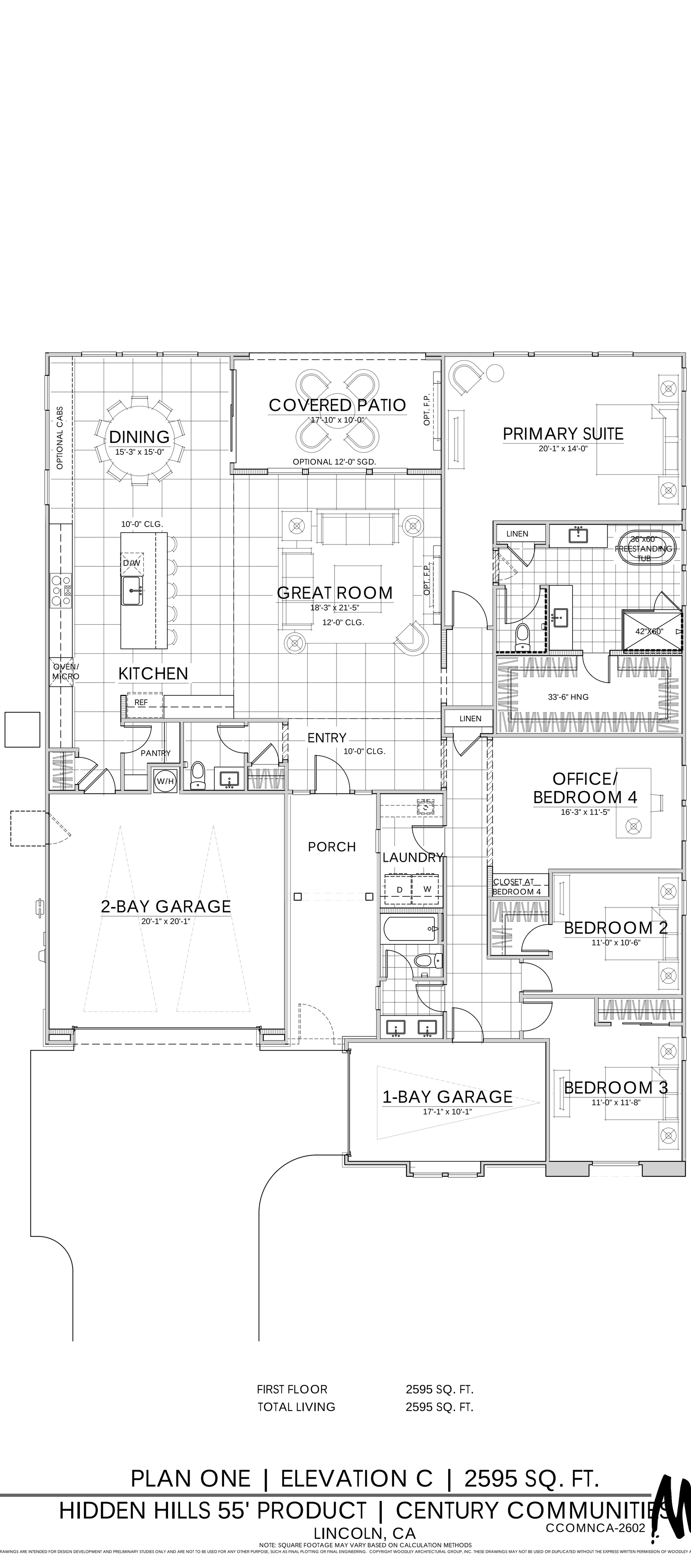

FIRST FLOOR	2595 SQ. FT.
TOTAL LIVING	2595 SQ. FT.

10.23.2026

PLAN ONE | ELEVATION C | 2595 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

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MATERIAL NOTES | SPANISH
STUCCO
CONCRETE 'S' TILE ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



SPANISH ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | FARMHOUSE
STUCCO
BOARD & BATT SIDING
CONCRETE FLAT TILE ROOF
METAL ROOF
CEMENTITIOUS TRIM
STUCCO OVER FOAM TRIM
WOOD POSTS
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



FARMHOUSE ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | COTTAGE
STUCCO
CONCRETE FLAT TILE ROOF
CEMENTITIOUS PANELS
WOOD POSTS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
STONE VENEER



COTTAGE ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | FRONT ELEVATIONS

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

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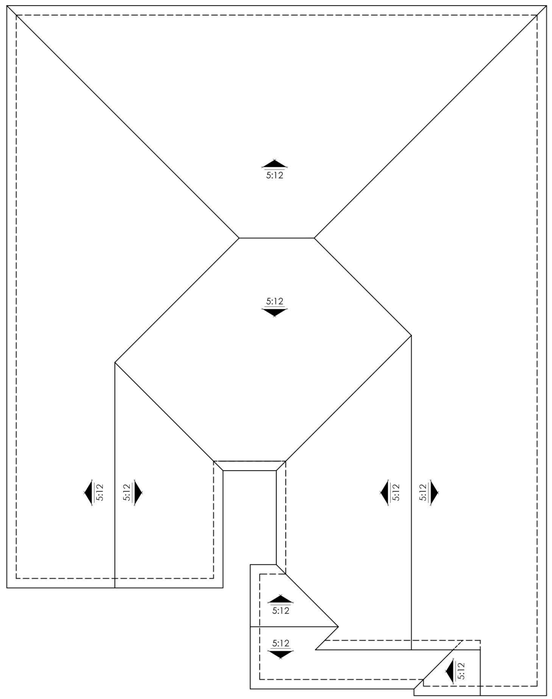
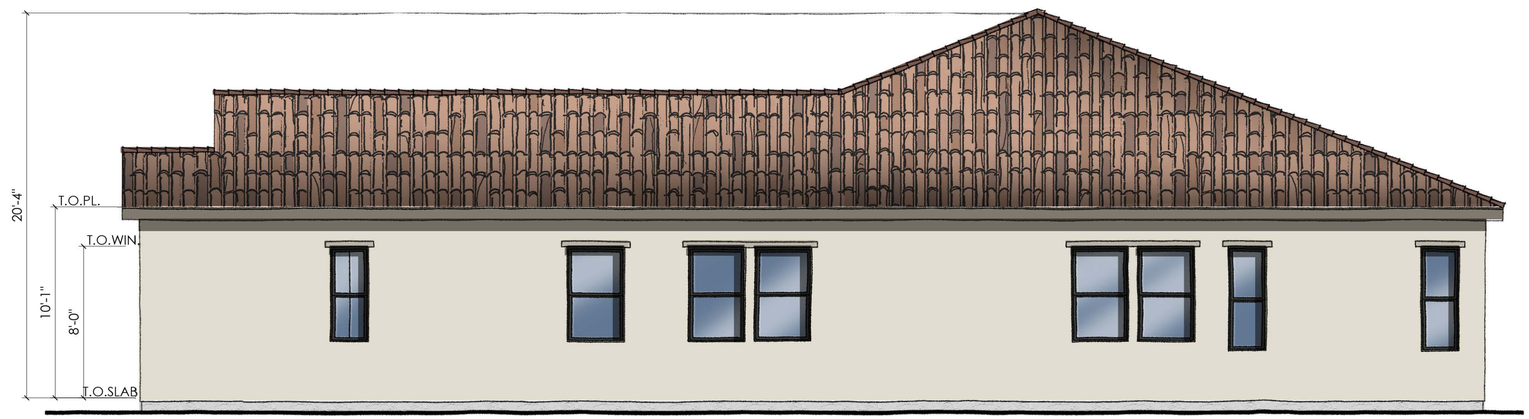


ROOF PLAN

SCALE: 1/8" = 1'-0"



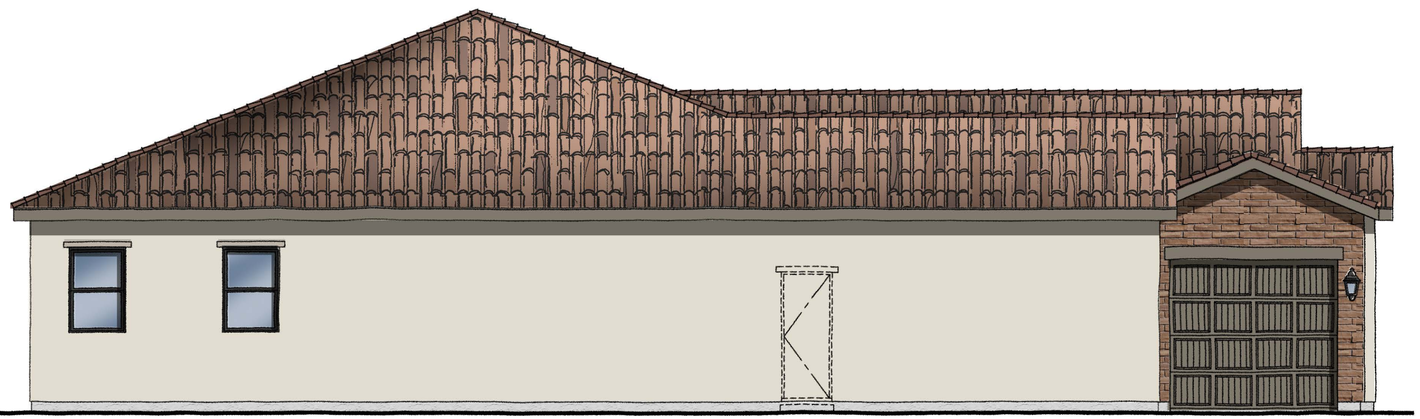
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | ELEVATION A | SPANISH

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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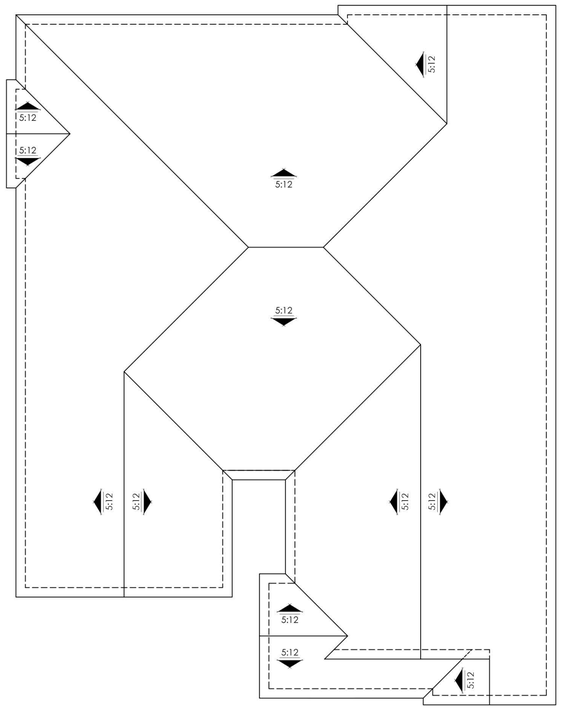
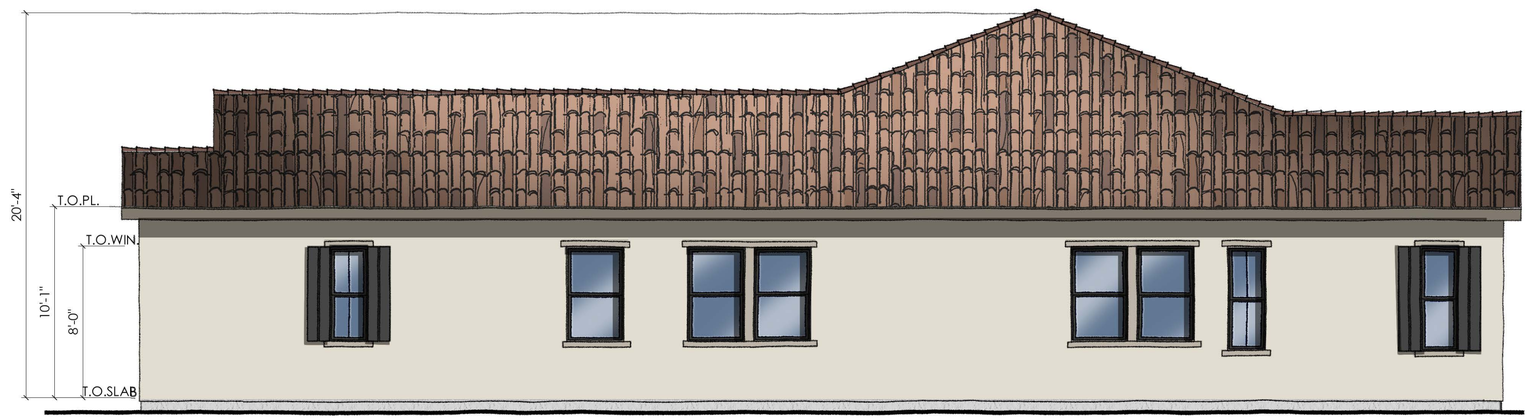


ROOF PLAN

SCALE: 1/8" = 1'-0"



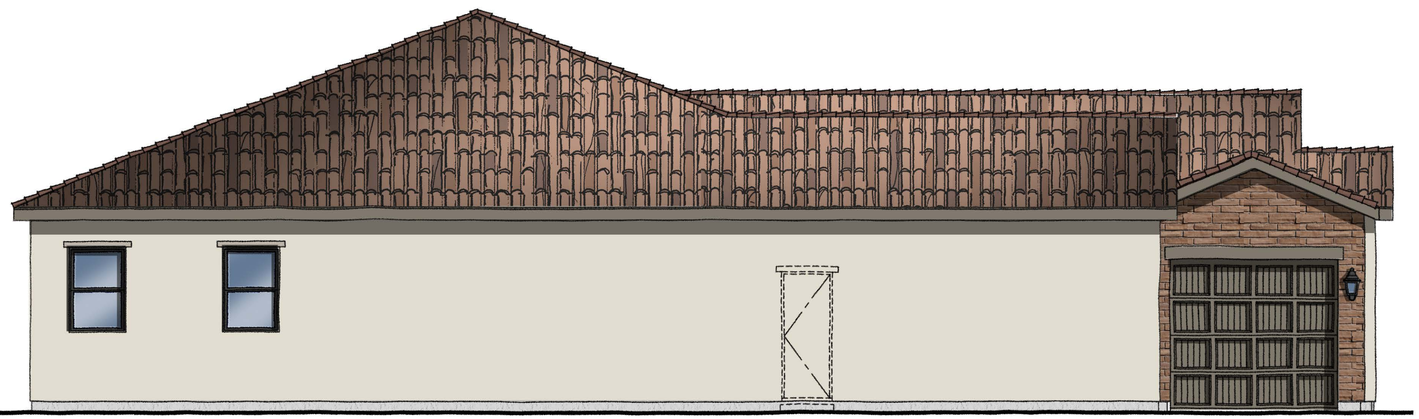
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | ELEVATION A ENHANCED | SPANISH

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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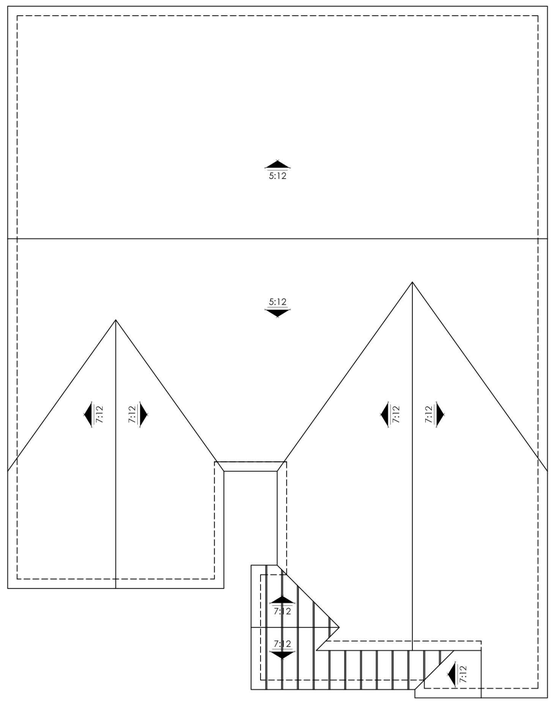


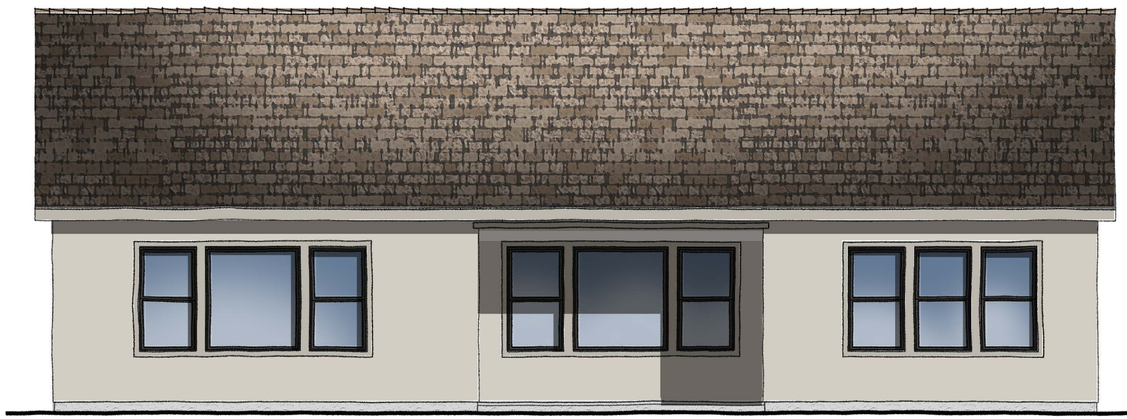
ROOF PLAN

SCALE: 1/8" = 1'-0"



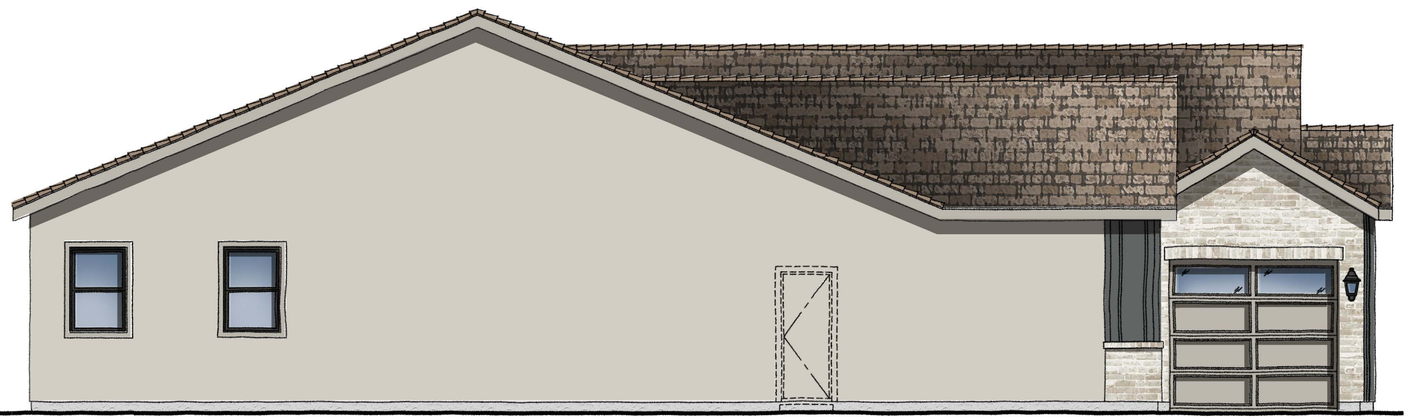
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | ELEVATION B | FARMHOUSE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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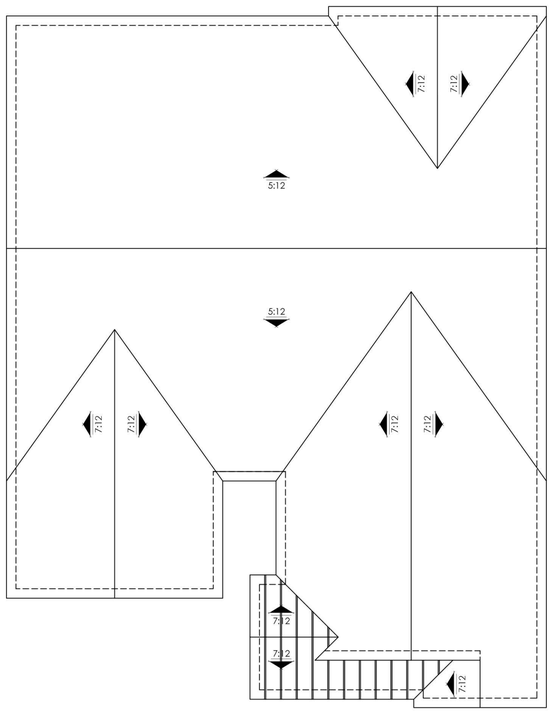


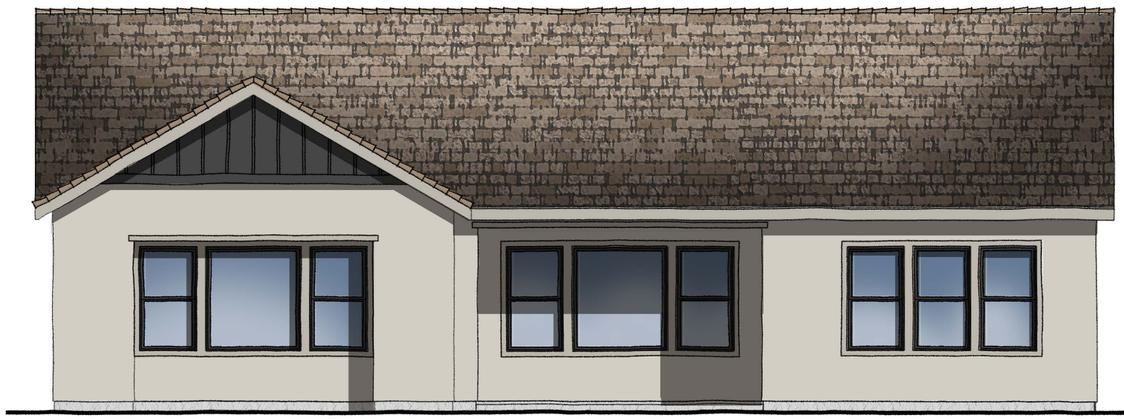
ROOF PLAN

SCALE: 1/8" = 1'-0"



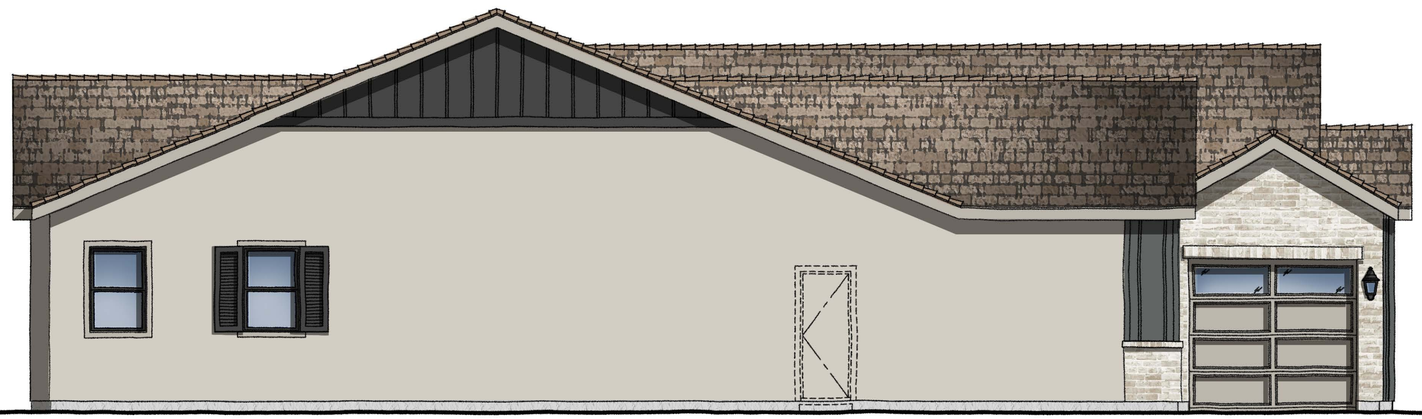
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | ELEVATION B ENHANCED | FARMHOUSE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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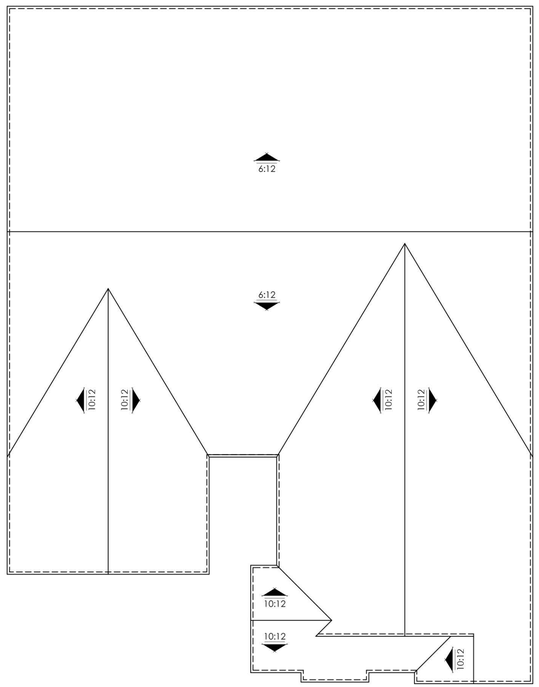

ROOF PLAN

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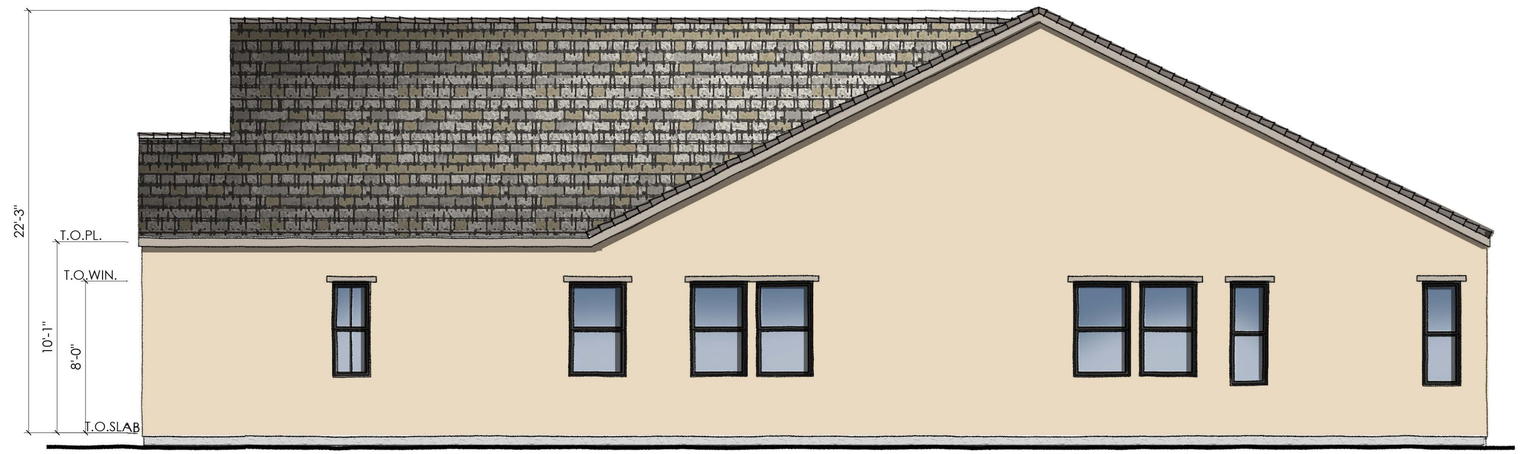

RIGHT ELEVATION

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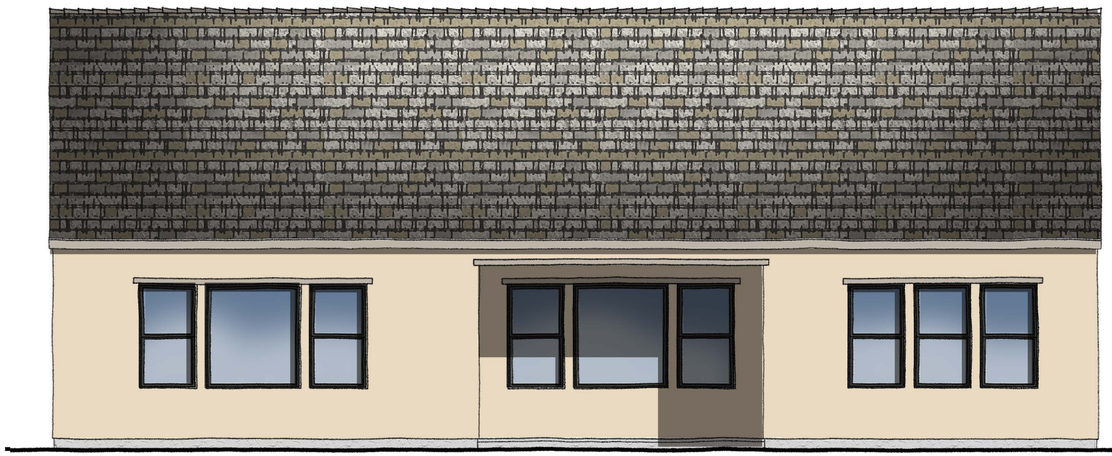

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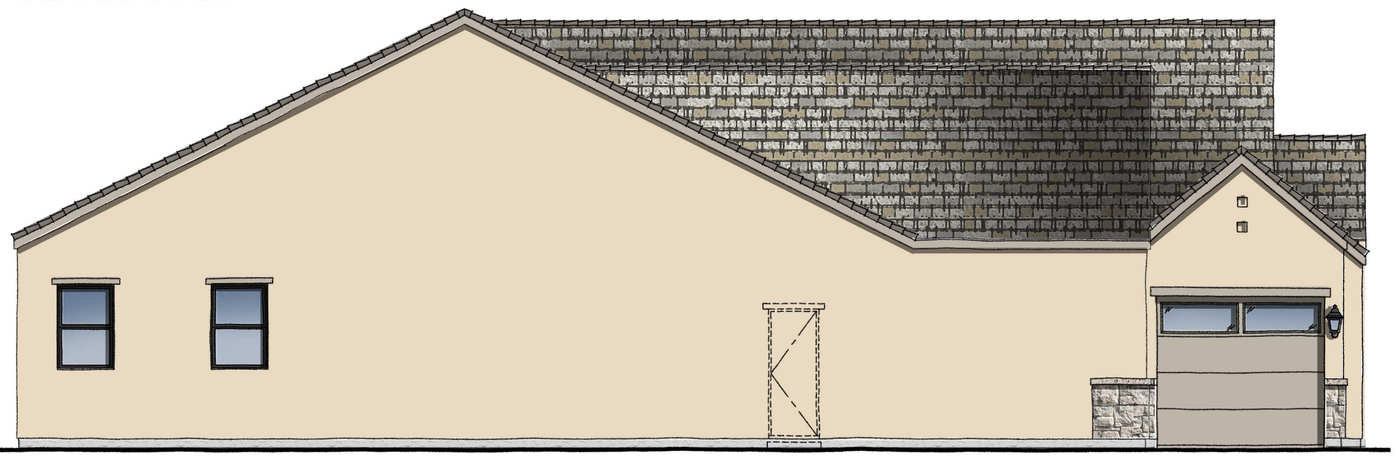
SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | ELEVATION C | COTTAGE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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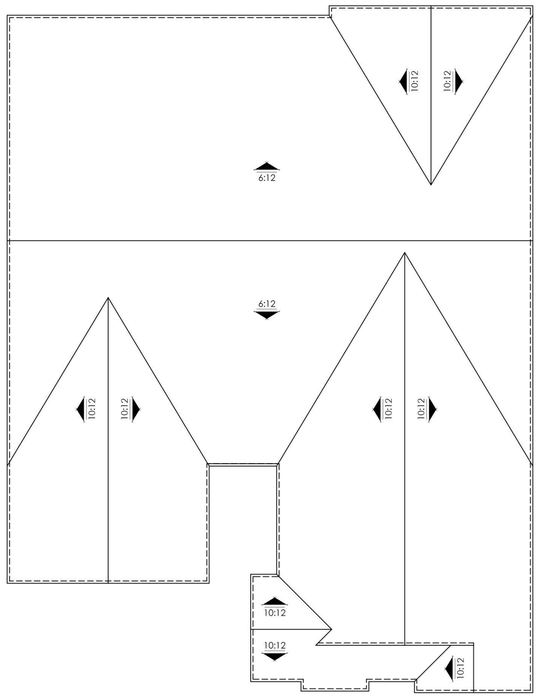


ROOF PLAN

SCALE: 1/8" = 1'-0"



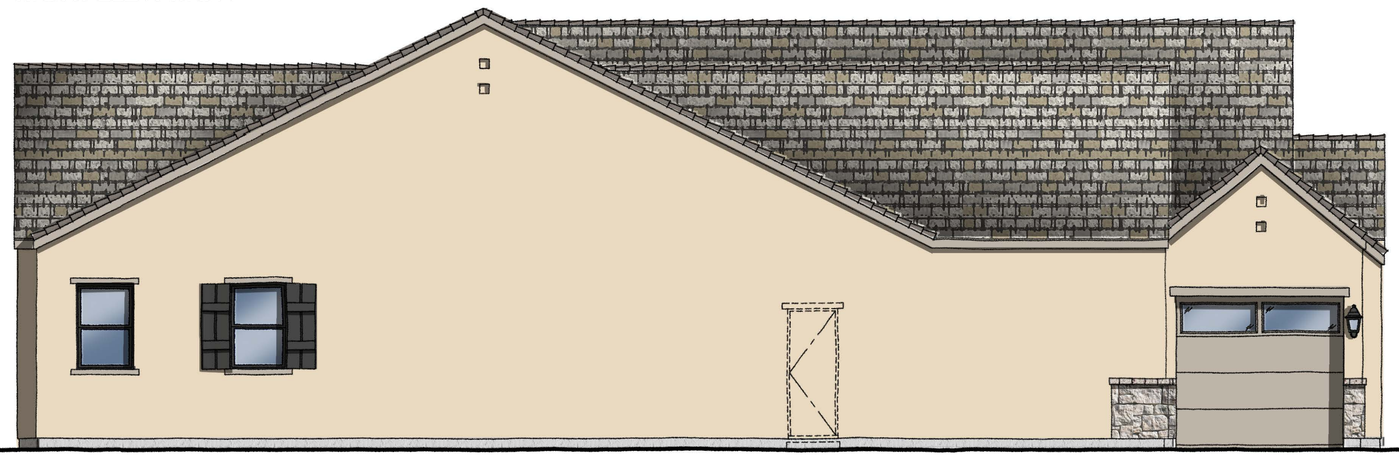
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN ONE | ELEVATION C ENHANCED| COTTAGE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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OPTIONAL MULTI-GEN SUITE

FIRST FLOOR	2807 SQ. FT.
TOTAL LIVING	2807 SQ. FT.

.

10.23.2026

PLAN TWO | ELEVATION A | 2800 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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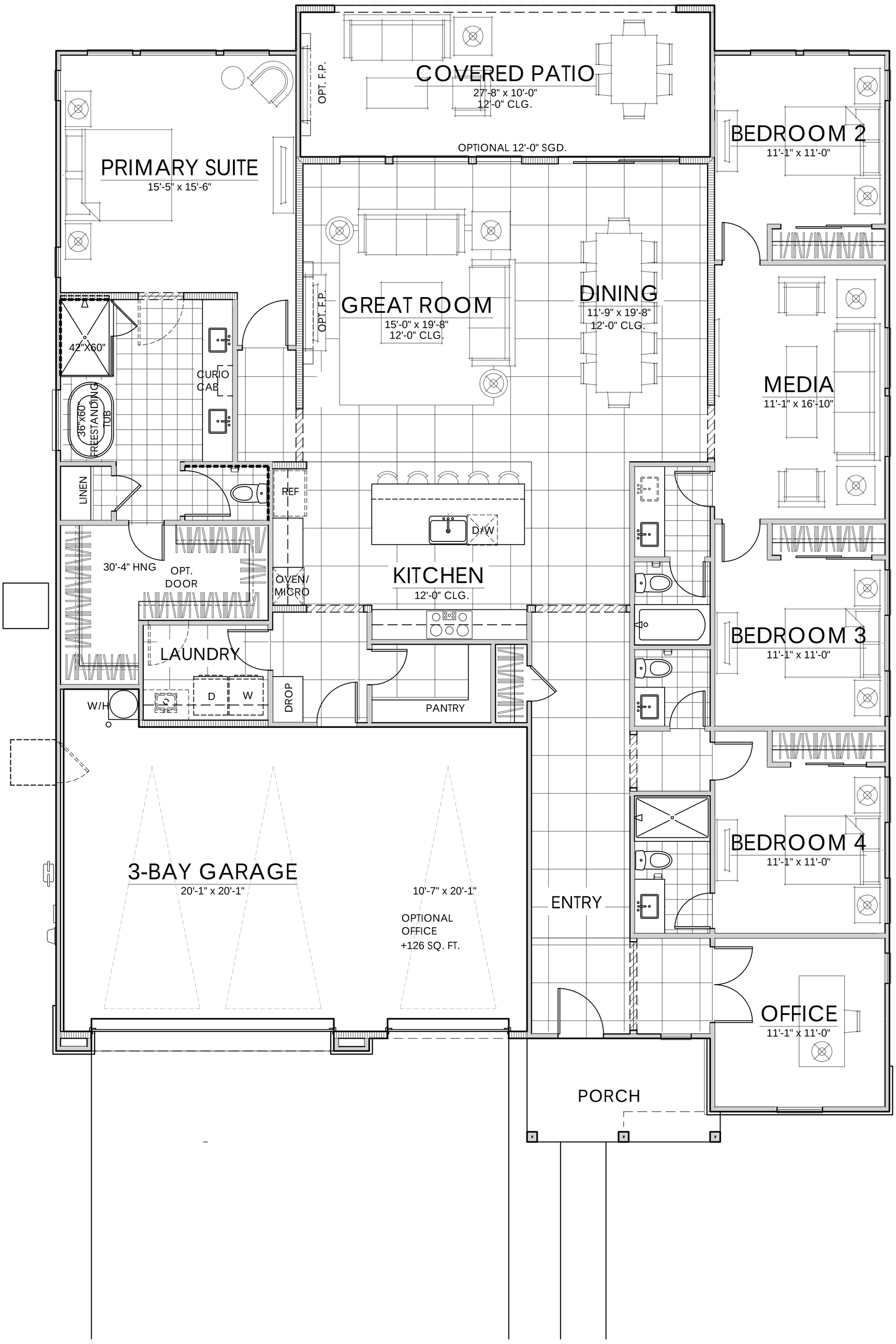

FIRST FLOOR	2800 SQ. FT.
TOTAL LIVING	2800 SQ. FT.

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PLAN TWO | ELEVATION B | 2800 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

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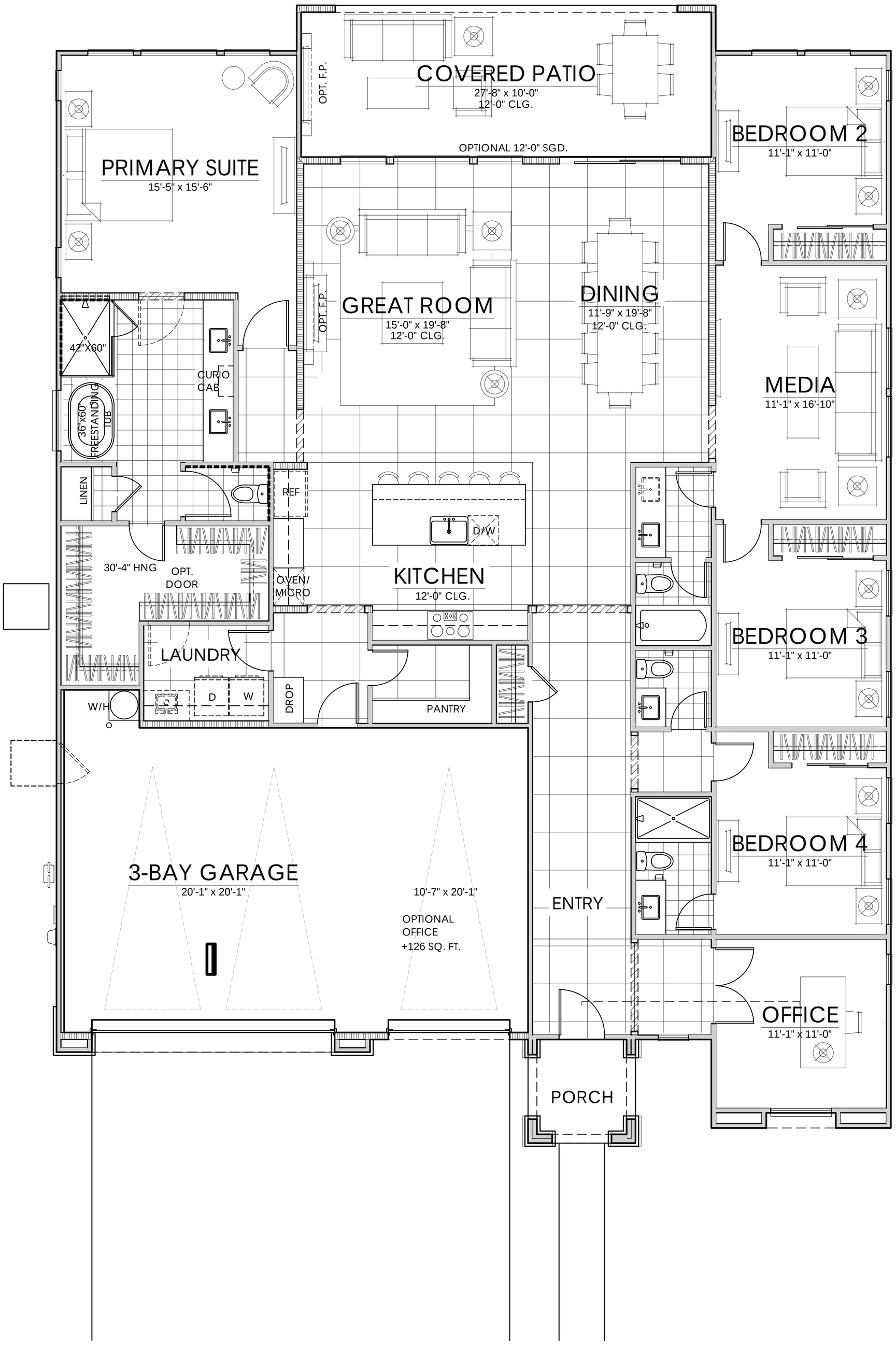

FIRST FLOOR	2800 SQ. FT.
TOTAL LIVING	2800 SQ. FT.

10.23.2026

PLAN TWO | ELEVATION C | 2800 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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MATERIAL NOTES | SPANISH
STUCCO
CONCRETE 'S' TILE ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



SPANISH ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | FARMHOUSE
STUCCO
BOARD & BATT SIDING
CONCRETE FLAT TILE ROOF
CEMENTITIOUS TRIM
STUCCO OVER FOAM TRIM
WOOD POSTS
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



FARMHOUSE ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | COTTAGE
STUCCO
CONCRETE FLAT TILE ROOF
CEMENTITIOUS PANELS
WOOD POSTS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
STONE VENEER



COTTAGE ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | FRONT ELEVATIONS

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

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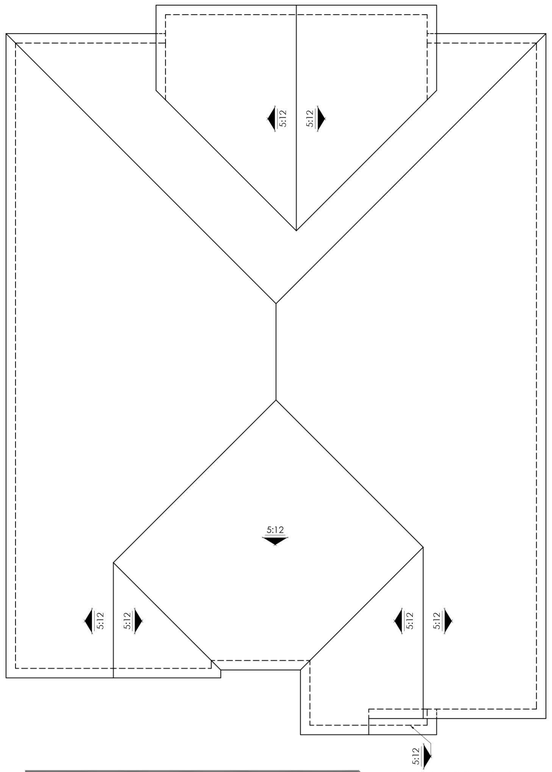


ROOF PLAN

SCALE: 1/8" = 1'-0"



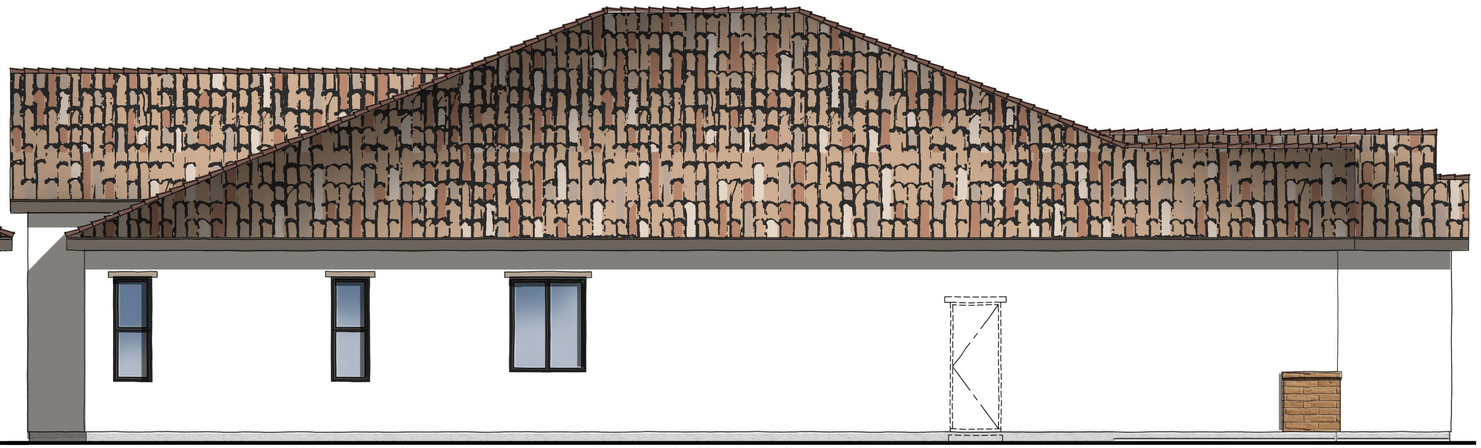
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | ELEVATION A | SPANISH

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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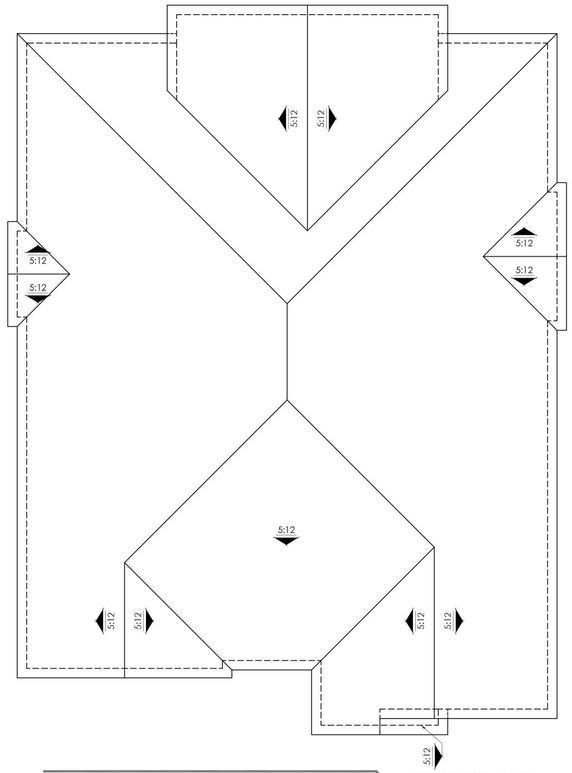


ROOF PLAN

SCALE: 1/8" = 1'-0"



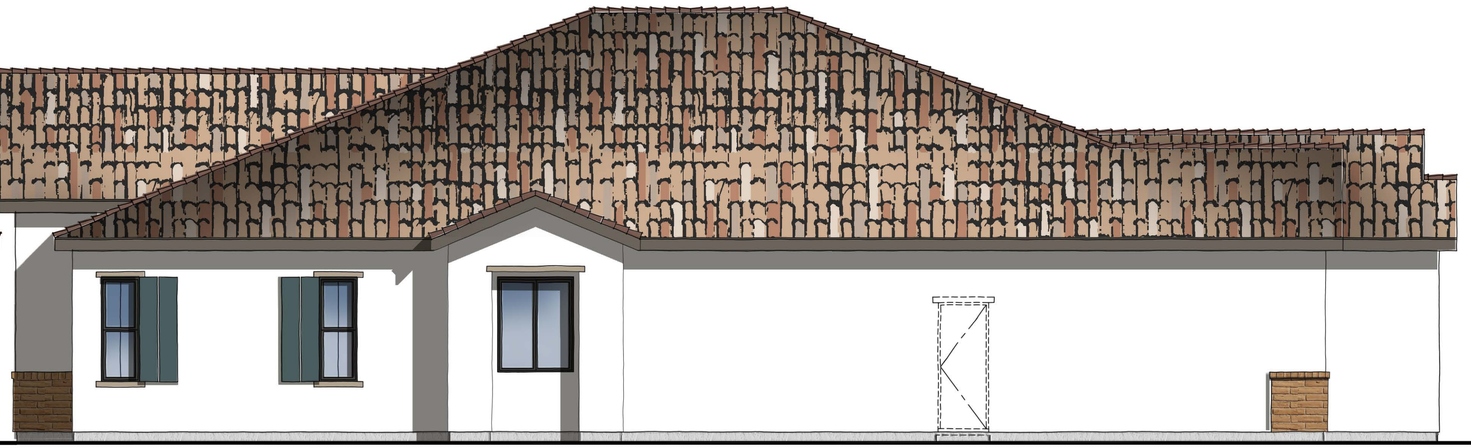
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | ELEVATION A ENHANCED | SPANISH

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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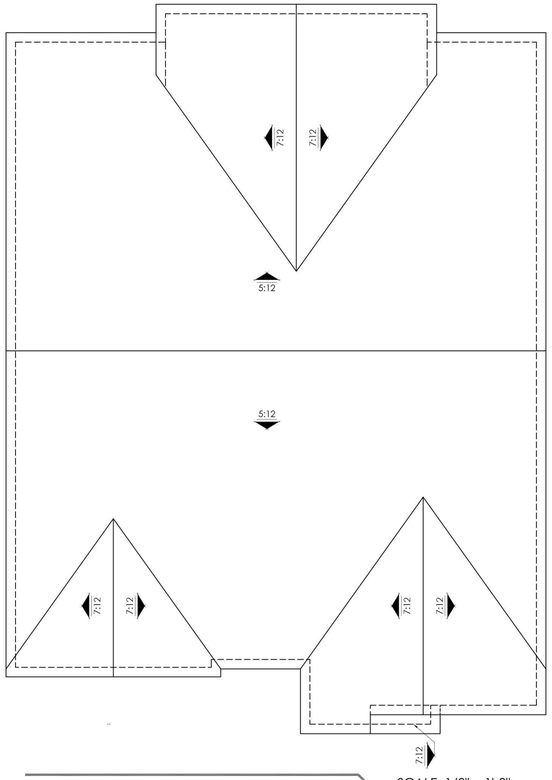


ROOF PLAN

SCALE: 1/8" = 1'-0"



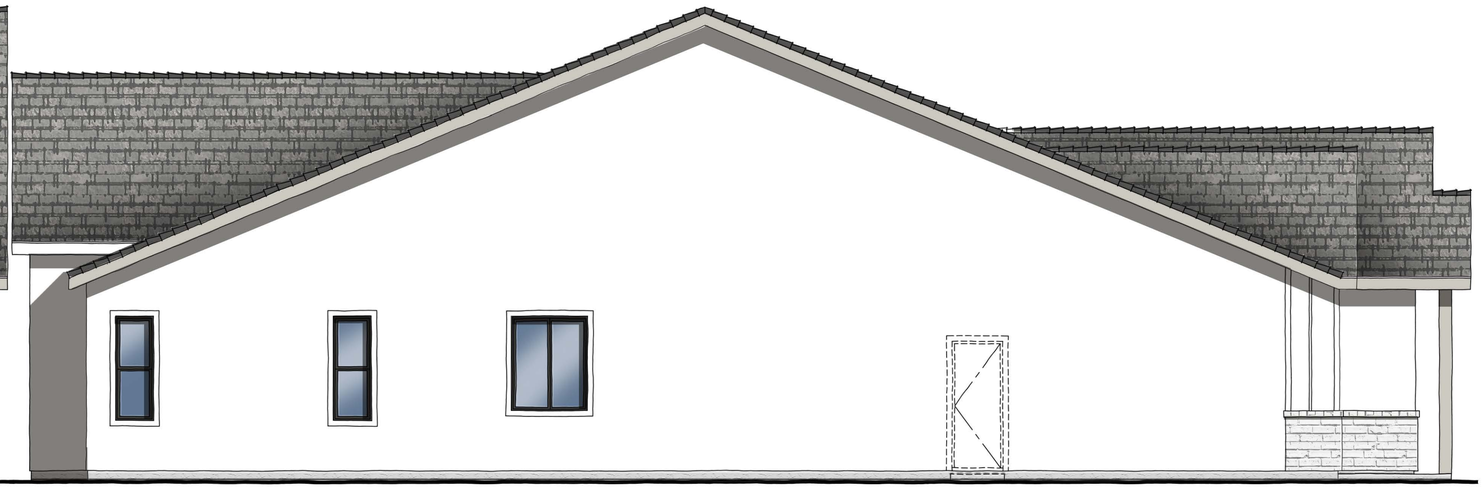
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | ELEVATION B | FARMHOUSE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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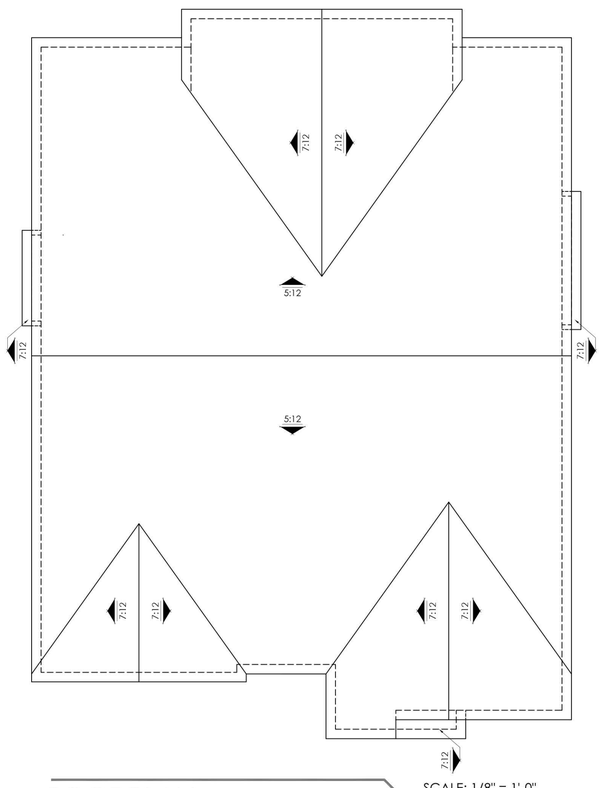
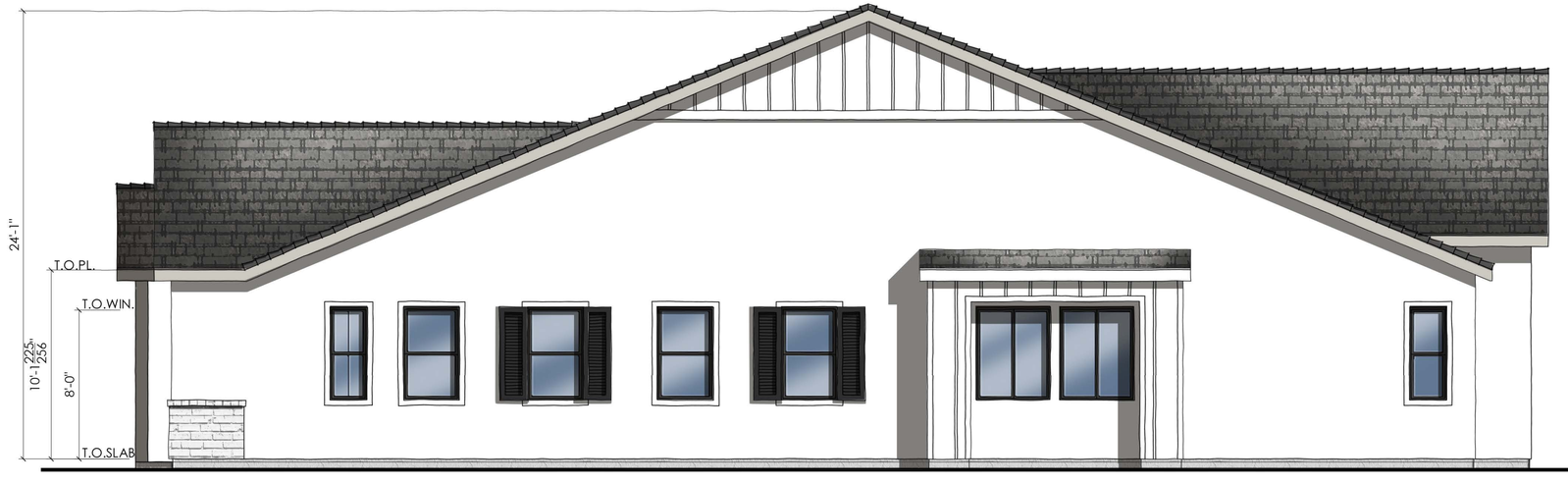


ROOF PLAN

SCALE: 1/8" = 1'-0"



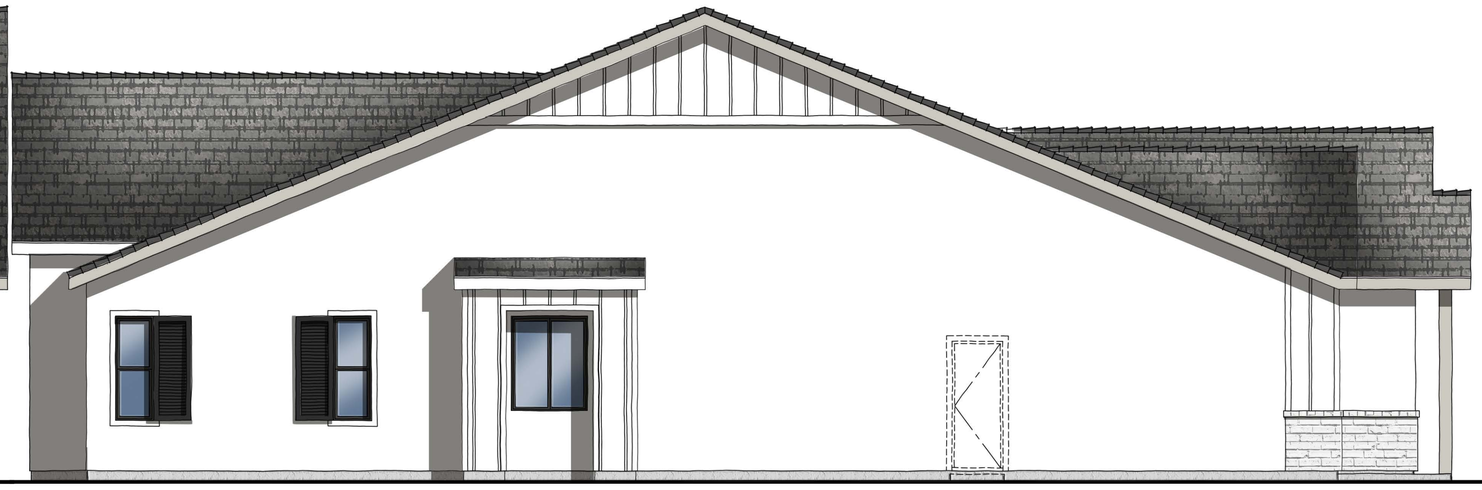
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | ELEVATION B ENHANCED | FARMHOUSE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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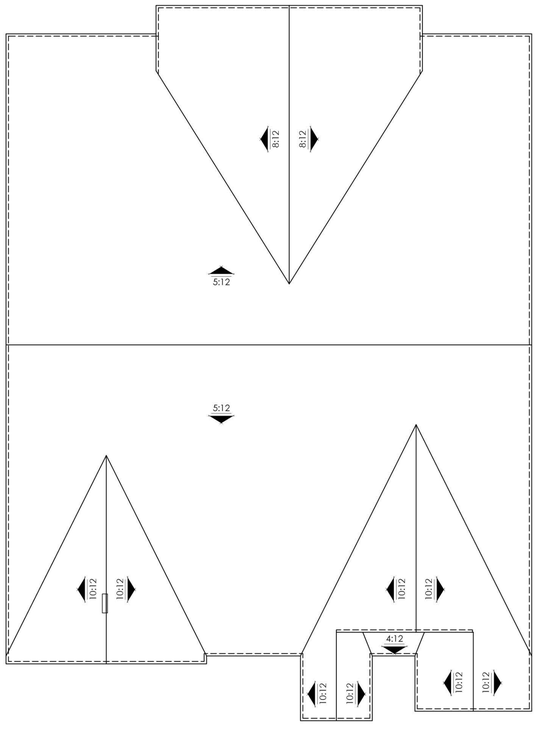


ROOF PLAN

SCALE: 1/8" = 1'-0"



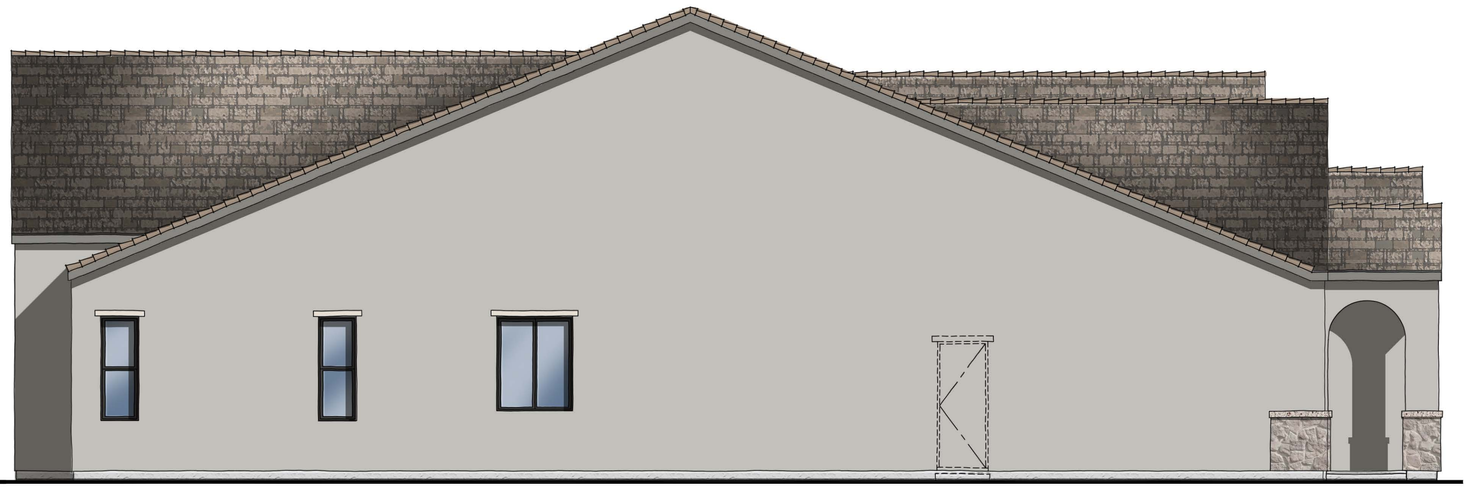
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | ELEVATION C | COTTAGE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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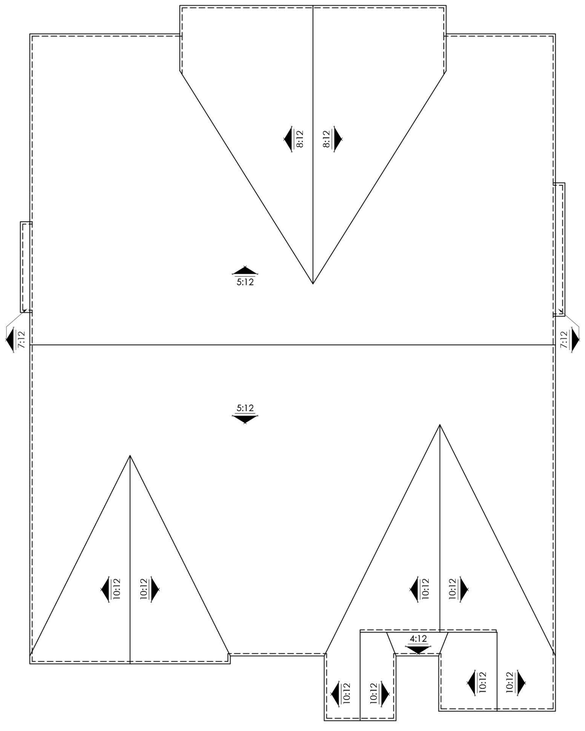

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN TWO | ELEVATION C ENHANCED | COTTAGE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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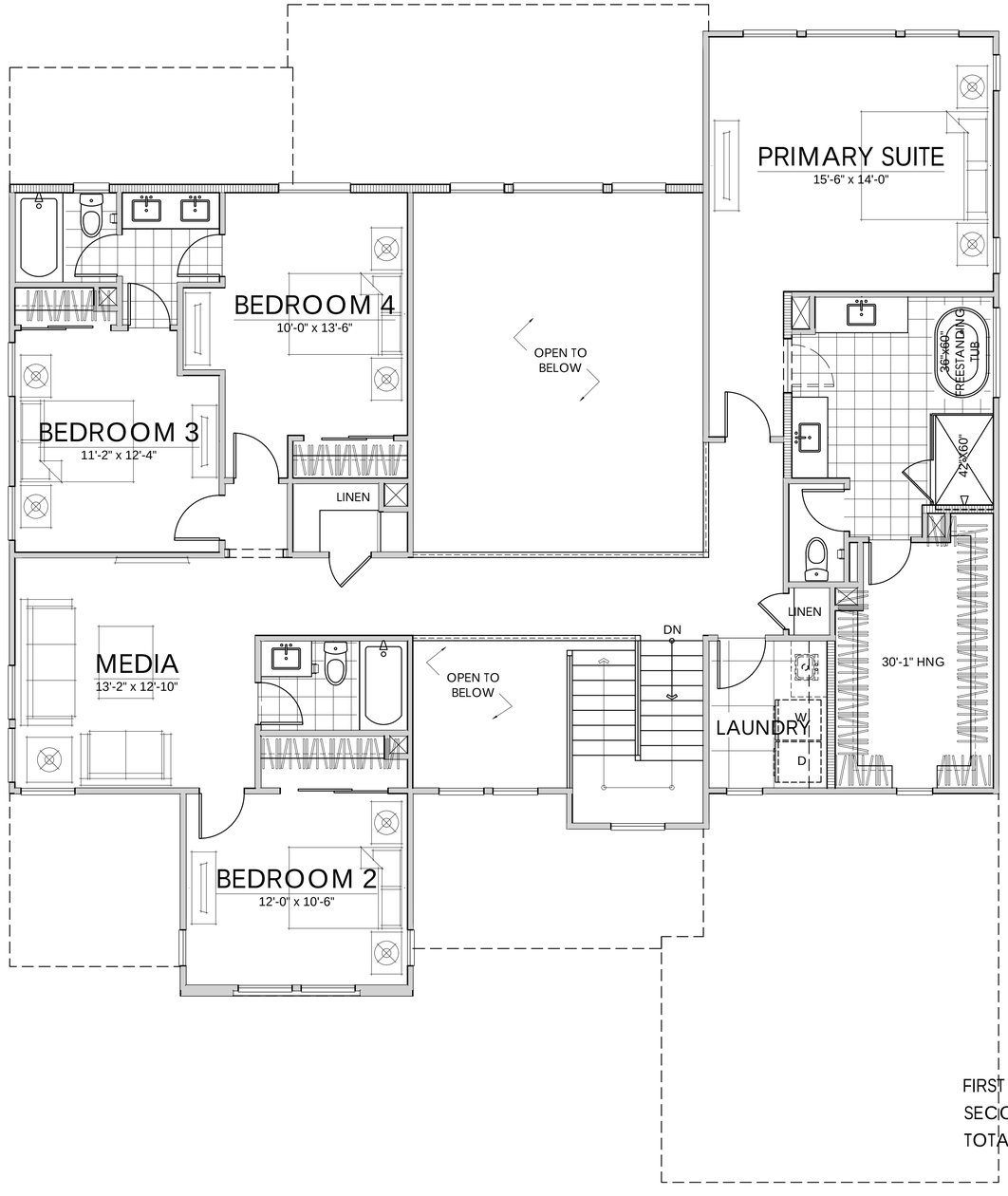

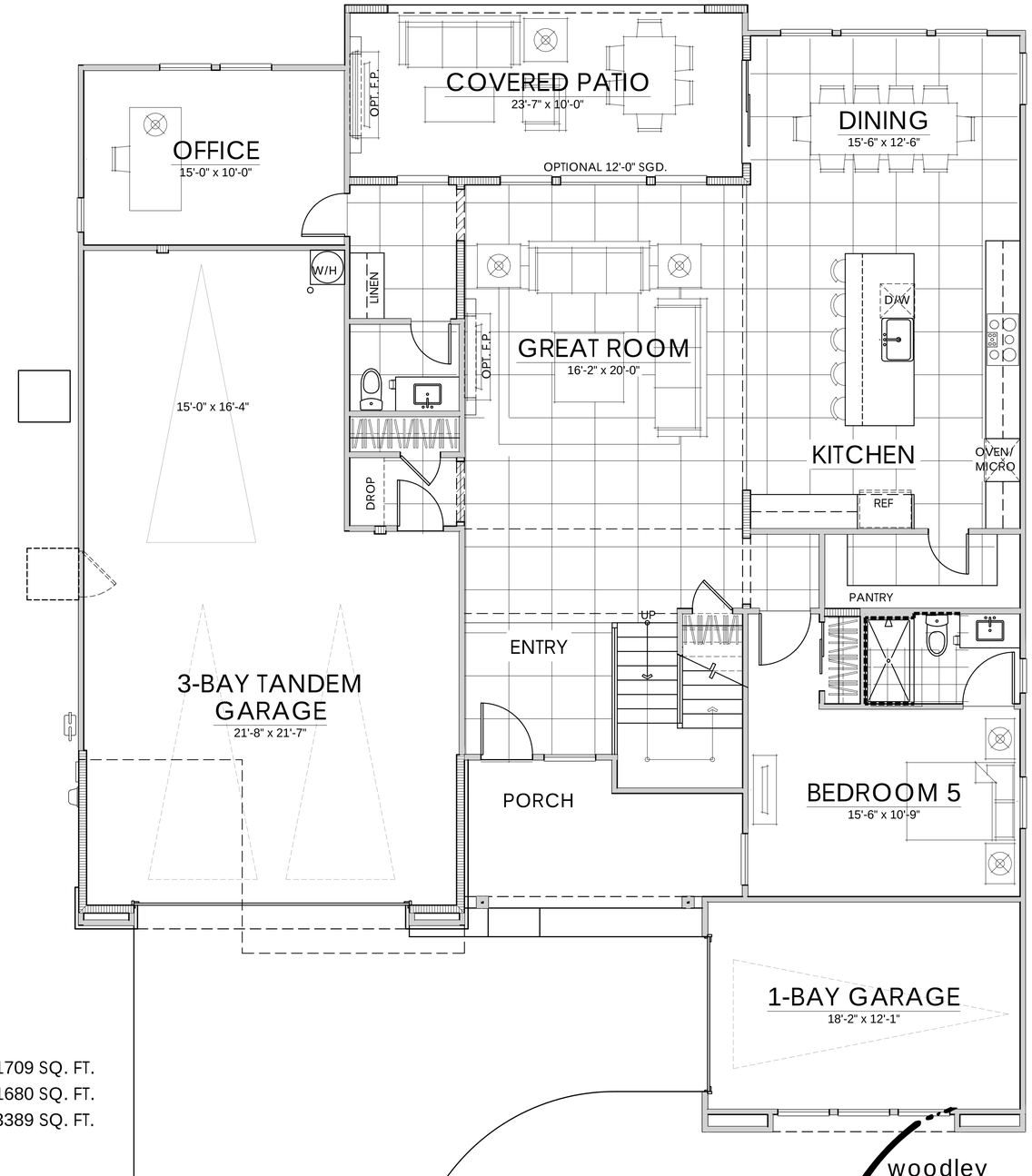

FIRST FLOOR	1709 SQ. FT.
SECOND FLOOR	1680 SQ. FT.
TOTAL LIVING	3389 SQ. FT.

10.23.2026

PLAN THREE | ELEVATION A | 3389 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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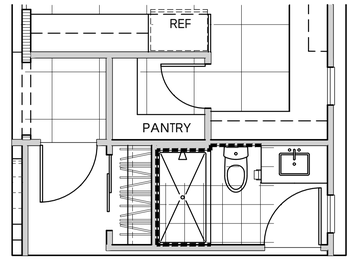
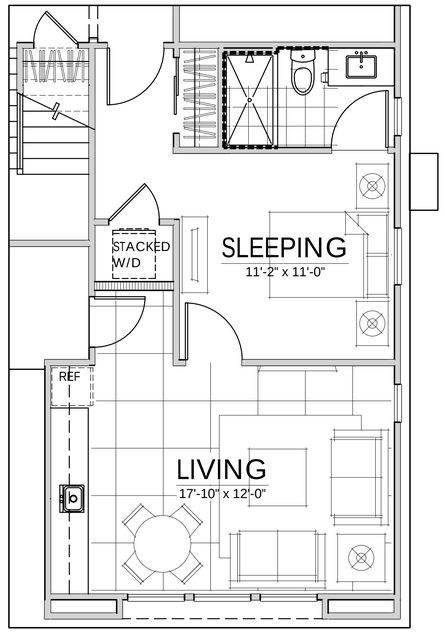


OPTIONAL BACK KITCHEN



OPTIONAL MULTI-GEN SUITE (+237 SQ. FT.)

10.23.2026

PLAN THREE | OPTIONS | 3389 SQ.FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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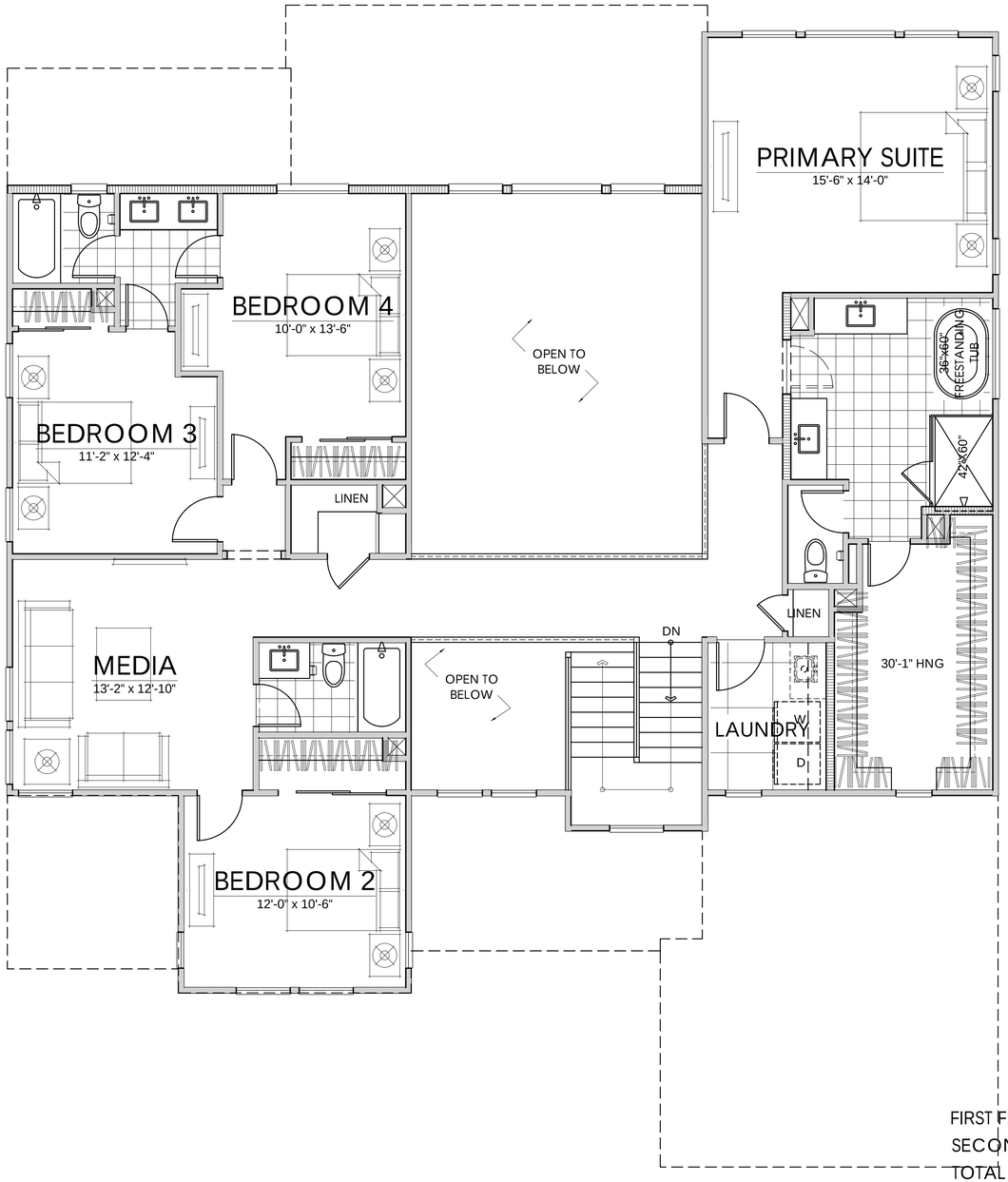

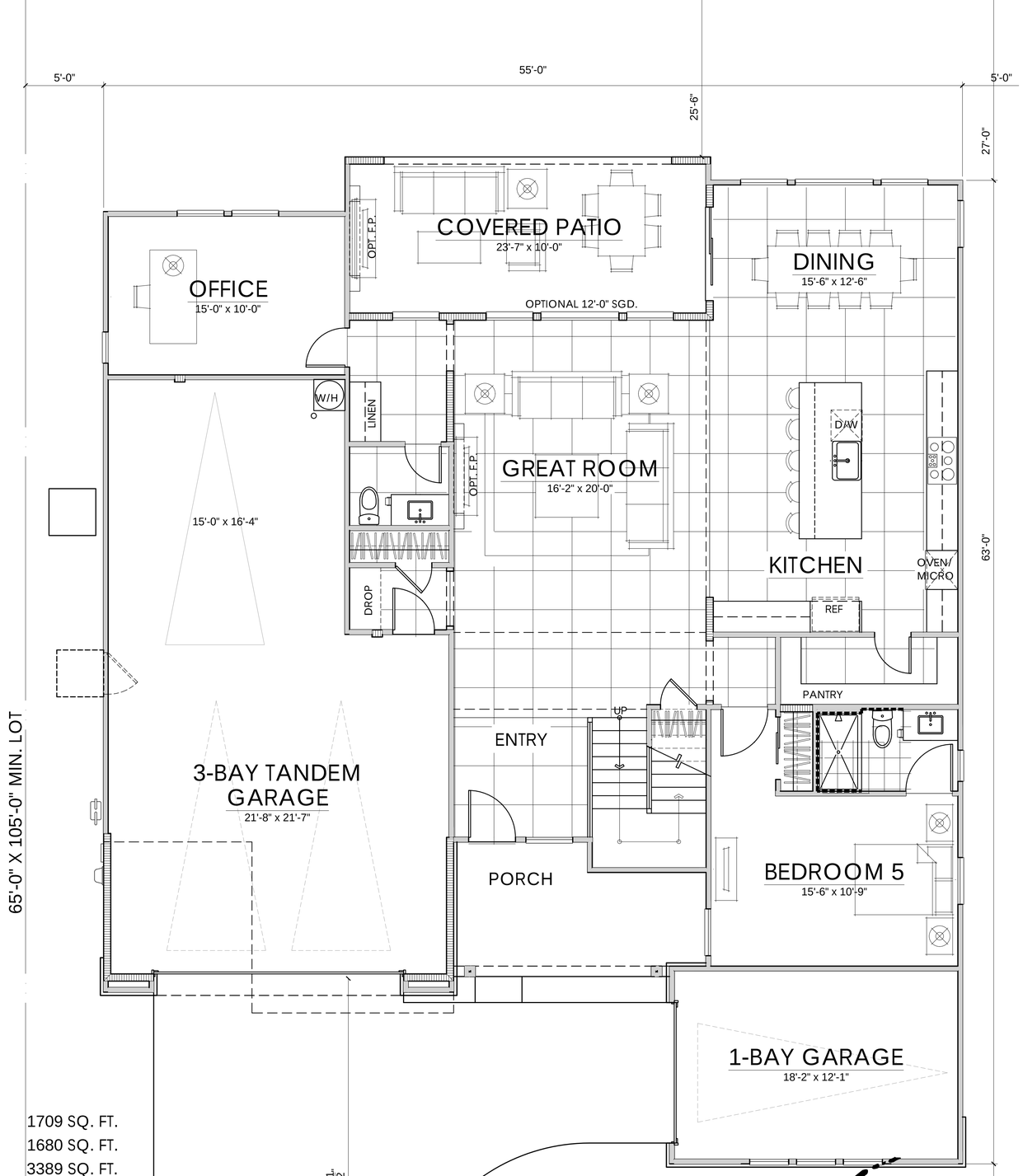

FIRST FLOOR	1709 SQ. FT.
SECOND FLOOR	1680 SQ. FT.
TOTAL LIVING	3389 SQ. FT.

10.23.2026

PLAN THREE | ELEVATION B | 3389 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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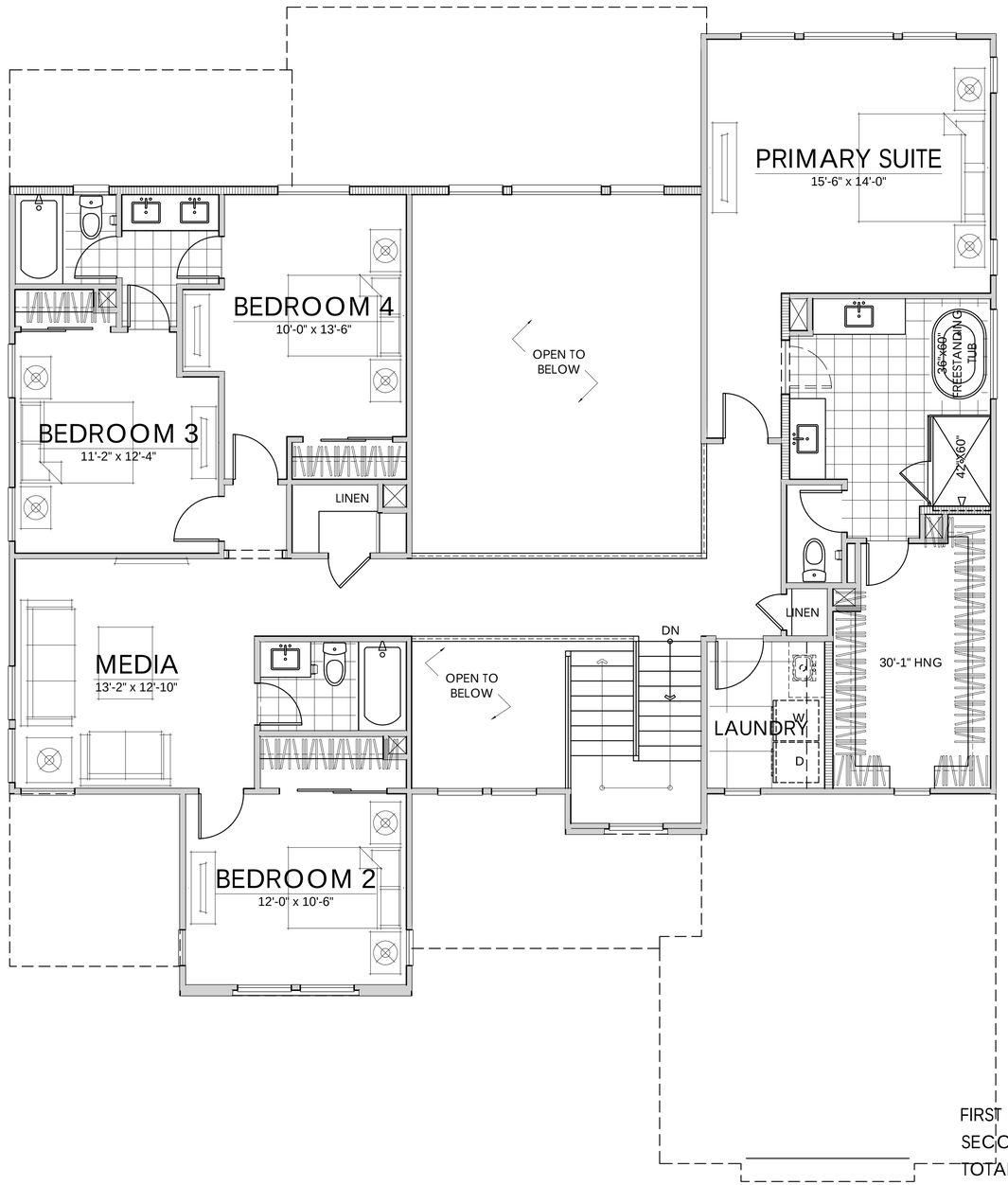

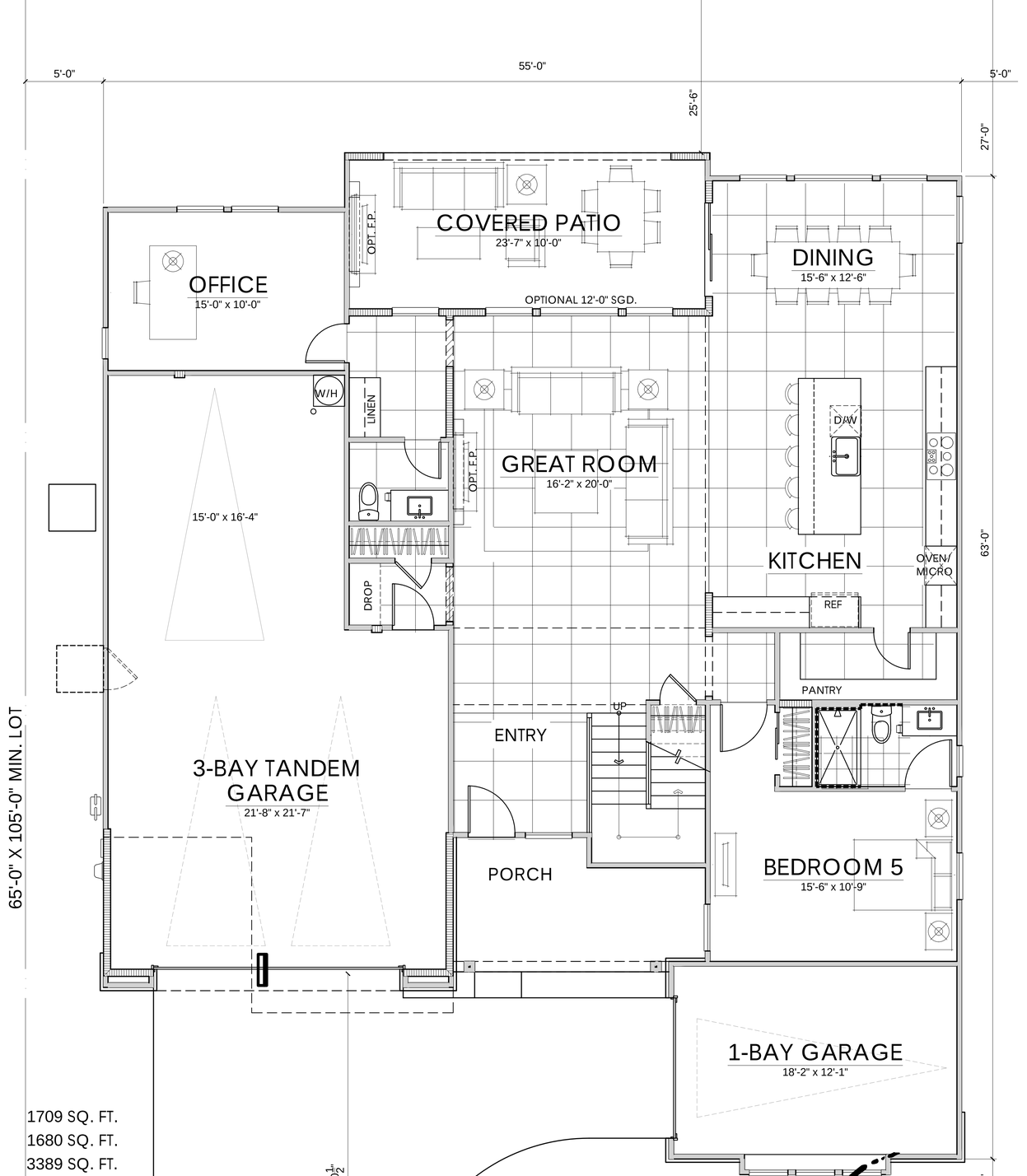

FIRST FLOOR	1709 SQ. FT.
SECOND FLOOR	1680 SQ. FT.
TOTAL LIVING	3389 SQ. FT.

10.23.2026

PLAN THREE | ELEVATION C | 3389 SQ. FT.

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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MATERIAL NOTES | SPANISH
STUCCO
CONCRETE 'S' TILE ROOF
CEMENTITIOUS PANELS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



SPANISH ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | FARMHOUSE
STUCCO
BOARD & BATT SIDING
CONCRETE FLAT TILE ROOF
METAL ROOF
CEMENTITIOUS TRIM
STUCCO OVER FOAM TRIM
WOOD POSTS
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
BRICK VENEER



FARMHOUSE ELEVATION

SCALE: 1/4" = 1'-0"

MATERIAL NOTES | COTTAGE
STUCCO
CONCRETE FLAT TILE ROOF
METAL ROOF
CEMENTITIOUS PANELS
WOOD POSTS
STUCCO OVER FOAM TRIM
STYLE SPECIFIC GARAGE DOOR
STYLE SPECIFIC SHUTTERS
STYLE SPECIFIC ENTRY DOOR
STONE VENEER



COTTAGE ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | FRONT ELEVATIONS

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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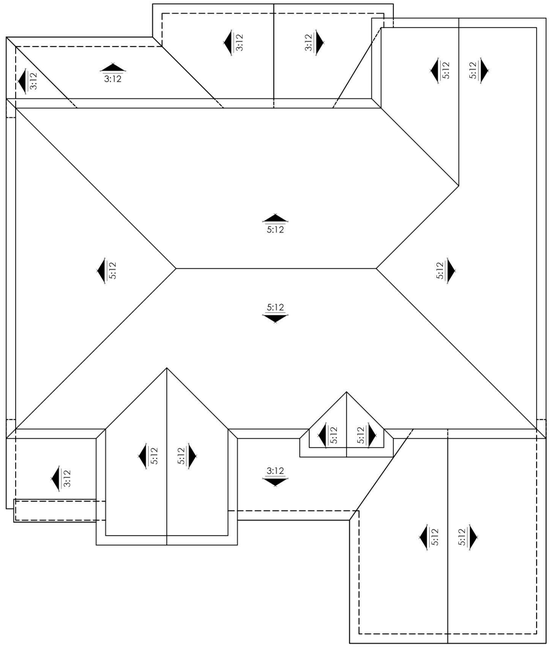
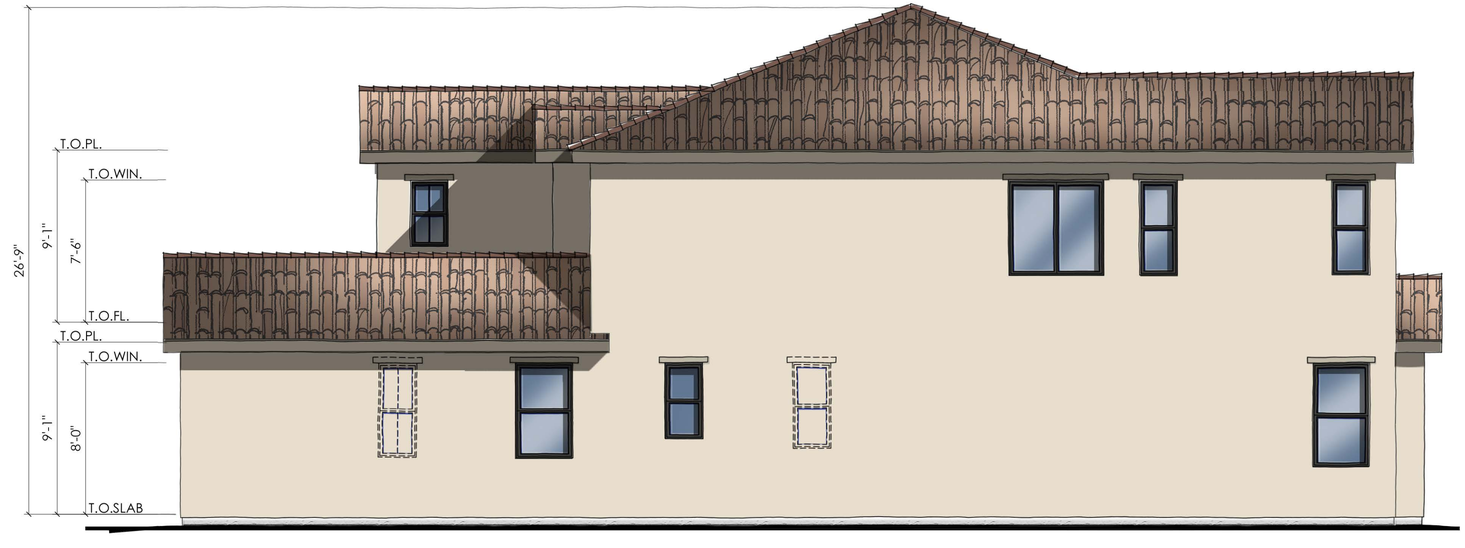


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | ELEVATION A | SPANISH

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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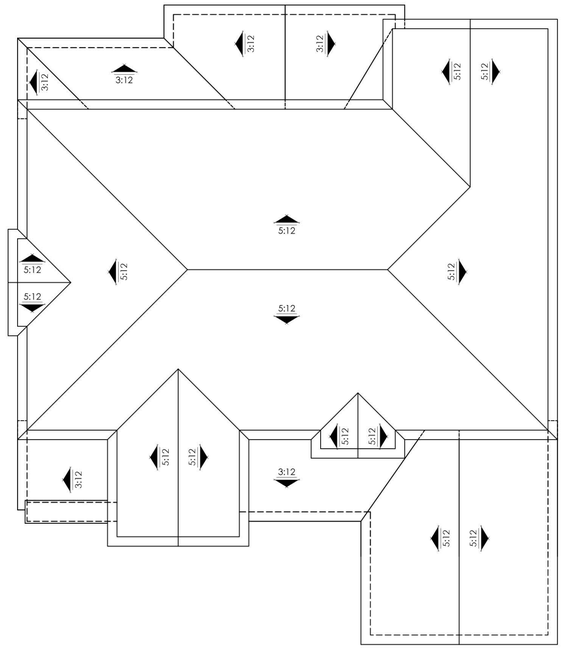
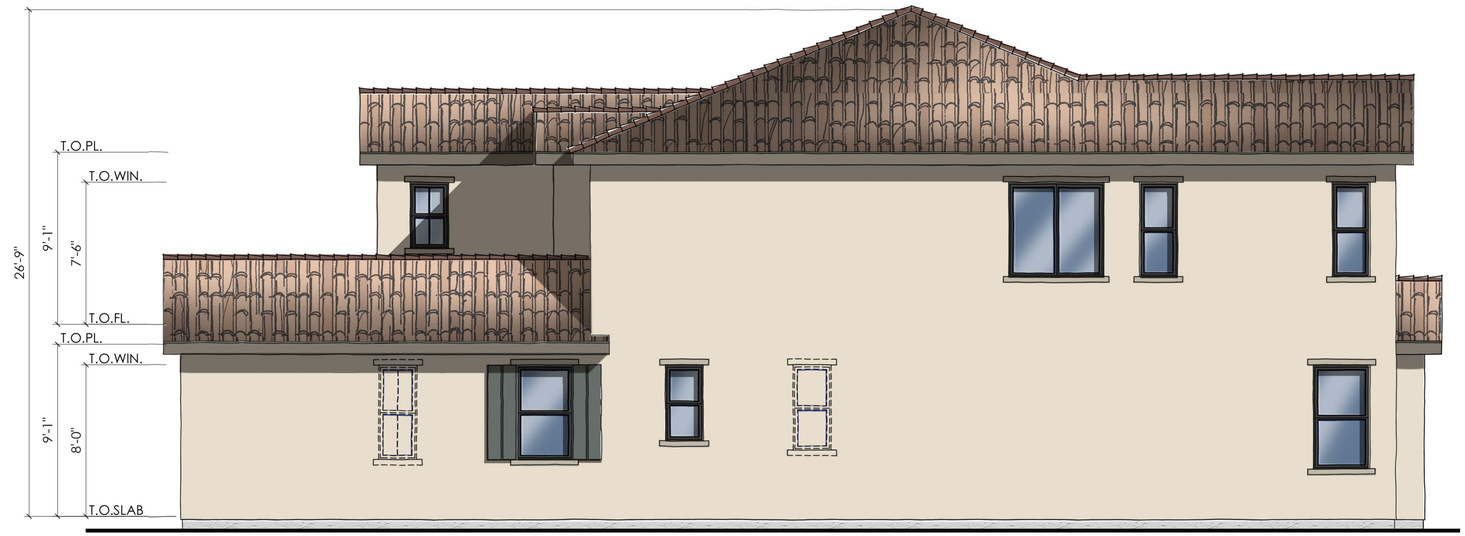


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | ELEVATION A ENHANCED | SPANISH

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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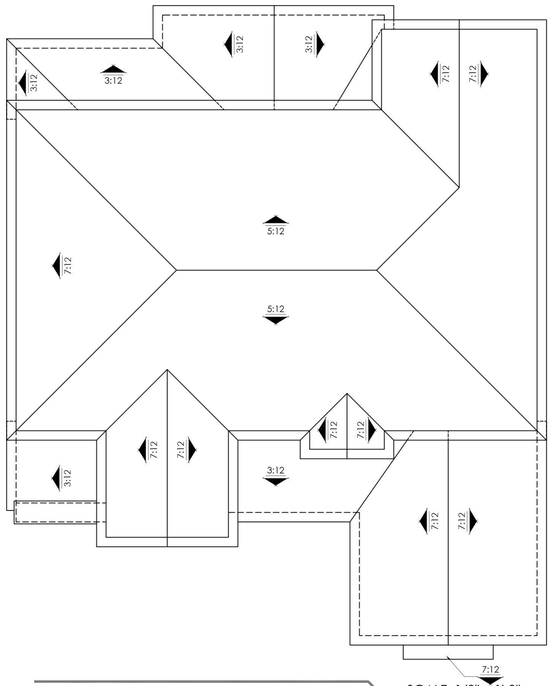
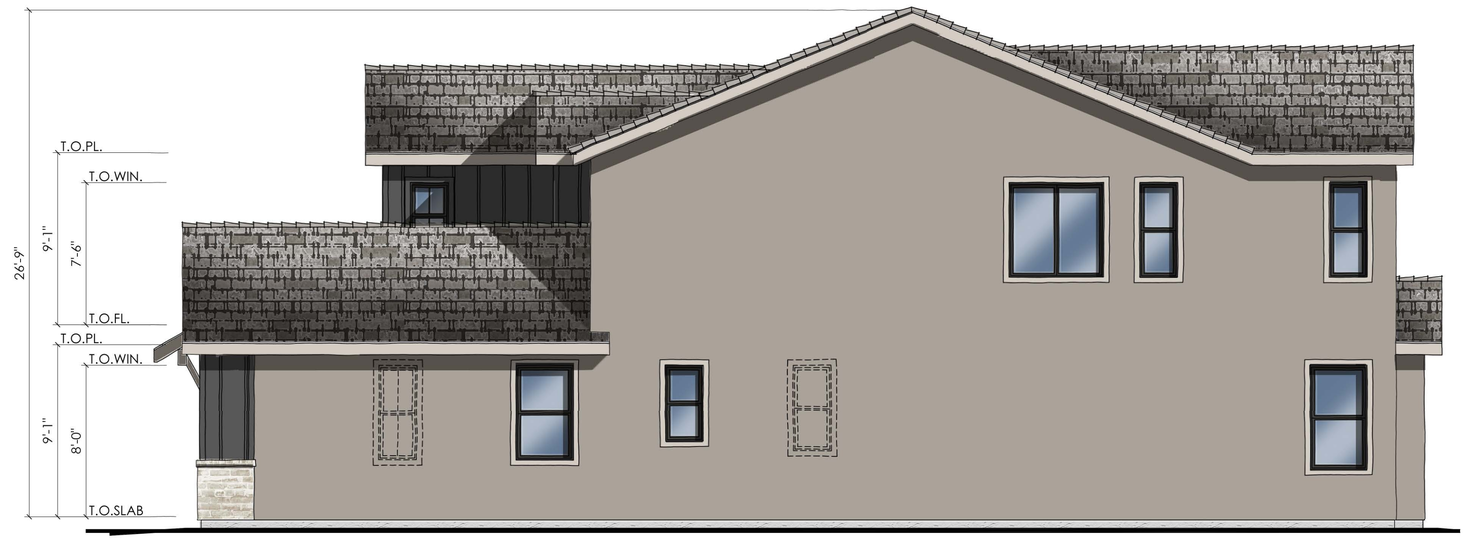


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | ELEVATION B | FARMHOUSE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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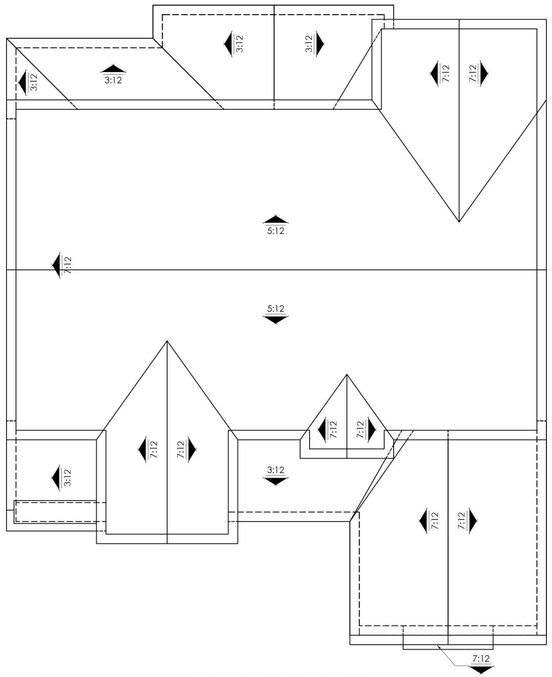

ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | ELEVATION B ENHANCED | FARMHOUSE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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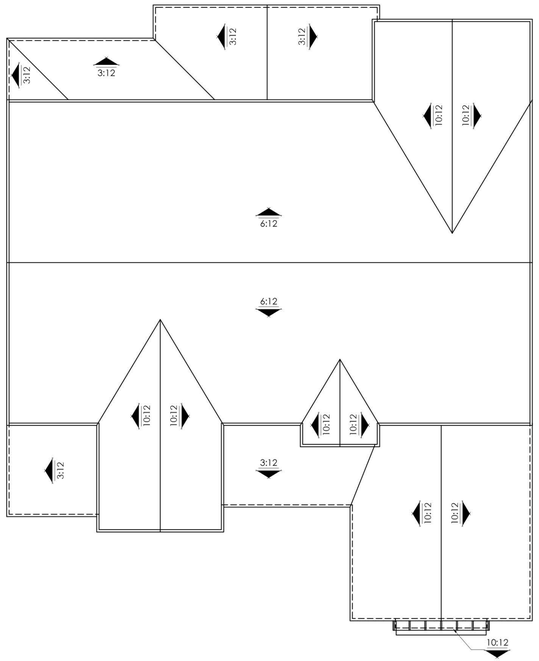
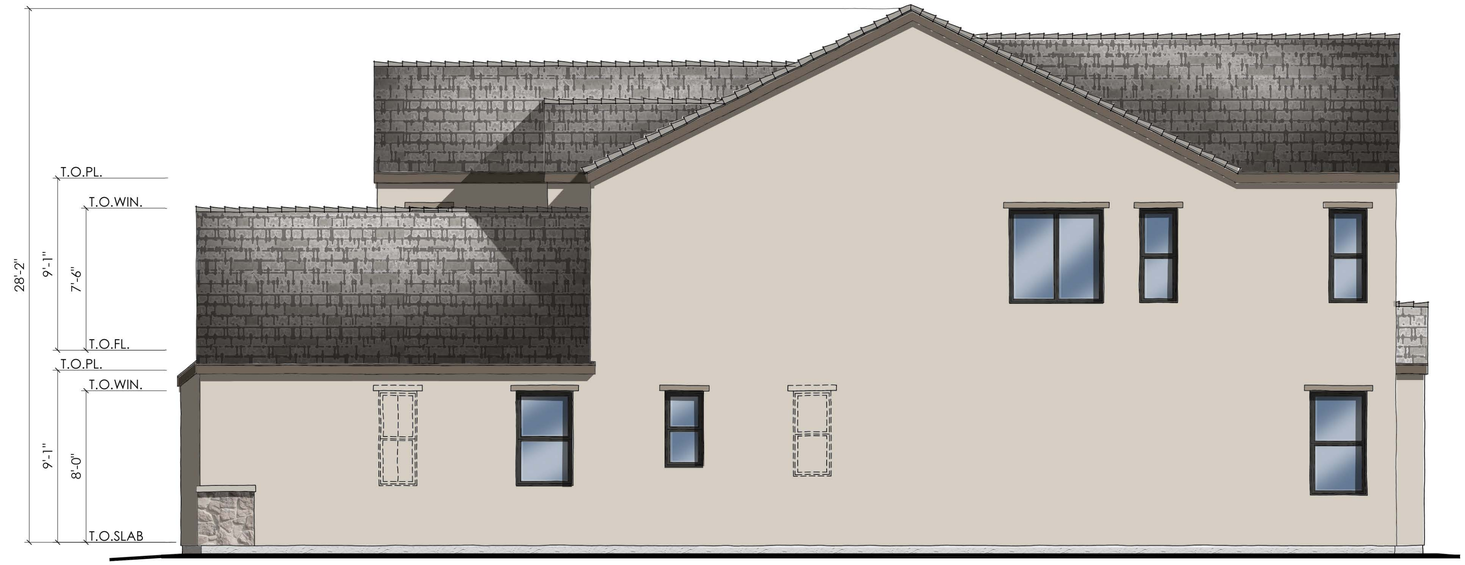


ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | ELEVATION C | COTTAGE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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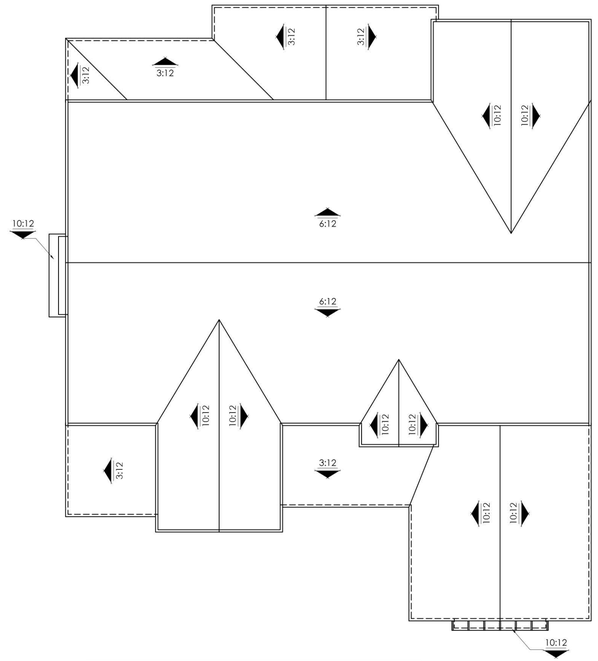


ROOF PLAN

SCALE: 1/8" = 1'-0"



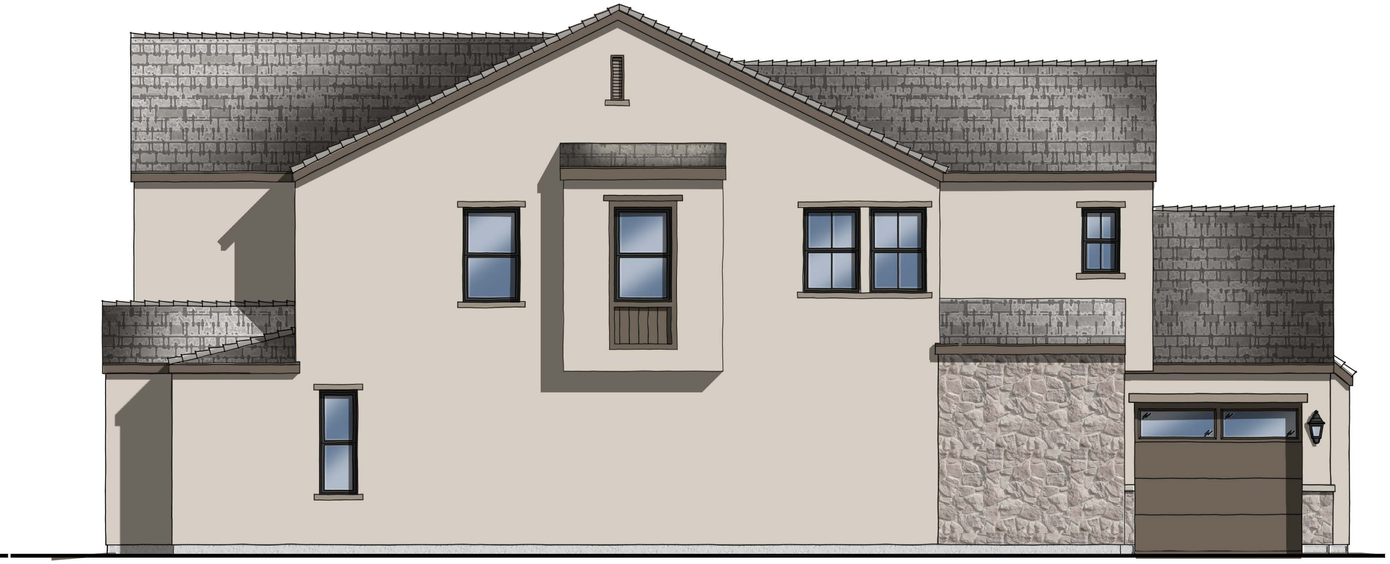
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

10.23.2026

PLAN THREE | ELEVATION C ENHANCED | COTTAGE

HIDDEN HILLS 55' PRODUCT | CENTURY COMMUNITIES

LINCOLN, CA

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CENTURY COMMUNITIES

HIDDEN HILLS 45' & 55' PRODUCT

LINCOLN, CALIFORNIA

Paint: Sherwin Williams
Roof: Eagle Roofing
Stone: El Dorado Stone
Brick: Beldon
Grout: Orco
Metal Roof: Metal Sales or Equal

08.07.26 : ISSUED
10.01.2026 Revisions per client comments

ELEVATION 'A' SPANISH	SCHEME 1	SCHEME 2	SCHEME 3	SCHEME 4
ROOF	38709 DAVENPORT	3646 SUNSET BLEND	3636 PIEDMONT	3645 SUNRISE BLEND
STUCCO	7005 PURE WHITE	6147 PANDA WHITE	7637 OYSTER WHITE	9180 AGED WHITE
STUCCO TRIM	7507 STONE LION	7044 AMAZING GRAY	7051 ANALYTICAL GRAY	7638 JOGGING PATH
HARDIE PANELS	7047 PORPOISE	7046 ANONYMOUS	7047 PORPOISE	7046 ANONYMOUS
FASCIA, POSTS	7047 PORPOISE	7046 ANONYMOUS	7047 PORPOISE	7046 ANONYMOUS
GARAGE DOOR	7047 PORPOISE	7046 ANONYMOUS	7047 PORPOISE	7046 ANONYMOUS
ENTRY DOOR & SHUTTERS	6223 STILL WATER	6110 STEADY BROWN	6083 SABLE	7622 HOMBURG GRAY
BRICK	CAPISTRANO ADOBE BAUTISTA	CAPISTRANO ADOBE CARMELO	CAPISTRANO ADOBE BAUTISTA	CAPISTRANO ADOBE CARMELO
GROUT	WHEAT	BROWN	WHEAT	BROWN

Windows: Exterior-Factory Black

NOTES: All non-decorative items such as meter doors, non-decorative vents are to be painted the same color as the surrounding color.
All metal roof vents to be painted to match the darkest color from the roofing blend. Horizontal wall flashing matches roof tile color.
Paint breaks to be turned and finished at inside corner unless noted otherwise. Paint finish is 'flat'.

CENTURY COMMUNITIES

HIDDEN HILLS 45' & 55' PRODUC

ELEVATION 'B' FARMHOUSE	SCHEME 5	SCHEME 6	SCHEME 7	SCHEME 8
ROOF	8827 TACOMA BLEND	4591 DARK GRAY RANGE	4687 BROWN GRAY BLEND	4602 CONCORD BLEND
METAL ROOF	MEDIUM BRONZE	MATTE BLACK	DARK BRONZE	SLATE GRAY
STUCCO	9165 GOSSAMER VEIL	7566 WESTHIGHLAND WHITE	7654 LATTICE	7024 FUNCTIONAL GRAY
SIDING |BOARD & BATT TRIM @ SIDING	2846 ROYCROFT PEWTER	7566 WESTHIGHLAND WHITE	9130 EVERGREEN FOG	7674 PEPPERCORN
STUCCO TRIM	7016 MINDFUL GRAY	7566 WESTHIGHLAND WHITE	7566 WESTHIGHLAND WHITE	6071 POPULAR GRAY
HARDIE PANELS	7016 MINDFUL GRAY	7566 WESTHIGHLAND WHITE	7566 WESTHIGHLAND WHITE	6071 POPULAR GRAY
FASCIA	7016 MINDFUL GRAY	7566 WESTHIGHLAND WHITE	7566 WESTHIGHLAND WHITE	6071 POPULAR GRAY
GARAGE DOOR	7016 MINDFUL GRAY	7015 REPOSE GRAY	7566 WESTHIGHLAND WHITE	6071 POPULAR GRAY
ENTRY DOOR & SHUTTERS	6138 ARTIFACT	6258 TRICORN BLACK	7069 IRON ORE	6061 TANBARK
BRICK	POLAR WHITE CLEAR JUMBO W/ MAC WHITE ON WHITE GROUT	PAINTED WHITE BRICK W/ WHITE GROUT	POLAR WHITE CLEAR JUMBO W/ MAC WHITE ON WHITE GROUT	YUKON BLEND MODULAR W/ MAC + TUSK GROUT

Windows: Exterior-Factory Black

NOTES: All non-decorative items such as meter doors, non-decorative vents are to be painted the same color as the surrounding color. All metal roof vents to be painted to match the darkest color from the roofing blend. Horizontal wall flashing matches roof tile color. Paint breaks to be turned and finished at inside corner unless noted otherwise. Paint finish is 'flat'.

Brick Notes: German Schmear application on schemes 5, 7 & 8. German Schmear: Apply mortar to joints and to face of brick, use damp sponge or trowel to smear the mortar creating an uneven textured look, remove excess.



CENTURY COMMUNITIES

HIDDEN HILLS 45' & 55' PRODUCT

ELEVATION 'C' COTTAGE	SCHEME 9	SCHEME 10	SCHEME 11	SCHEME 12
ROOF	8827 TACOMA BLEND	4602 CONCORD BLEND	4687 BROWN GRAY BLEND	8805 SEATTLE BLEND
METAL ROOF	SLATE GREY	DARK BRONZE	MATTE BLACK	SLATE GREY
STUCCO	7573 EAGLET BEIGE	7008 ALABASTER	7036 ACCESSIBLE BEIGE	7632 MODERN GRAY
STUCCO TRIM	7044 AMAZING GRAY	7029 AGREEABLE GRAY	7005 PURE WHITE	7504 KEYSTONE
HARDIE PANELS	7019 GAUNTLET GRAY	6006 BLACK BEAN	7005 PURE WHITE	7026 GRIFFIN
FASCIA, RAILING, POSTS	7044 AMAZING GRAY	6006 BLACK BEAN	7005 PURE WHITE	7026 GRIFFIN
GARAGE DOOR	7044 AMAZING GRAY	6006 BLACK BEAN	7005 PURE WHITE	7026 GRIFFIN
ENTRY DOOR & SHUTTERS	7019 GAUNTLET GRAY	6249 STORM CLOUD	6258 TRICORN BLACK	9143 CADET
STONE	ROUGHCUT LOIRE VALLEY	LIMESTONE GRAND BANKS	ROUGHCUT CASA BLANCA	ROUGHCUT LOIRE VALLEY
GROUT | OVERGROUT APPLICATION	TUSK	SOFT WHITE	WARM WHITE	TUSK

Windows: Exterior-Factory Black

NOTES: All non-decorative items such as meter doors, non-decorative vents are to be painted the same color as the surrounding color. All metal roof vents to be painted to match the darkest color from the roofing blend. Horizontal wall flashing matches roof tile color. Paint breaks to be turned and finished at inside corner unless noted otherwise. Paint finish is 'flat'.

CENTURY COMMUNITIES

SCHEME 1

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS

MASONRY

ELEVATION ‘A’

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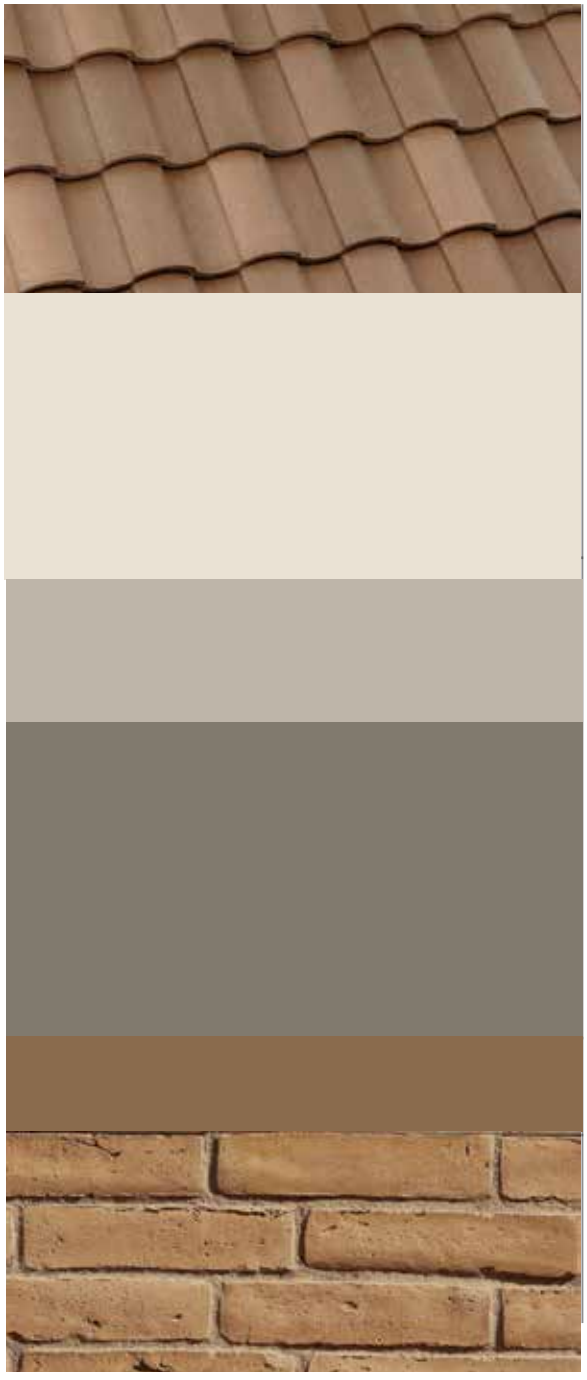
CENTURY COMMUNITIES

SCHEME 2

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS

MASONRY

ELEVATION ‘A’

woodley architectural group,inc.

10.01.26 **120**

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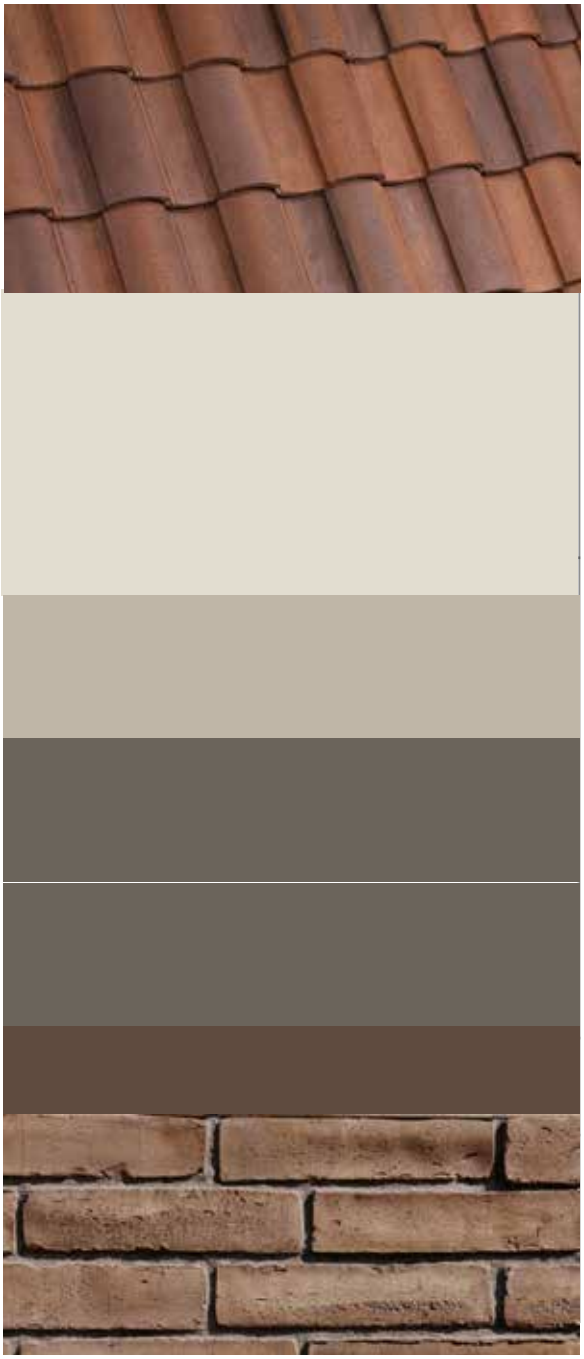
CENTURY COMMUNITIES

SCHEME 3

Hidden Hills 45' & 55' Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS

MASONRY

ELEVATION 'A'

woodley architectural group,inc.

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CENTURY COMMUNITIES

SCHEME 4

Hidden Hills 45' & 55' Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION 'A'

woodley architectural group,inc.

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CENTURY COMMUNITIES

Hidden Hills 45’ & 55’ Product
Lincoln, California

SCHEME 5



ROOF

STUCCO

SIDING II 6" VERTICAL |
TRIM @ SIDING

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘B’

woodley architectural group,inc.

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CENTURY COMMUNITIES

SCHEME 6

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

SIDING II 6" VERTICAL |
TRIM @ SIDING

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘B’

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CENTURY COMMUNITIES

Hidden Hills 45’ & 55’ Product
Lincoln, California

SCHEME 7



ROOF

STUCCO

SIDING II 6" VERTICAL |
TRIM @ SIDING

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘B’

woodley architectural group,inc.

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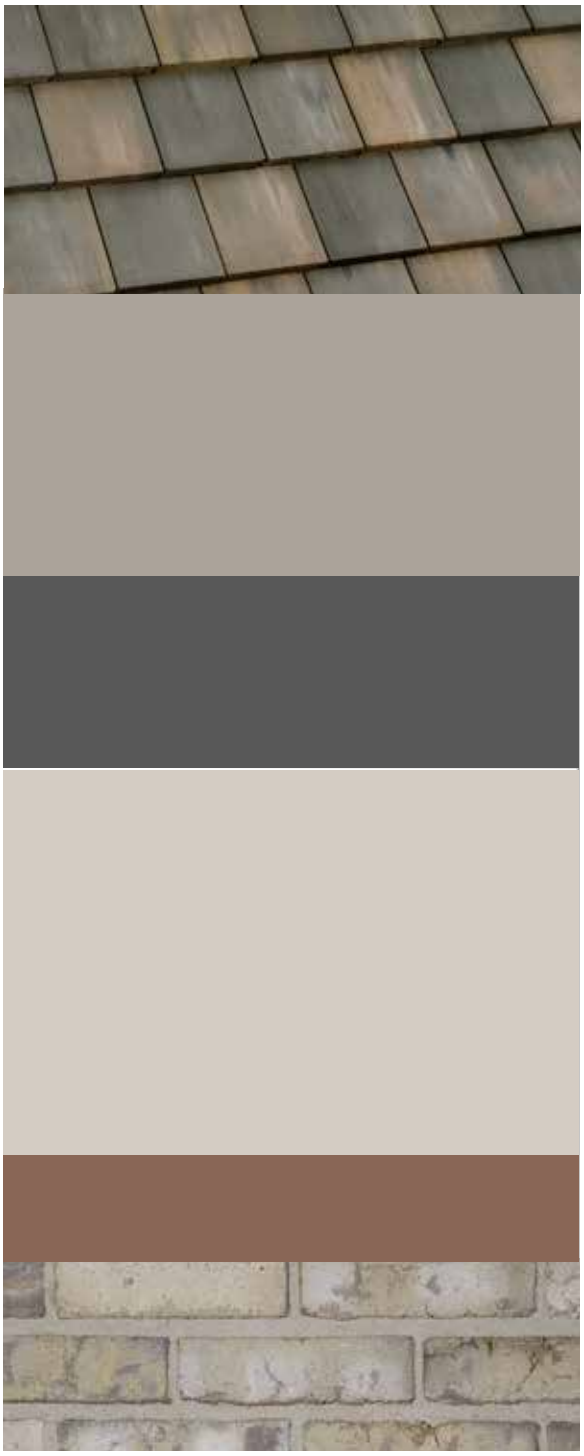
CENTURY COMMUNITIES

SCHEME 8

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

SIDING II 6" VERTICAL |
TRIM @ SIDING

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS

MASONRY

ELEVATION ‘B’

woodley architectural group,inc.

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CENTURY COMMUNITIES

Hidden Hills 45’ & 55’ Product
Lincoln, California

SCHEME 9



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘C’

woodley architectural group,inc.

10.01.26 **127**

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CENTURY COMMUNITIES

SCHEME 10

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘C’

woodley architectural group,inc.

The colors and images on this exhibit are for reference only, refer to actual samples and paint color for accurate representation.

CENTURY COMMUNITIES

SCHEME 11

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘C’

woodley architectural group,inc.

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CENTURY COMMUNITIES

SCHEME 12

Hidden Hills 45’ & 55’ Product
Lincoln, California



ROOF

STUCCO

STUCCO TRIM

HARDIE PANELS

FASCIA | GARAGE DOOR

ENTRY DOOR | SHUTTERS



MASONRY

ELEVATION ‘C’

woodley architectural group,inc.

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STAFF REPORT

Item Number 8.A

SUBJECT:	Carefield Lincoln Assisted Living and Memory Care (Carefield Living) (Efren Sanchez) **This is a continuance from the October 21, 2026 Planning Commission meeting**
SUBMITTED BY:	Efren Sanchez
DEPARTMENT:	Community Development
DATE:	November 18, 2026

STAFF RECOMMENDATION:

Staff recommends the Planning Commission consider information contained in the staff report and take the following actions:

1. Determine that the proposed Carefield Lincoln project is adequately addressed by the previously adopted Carefield Living Addendum to the Subsequent Environmental Impact Report (SEIR) for the Twelve Bridges Specific Plan (SCH No. 97922974), adopted by the Planning Commission on July 15, 2020. The proposed project includes minor design and site layout modifications and extension of permit time expiration that do not result in new or substantially more severe significant environmental effects and do not otherwise meet the conditions requiring preparation of a subsequent EIR, subsequent Negative Declaration, or additional addendum is required under CEQA Guidelines Section 15162 and 15164.
2. Adopt a Resolution approving the Specific Development Plan/Development Permit (Design Review), project for Carefield Lincoln with project-specific and typical conditions of approval (Attachment 1).
3. Adopt a Resolution approving the Time Extension of an existing approved Conditional Use Permit (CUP) allowing continued land use entitlements for an Assisted Living and Memory Care Facility (Carefield Lincoln), and an Independent Living Facility (Lincoln Retirement Residence) with project-specific and typical conditions of approval (Attachment 2).

BACKGROUND/INTRODUCTION:

On July 15, 2020, the Planning Commission originally approved the Carefield Living project that included a Conditional Use Permit (CUP) and Specific Development Plan/Development Permit (Design Review) for the construction of a 319,410 SF independent living (four stories) and assisted living/memory care (two stories) facility with associated improvements on a 14.72-acre site (Attachment 3). The two original Carefield Living facilities were approved as separate phases and to be developed on two separate lots. The approval included a certification of an Addendum to the Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan. The original site plan illustrates the 4-story independent living

facility (Hawthorn) phase on the western lot of the site and the 2-story assisted living/memory care facility (Carefield Living) phase on the eastern lot of the site (Attachment 4). The approved CUP under Resolution 2020-17 was authorized for five (5) years with an annual automatic renewal on the anniversary of the project's initial approval. This CUP, which applies to both facilities, had an expiration of July 15, 2026 (Attachment 5).

On November 16, 2022, the Planning Commission approved a one-year time extension of the Specific Development Plan / Development Permit (Design Review) for Carefield Living under Resolution 2022-31; however, due to inactivity, this entitlement extension ultimately expired on November 16, 2023. The SDP/Development Permit (Design Review) approval for Hawthorn remained active and retained; therefore, not subject to the current proposal.

On June 26, 2026, the applicant for Carefield Lincoln timely filed a CUP Time Extension application before its July 15, 2026 expiration so as the ensure that the approved uses remain in place. The applicant is also applying for a new Specific Development Plan/Development Permit (Design Review) for the Carefield Living Assisted Living and Memory Care Facility.

On October 21, 2026, Agenda Item 8A for this project was continued to the November 18, 2026, Planning Commission meeting. The applicant requested the continuance in coordination so as to allow additional time for staff to finalize mutually acceptable language for Condition of Approval No. 16, specifically regarding the timing of, and shared responsibility for, required Red Rock Road frontage improvements.

Project Description

The new Carefield Lincoln Specific Development Plan/Development Permit (Design Review) for the proposed construction and operation of a new 2-story 104,218 SF Assisted Living and Memory Care Facility that includes 73 Assisted Living units and 34 Memory Care units (107 units total) centered around shared dining room, exercise rooms, residential activity spaces, outdoor courtyards, and other amenities. The project will include 79 parking spaces for residents, staff, and guests (Attachment 6). The Time Extension to the CUP would allow for the continued land use operations of both the assisted living and memory care facility (Carefield Lincoln) and a separate independent living facility operated by Hawthorn. The project sites are located at 658 and 750 Red Rock Road (APNs: 329-010-077 and 329-010-76) on a 14.72-acre site, which have a General Plan Land Use Designation of Community Commercial (CC) and are zoned General Commercial (CG-1) in the Twelve Bridges Specific Plan Area. The site was previously rough graded under a master grading permit for the area.

The project includes a comprehensive circulation and infrastructure improvement program to enhance site access, connectivity, emergency response, and public safety. Improvements include a 26-foot-wide fire access loop connecting to Red Rock Road, primary access at Red Rock Road and Fieldstone Drive, and secondary access via a shared driveway aligned with the existing La Quinta Inn & Suites driveway.

The project will be required to complete the missing connection along Red Rock Road between its existing western boundary and Fieldstone Drive, as conditioned. This includes approximately 215 feet of roadway frontage improvements, paving, curb, gutter, sidewalk, and landscaping, along the adjacent future independent living parcel. Additional curb, gutter, sidewalk, and landscaping will be constructed along the north side of Red Rock Road east of Fieldstone Drive to the project boundary, and along Bella Breeze Drive. The existing eastern Red Rock Road barricade will remain until future extension is warranted. Red Rock Road is

planned for ultimate easterly connection to East Joiner Parkway.

Supporting dry utilities, storm drain, sanitary sewer, and domestic water facilities will be extended from existing systems along Red Rock Road and Fieldstone Drive. Collectively, the improvements will close a gap in the local circulation network, strengthen emergency access, and support a continuous roadway system serving the commercial area bounded by Fieldstone Drive, Red Rock Road, Colonnade Drive, and Twelve Bridges Drive.

The 2-story 104,218 SF Assisted Living and Memory Care Facility building is proposed to be constructed in a central location of the 6.5-acre Carefield Lincoln project site (Attachment 6). As proposed, the two- story building would average 28 feet tall with various architectural towers extending to 30.5 feet high and located within the required zoning setbacks. The proposed first floor building footprint totals approximately 59,821 square feet, representing approximately 25% of the 238,140-square-foot (6.5-acre) project site. The Assisted Living component in the west wing will include an open courtyard with resident amenities such as a walking path, seating areas, trellis features, and extensive landscaping. The Memory Care component in the east wing will include a secure, enclosed courtyard with similar resident amenities.

Building Design/Materials

The building design is guided by the GDP, which calls for cohesive architecture and materials that reinforce Main Village's community character while allowing creative architectural design. The proposed project also incorporates design and material cues from existing development in the Twelve Bridges Area. The proposed two-story building incorporates a contemporary residential design with varied wall planes, articulated rooflines, parapet elements, and tower features that provide visual interest and break up the overall building mass. The south elevation includes a combination of recessed and projecting façade elements, window groupings, covered entries, trellis features, and decorative trim (Attachment 7).

Exterior materials include a varied palette of earth-toned stucco finishes in neutral beige and gray tones, fiber-cement siding with a redwood appearance, and birch-colored manufactured stone veneer. Dark gray/black fascia, trim, window casings, and dark bronze doors and windows provide contrasting accents. Exterior window/glazing will be dual-pane and non-reflective.

Landscaping/Lighting

The project provides comprehensive landscaping throughout the site, including street trees, shade trees, ornamental trees, shrubs, groundcover, lawn, and seasonal color. Planting is concentrated along Bella Breeze Drive, parking areas, building frontages, courtyards, and site perimeter areas to enhance the streetscape, provide shade, screen site features, and support the project's residential character. The plan incorporates drought -tolerant and water-efficient plant materials, native bent grass, ornamental bioswale planting, and erosion-control landscaping (Attachment 8).

Lighting will be provided throughout the project site and will include building-mounted fixtures, pedestrian pathway lighting, landscape uplighting, and parking lot lighting. All fixtures will feature a bronze finish. Parking lot lights will include decorative LED fixtures, while building-mounted lights will be installed at varying heights and will be compatible in style with the parking lot fixtures (Attachment 9).

FINDINGS/ANALYSIS:

This application is being reviewed pursuant to applicable provisions of the Lincoln Municipal Code under Title 18 (Zoning) including Chapter 18.32 – PD Planned Development District, Chapter 18.56 – Conditional Use Permits, and Chapter 18.66 – Design Review and Twelve Bridges Specific Plan and General Development Plan.

Twelve Bridges General Development Plan

The building design is guided by the Twelve Bridges General Development Plan (GDP) for General Commercial Designations, which calls for pedestrian-oriented development with strong circulation connections to adjacent village areas. The GDP encourages creative architecture, landscaping, pedestrian amenities, and access to surrounding development, while minimizing the visual effects of large parking areas through site design and landscaping. Additional GDP policies address building placement, vehicular and pedestrian circulation, and architectural design.

The Carefield Lincoln project complies with applicable GDP standards for building height, setbacks, design, and circulation. Staff and the Design Review Board (DRB) also found that the project provides pedestrian connections to future Red Rock Road, extensive perimeter and on-site landscaping, and architectural design and materials compatible with existing commercial development in the Twelve Bridges Area.

Design Review Board

LMC Section 18.67.020 – Review by Board requires applications for the construction of new buildings and structures to be reviewed by the Design Review Board (DRB). As such, the DRB reviewed the project on September 23, 2026. DRB member Michele Hutchinson noted that she recalled reviewing the project in 2020 and asked whether the project would provide sidewalk improvements along the street frontage, including a potential connection to the La Quinta Inn & Suites development located across Red Rock Road (Attachment 10). The applicant stated that frontage improvements, including sidewalk, would be constructed; however, the timing of those improvements would depend on whether the Carefield Living or Hawthorn project is constructed first. Additional DRB discussion addressed prior grading activities on the site and the adjacent stockpile located east of the project site. The DRB did not provide any objections to the design of the proposed project. Most the discussion was simply clarification of existing conditions of the vacant site and future sidewalk improvements. Based on the review of the proposed project with respect to the General Plan and LMC, the project conforms to the policies and criteria pertaining to development standards, aesthetics, colors and materials. The DRB unanimously recommended approval of the project to the Planning Commission.

Conditional Use Permit

The project is located in the GC–1 zoning district within the Twelve Bridges General Development Plan (GDP). The GDP refers to Lincoln Municipal Code (LMC) Title 18, Section 18.22.030 for Conditional Uses. LMC section 18.22.030 allows ‘Apartments, hotels and motels’ and ‘Condominiums and townhomes’, with the issuance of a Conditional Use Permit. Furthermore, LMC Section 18.22.030 also notes, “other uses of a similar nature.” A Conditional Use Permit (CUP) authorizes the permit holder to conduct specified activities or operate a business subject to conditions intended to protect the surrounding neighborhood and community. A Conditional Use Permit was originally approved for these uses subject to the following four findings made by the Planning Commission. The findings below include the

original findings supporting the project's approved land use, as well as a finding to support the requested Conditional Use Permit Time Extension, outlined in the CUP Time Extension subheading below.

1) A finding by the Planning Commission that the use is substantially similar in characteristic to a use or uses currently within the district.

The project includes two separate residential facilities: independent living and assisted living/memory care. Staff finds these uses to be similar in nature to uses permitted in the Commercial zoning district with approval of a Conditional Use Permit (CUP), including apartments/condominiums, hospitals or medical service uses, and residential care facilities. The project site is adjacent to residentially zoned property.

The independent living component is comparable to an apartment or condominium use, while the assisted living/memory care component is comparable to a residential care facility and medical service use. Similar projects have been approved in commercial and business - professional districts within the City, including the Sommerset Assisted Living/Memory Care Facility (June 19, 2013), Lincoln Manor, and Villa Del Rey Manor. In addition, the Planning Commission approved the Senior Living at Lincoln residential care facility on adjacent property to the east on December 18, 2013; however, expired and not constructed.

2) A finding by the Planning Commission that the use would be appropriate in the district applicable to the property as a permitted or conditional use.

Carefield Lincoln is proposed within the Main Village, which is intended to serve as the primary activity center for Twelve Bridges by providing shopping, employment, community facilities, and residential development. The Main Village serves Twelve Bridges residents, other Lincoln residents, and the surrounding community. The project site is well positioned to complement existing and planned commercial development. The La Quinta Inn & Suites is located south of the site, and Terra Cotta Village, located further south, includes commercial spaces, restaurants, cafés, retail, and other commercial uses. Although Carefield Lincoln will provide on-site dining and food service, its residents, visitors, and employees may also support nearby businesses through pedestrian and vehicular access.

The proposed senior living facility would provide housing and care services for older adults in a location that is accessible to major transportation corridors, including State Route 65, Twelve Bridges Drive, Joiner Parkway, and Colonnade Drive. The site is designated and zoned to accommodate residential and commercial development and is located within the central activity area of Twelve Bridges. Staff found that the proposed residential care facility is appropriate for the Main Village and would support continued development and activity in the area. With approval of a Conditional Use Permit, the use would be compatible with the surrounding development pattern and consistent with the intended purpose of the district.

3) A finding by the Planning Commission that the proposed use, with appropriate conditions, will not be detrimental to the health, safety, peace and morals, comfort and general welfare of persons residing or working in the neighborhood or injurious to property and improvements in the neighborhood or to the general welfare of the city.

Carefield Lincoln is proposed within the Main Village, the primary activity center for Twelve Bridges. The Main Village is intended to provide shopping, employment, community facilities,

and residential development for Twelve Bridges residents, the broader Lincoln community, and visitors. The project would provide housing and care services for adults age 55 and older, create employment opportunities, and support nearby businesses through patronage by residents, visitors, and employees. Its location near existing and planned residential and commercial development makes the site appropriate for a senior living facility and consistent with the mixed-use vision for the Main Village.

Operations and Security

The facility would be professionally managed by Carefield, which operates residential care facilities throughout California. The assisted living/memory care building would employ 55 personnel, with up to 29 employees on site during daytime hours. Security features would include controlled lobby access, staff-monitored entry and exit procedures, secured memory care areas, electronic access controls, fenced outdoor areas with alarmed or delayed-egress gates, security cameras, restricted after-hours parking access, and on-site security personnel after hours.

Development Engineering and Fire Department reviewed site access, emergency response, and evacuation considerations. The project would include two driveways, an emergency vehicle access point, a 26-foot-wide fire access driveway, and a north-south fire access route between this building and future buildings to the west. All buildings would be sprinklered, and the Fire Division will review improvement plans to confirm adequate emergency access and firefighting areas.

4) A finding that at least one of the findings in Section 15.32.250 of the municipal code is satisfied.

Consistent with Section 15.32.250 - Permits and Entitlements, the project is conditioned for compliance with urban level of flood protection measures to ensure protection from potential area flooding. According to the most recent FEMA maps, the property is in Zone X noted as, “An area of minimal flood hazard”.

CUP Time Extension

The Carefield Living CUP was approved by Resolution No. 2020-17 and its applicable for both residential care facilities. The CUP was initially authorized for a five-year period, with an automatic one- year extension effective on the anniversary of the project’s initial approval. Accordingly, the CUP is scheduled to expire on July 15, 2026; however, the applicant timely filed a CUP Time Extension application before its expiration.

Although the land use entitlement was established in 2020, the CUP was not timely exercised during the initial approval period. In 2024, Ordinance No. 1081B revised entitlement expiration provisions to establish an initial four-year approval period, with the opportunity for one administrative extension of up to two years. Therefore, the requested CUP time extension is being processed under the same four-year initial approval timeline applicable to the newly approved Specific Development Plan/Development Permit (Design Review). This will align the timelines for the Specific Development Plan/Development Permit (Design Review) and the CUP, simplifying the entitlement process and supporting the Carefield Lincoln project’s progression toward construction.

CONDITIONS OF APPROVAL

To ensure timely and orderly implementation of the project, the proposed Specific

Development Plan/Development Permit (Design Review) and Conditional Use Permit – Time Extension are subject to specific conditions of approval. Implementation of the applicable conditions of approval would ensure that specific site improvements are installed according to City design standards. These conditions are included as Exhibit A in the Resolution (Attachment 1 & 2). The project applicant has reviewed and accepted the conditions of approval as written.

CONCLUSION

The proposed project complies with the City's General Plan, Zoning Ordinance and Twelve Bridges Specific Plan and General Development Plan. The request was made in conformance with City regulations and subject to the approval of the Planning Commission. Based upon review, staff and the DRB recommend that the Planning Commission approve this Specific Development Plan/Design Review and Conditional Use Permit time extension application for the construction and operation a new 2-story 104,218 SF Assisted Living and Memory Care Facility and Hawthorn's Independent Living Facility with onsite improvements with typical and project-specific conditions of approval, as found in the attached Resolution (Attachment 1 & 2).

ENVIRONMENTAL REVIEW:

Pursuant to the California Environmental Quality Act (CEQA) and the City's Environmental Guidelines, the City has determined that the proposed Carefield Lincoln project is in conformance with the previously adopted Carefield Living Addendum to the Subsequent Environmental Impact Report (SEIR) for the Twelve Bridges Specific Plan (SCH No. 97022074), adopted by the City Council on July 15, 2020. The proposed project includes minor design and site layout modifications and permit time extension that would not result in new or substantially more severe significant environmental effects and do not otherwise meet the conditions requiring preparation of a subsequent EIR, subsequent Negative Declaration, or additional addendum is required under CEQA Guidelines Section 15162 and 15164. There is no substantial evidence that the proposed modifications would result in a significant effect on the environment that was not previously analyzed. Therefore, the City will rely on the previously adopted Carefield Living Addendum for CEQA compliance.

ATTACHMENTS:

8.A. Attach 1 Carefield Lincoln PC Resolution

8.A. Attach 2 CUP Extension PC Resolution

8.A. Attach 3 PC Resolution 2020-18 Carefield Living

8.A. Attach 4 Original Approved Site Plan Carefield Living

8.A. Attach 5 PC Resolution 2020-17 CUP

8.A. Attach 6 Site Plan Carefield Lincoln

8.A. Attach 7 Floor Plan & Elevations

8.A. Attach 8 Landscape Plans

8.A. Attach 9 Lighting Plans

8.A. Attach 10 Existing Setting Photos of adjacent properties

8.A. Attach 11 Trash Enclosures & Misc.

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION APPROVING A SPECIFIC DEVELOPMENT PLAN AND DEVELOPMENT PERMIT (DESIGN REVIEW) APPLICATION FOR THE CONSTRUCTION AND OPERATION OF A NEW 2-STORY 104,218 SF ASSISTED LIVING AND MEMORY CARE FACILITY WITH 73 ASSISTED LIVING UNITS AND 34 MEMORY CARE UNITS (107 UNITS TOTAL) WITH ASSOCIATED IMPROVEMENTS AT 750 RED ROCK ROAD (APN 329-010-076) (PROPERTY OWNER: 5TH INVESTOR SF, LLC. APPLICANT: CAREFIELD LIVING C/O RICH LANDRETH; PLN26-00012)

WHEREAS, the Planning Commission of the City of Lincoln originally approved the Carefield Living project that included a CUP and Specific Development Plan/Development Permit (Design Review) for the construction and operation of a 319,410 SF Independent Living (4-stories) and Assisted Living/Memory Care (2-story) facility with associated improvements on a 14.72-acre site, originally approved under PC Resolution 2020-18 on July 15, 2020; and

WHEREAS, the Planning Commission approved a Specific Development Plan / Development Permit (Design Review) for the Lincoln Retirement Residence under PC Resolution 2022-06 replacing the Independent Living portion of the original Carefield CUP. The Planning Commission subsequently approved a two-year extension for the Lincoln Retirement Residence under PC Resolution 2024-23, which was followed by an administrative two-year extension, and therefore this entitlement remains in effect and has not expired; and

WHEREAS, the Planning Commission approved a one-year time extension for the Carefield Living Specific Development Plan / Development Permit (Design Review) under PC Resolution 2022-31; however, this entitlement expired on November 16, 2023, leaving only the CUP entitlement in effect; and

WHEREAS, the applicant for Carefield Lincoln timely filed a CUP Time Extension application before its July 15, 2026 expiration on behalf of both the Carefield Lincoln and the Lincoln Retirement Residence projects; and

WHEREAS, the applicant applied for a new Specific Development Plan /Development Permit (Design Review) for the Carefield Lincoln Assisted Living and Memory Care Facility; and

WHEREAS, Chapter 18.64 of Title 18 of the Lincoln Municipal Code provides for the review and recommendations of the Design Review Board on construction within the City of Lincoln; and

WHEREAS, the Planning Commission considered the recommendations of the Design Review Board and the proposed application for Carefield Lincoln at APN 329-010-076; and

WHEREAS, the Planning Commission of the City of Lincoln has determined that the proposed Carefield Lincoln project is in conformance with the previously adopted *Carefield Living Addendum* to the *Subsequent Environmental Impact Report (SEIR) for the Twelve*

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Bridges Specific Plan (SCH No. 97022074), adopted by the City Council on July 15, 2020. The proposed project includes minor design and site layout modifications that would not result in new or substantially more severe significant environmental effects and do not otherwise meet the conditions requiring preparation of a subsequent EIR, subsequent Negative Declaration, or additional addendum is required under CEQA Guidelines Section 15162 and 15164. There is no substantial evidence that the proposed modifications would result in a significant effect on the environment that was not previously analyzed. Therefore, the City will rely on the previously adopted Carefield Living Addendum for CEQA compliance; and

WHEREAS, the City duly noticed and held a public hearing for the Planning Commission to consider the proposed Carefield Lincoln request on November 18, 2026.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Lincoln does hereby resolve as follows:

Section 1. The Planning Commission hereby finds and determines that:

1. The proposed building design is guided by the Twelve Bridges General Development Plan (GDP) for *General Commercial* Designations, which calls for pedestrian-oriented development with strong circulation connections to adjacent village areas. The Carefield Lincoln project complies with applicable GDP standards for building height, setbacks, design, and circulation. Staff and the Design Review Board (DRB) also found that the project provides pedestrian connections to future Red Rock Road, extensive perimeter and on-site landscaping, and architectural design and materials compatible with existing commercial development in the Twelve Bridges Area.

2. The Carefield Lincoln Assisted Living and Memory Care Facility would establish a land use that is substantially similar in character to other uses permitted in the City's Commercial zoning district. The proposed project conforms to the applicable requirements for a Specific Development Plan/Development Permit (Design Review); therefore, approval may be considered;

3. The Planning Commission approved an extension of the existing Conditional Use Permit 2020-17 for the Carefield Lincoln Assisted Living and Memory Care Facility and the Lincoln Retirement Residence projects by separate resolution allowing the new Carefield Design Review and the extended CUP to run on the same four-year timeline, as outlined by the Lincoln Municipal Code; and

4. Based upon the Planning Commission review of the facts, the Commission approves the Carefield Lincoln – Specific Development Plan / Development Permit (Design Review); and

5. The proposed Carefield Lincoln – Specific Development Plan / Development Permit (Design Review) shall expire on July 15, 2030, but may be extended as outlined by the Lincoln Municipal Code 18.54.070.

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Section 2. The Planning Commission of the City of Lincoln does hereby approve the Carefield Lincoln Assisted Living and Memory Care Specific Development Plan / Development Permit (Design Review) to develop the project site with the construction of a two-story 104,218 SF building and associated onsite improvements on APN 329-010-076, subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 18th day of November, 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

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A Specific Development Plan / Development Permit (Design Review) application for **Carefield Lincoln – Assisted Living and Memory Care (PLN26-00012)** located on at 750 Red Rock Road within the City of Lincoln, Assessor's Parcel Number 329-010-076, is approved subject to the following Design Review Standards:

** (Double Asterisk) located in front indicates a Standard Specific to the project

Conditions of Approval	Timing	Responsible Party	Status
GENERAL			
1. **All development within **Carefield Lincoln – Assisted Living and Memory Care Project** is subject to compliance with the City's General Plan and City of Lincoln Municipal Code.	General	Community Development	
2. **The project shall comply with the Twelve Bridges Specific Plan, Twelve Bridges General Development Plan, and the Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan EIR Mitigation Measures (SCH No. 97022074).	General	Community Development	
3. 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	Community Development	
4. The terms and conditions of this Specific Development Plan and Development Permit (Design Review) shall be perpetual and all future owners and successors in interest to fee title of the subject property shall be bound hereunder.	General	Community Development	
5. The Applicant shall pay the City's actual costs of providing entitlement, processing Plan review, GIS, administrative fee, and inspection services. This may be a combination of staff costs and direct billing for contract professional services.	General	Community Development and City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
6. **All improvements required for the **Carefield Lincoln – Assisted Living and Memory Care Project** shall be designed and constructed to conform to the City of Lincoln Municipal Code, Title 17, Design Criteria and Procedures Manual and Public Facilities Improvement Standards or as modified by these Conditions of Approval, and as approved by the City Engineer and/or Community Development Director.	Improvement Plans	Development Engineering and City Engineer	
7. **The **Carefield Lincoln – Specific Development Plan / Development Permit (Design Review) and Time Extension to the existing CUP** approval is valid for four (4) years from July 15, 2026, in accordance with LMC Sections 18.67.060 (Design Review-Expiration of Approval) and LMC Sections 18.54.070 (CUP-Void from disuse).	General	City of Lincoln	
8. The location and development of all structures, driveways, parking areas, landscaping and other such facilities and features shall be substantially as shown on the attached site plan, except or unless indicated otherwise herein. These conditions of approval supersede all conflicting notations, specifications, dimensions, typical sections, and the like, which may be shown on the attached plans and exhibits. The colors, textures and physical composition of all exterior surfaces shall conform to that which is represented on the attached elevations.	General	Community Development	
9. As set out 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.	General	Community Development	
DEVELOPMENT STUDIES			
10. The Applicant shall submit stamped copies of technical analysis for storm, sewer, and water utilities being proposed and installed for the project.	Initial Submittal of Improvement Plans	Development Engineering and City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
11. Applicant shall submit a soils report prepared by a Geotechnical Engineer for the development. The report shall identify any grading and/or foundation soil problems on the lot and recommend any necessary corrective action to be taken. The reports shall be submitted with the Improvement Plans. The report shall include subgrade 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	
STORM WATER QUALITY/GRADING/DRAINAGE			
12. The design, maintenance, inspection, and reporting of all storm water systems, devises, and treatment systems shall be in conformance with the State Water Resources Control Board Water Quality Order No. 2013-0001-DWQ NPDES Phase II 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.	Improvement Plans	Development Engineering and City Engineer	
13. Project shall be subject to West Placer Stormwater Quality & Design and Trash Control Requirements.	General	Development Engineering and City Engineer	
14. Demonstrate that the project complies with ADA regulations and provides a path of travel exhibit.	General	Development Engineering and Public Services	
TRANSPORTATION/STREET IMPROVEMENTS			
15. Traffic striping, markings and signing shall be provided as required by the City's then current Standards and Specifications. A striping plan shall be submitted for approval with Improvement Plans.	Prior to Approval of Improvement Plans	Development Engineering and City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
16. ** The Applicant shall design and construct offsite improvement (back of curb to back of curb) for Red Rock Road, from the existing terminus up to Fieldstone Drive, the limits and location of the improvements are shown as Phase 2 of the Red Rock Road Phase 1 Record Drawings. The Applicant shall construct improvements or provide acceptable improvement security before issuance of its building permits. The Applicant shall design and construct frontage improvement for Red Rock Road (back of curb to back of curb), from Fieldstone Drive to the eastern property line (APN: 329-010-076-000). Prior to issuance of any building permit, the Applicant shall either: 1. Construct the required Red Rock Road improvements; 2. Provide improvement security acceptable to the City to guarantee construction of the required Red Rock Road improvements; or 3. Execute an agreement, in a form acceptable to the City, with the owner of the neighboring property identified as APN 329-010-054-000 that provides for the future construction of, or funding contribution toward the construction of, Red Rock Road. The Applicant shall construct frontage and landscape improvements, including but not limited to curb, gutter, sidewalk, and landscaping within their property limits, to the satisfaction of the City Engineer.	Prior to building permit issuance	Development Engineering and City Engineer	
UTILITIES			
17. The Preliminary Grading, Drainage & Utility Plan exhibits showing pipe sizing and alignment for wet utilities are not approved for final design. The technical studies & utility exhibits shall be updated to incorporate entitlement review comments and submitted with the initial improvement plan submittal. The Improvement Plans shall incorporate the findings of the technical studies, to the satisfaction of the City Engineer.	General	Development Engineering and City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
18. Onsite water, sewer and drainage shall be privately maintained and operated.	General	Development Engineering and City Engineer	
19. Backflow devices shall be provided at the point of connection to private water services within public right of way or PUE.	Prior to Approval of Improvement Plans	Development Engineering and City Engineer	
20. The Applicant shall comply with all provisions of the City's Cross Control and Backflow Prevention Ordinance.	General	Development Engineering and City Engineer	
21. **The fire system waterline shall be looped between APN 329-010-076 and 329-010-077.	Prior to Approval of Improvement Plans	Development Engineering and City Engineer	
22. All utility tie-ins within public right of way and PUEs shall require an encroachment permit.	General	Development Engineering and City Engineer	
23. The Applicant shall submit a Joint Utility Trench Composite Plan.	Prior to Approval of Improvement Plans		
FIRE & SAFETY ACCESS			
24. 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 then applicable improvement standards for the City.	Prior to Approval of Improvement Plans	Development Engineering and City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
25. **The Applicant and the City shall enter into an agreement for Supplemental Fire and Emergency Services prior to the issuance of Improvement Plans.	Prior to Approval of Improvement Plans	Fire Department	
LANDSCAPING			
26. **The landscaping along the Colonnade Drive frontage shall as closely match that of the landscaping currently installed along the frontage of the La Quinta Inns and Suites project to the south. The landscaping along the future Red Rock Road shall as closely match that of the landscaping installed along the frontage of the La Quinta Inns and Suites project to the south. The landscaping along the Bella Breeze Drive frontage shall as closely match that of the landscaping currently installed along the frontage of the adjacent residential development to the north. Interim landscaping of the un-built pad shall use hydroseeding and irrigation.	Prior to Approval of Improvement Plans	Community Development	
27. **The Applicant shall be responsible for the maintenance of all landscaping within the proposed project. Landscape Easements fronting Bella Breeze and Red Rock Road per Book Z Maps 76 shall be abandoned.	Prior to Acceptance of Improvements	Community Development and City Engineer	
LIGHTING/DESIGN			
28. Onsite Lighting Plan shall be submitted to the City with Improvement Plans. All lights shall be LED and Smart Metered to the satisfaction of the City Engineer. All lights shall be substantially as shown on the attached site plans and supporting lighting details, except or unless indicated otherwise herein and to the satisfaction of the City Engineer.	Prior to approval of Improvement Plans	Development Engineering and City Engineer	
IMPROVEMENT PLAN NOTES			

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Conditions of Approval	Timing	Responsible Party	Status
29. Dust control measures shall be established prior to construction of any 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	
30. 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	

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Conditions of Approval	Timing	Responsible Party	Status
31. 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	
32. 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	
33. 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 (916) 434-2450 for disinfection and testing."	Prior to Approval of Improvement Plans	Development Engineering and City Engineer	
34. 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	
35. 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	

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Conditions of Approval	Timing	Responsible Party	Status
36. A note shall be added to the Improvement Plans: "All construction contractors shall provide a Spill Prevention and Counter Measure Plan describing measures to ensure 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	
PRIOR TO CONSTRUCTION			
37. The Applicant shall consult/notify with the service provider of Gas, telephone, CATV, internet, 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	
38. All construction haul routes shall be approved by the City Engineer prior to commencement of any construction activity.	Prior to Construction	City Engineer	
39. The project shall provide a system to inform all contractors and subtractors and other affiliated parties conducting business within the City that business license must be obtained from the City. Prior to the preconstruction meeting, the Developer 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 Construction and During Construction	City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
DURING CONSTRUCTION			
40. The Developer/contractor shall be responsible for the cleaning of all public streets during construction. The manner and frequency of street cleaning shall be determined by the Department of Public Services based upon field conditions.	During Construction	City Engineer	
41. 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 for approval concerning any remediation action.	During Construction	City Engineer	
42. Prior to excavation and backfill over the existing public sewer line or other City utilities, and the entire site, 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	
43. 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	

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Conditions of Approval	Timing	Responsible Party	Status
PRIOR TO BUILDING PERMIT			
44. 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 Site Plans	Building, Development Engineering	
45. Fire hydrants or other acceptable alternatives 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	
46. 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 Permits	Community Development, Police Department	
47. The project shall be subject to the Western Placer Unified School District's Financing Plan.	Prior to Issuance of Building Permits	Building	
48. The Applicant shall pay all applicable fees at time of issuance of the Building Permit.	Prior to Issuance of Building Permits	Building	
49. The project shall be subject to the Placer County Capital Facilities Impact Fee.	Prior to Issuance of Building Permits	Building	

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Conditions of Approval	Timing	Responsible Party	Status
50. All water meters shall be installed by the Public Services Department as per standards and specifications adopted by the City of Lincoln in June 2020 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	
51. Any roof mounted mechanical and/or electrical equipment, including solar collector panels, satellite antennas, receiving and/or transmitting antennas on the roof of any structure shall be completely screened by parapet walls. Reciprocal easements shall be recorded in the CC&Rs to allow for roof mounted equipment in adjacent screened areas, and/or roof wells.	Prior to Issuance of Building Permits	Community Development	
52. All electrical, phone, MSB's, etc., equipment shall be incorporated into an interior electrical room.	Prior to Issuance of Building Permits	Community Development	
53. Roof ladders (if applicable) are to be incorporated into an interior room.	Prior to Issuance of Building Permits	Community Development	
54. Any pad mounted equipment, transformers, gas meters, etc. need to be placed on the project site (not in the landscape easement, or right-of-way, etc.) and appropriately screened via solid fencing with the incorporation of landscaping.	Prior to Issuance of Building Permits	Community Development	
55. Prior to approval of a Building Permit for any food preparation/service areas, the applicant shall contact the Placer County Division of Environmental Health, pay required fees, and apply for a separate plan check for each facility.	Prior to Issuance of Building Permits	Community Development	

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Conditions of Approval	Timing	Responsible Party	Status
56. 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 Issuance of Building Permits	Community Development	
57. The Owner shall establish a funding mechanism for the ongoing maintenance and operations of localized landscaping, parks, stormwater, street, and streetlighting facilities associated with the project that will fall under City maintenance responsibility, and the project's share of ongoing maintenance and operations corresponding to Citywide facilities. This funding mechanism may consist of a Special Tax, Community Facilities District (CFD), or endowment, at the City's discretion. All costs associated with meeting this condition shall be paid by the Owner, and compliance with this condition shall be to the satisfaction of the City Engineer. Annual maintenance and operations costs will be assigned proportionately to the project parcel(s) and annual adjustments may be applied based on the annual change in the Consumer Price Index (CPI) plus 3% or another escalator to keep up with inflationary increases in maintenance costs as determined by the City. Annexation into a maintenance CFD, such as the City's CFD No. 2018-1, will satisfy this requirement.	Prior to Issuance of Building Permits	Community Development	
PRIOR TO ACCEPTANCE			
58. The Applicant, shall be responsible for repairing street damage caused by construction equipment on the street system to the satisfaction of the City Engineer.	Prior to Acceptance of Improvements	City Engineer	
59. All improvement constructed on the site and adjoining public right-of-way including all parking areas, landscaping, monument and building signs, lighting and exterior building surfaces, shall be maintained by the applicant, at the applicant's expense, in a continuous state of repair, clean and free of rubbish, to the satisfaction of the City.	Prior to Acceptance of Improvements	City Engineer	

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Conditions of Approval	Timing	Responsible Party	Status
60. The Applicant, through his/her engineer or surveyor, shall set sufficient durable monuments and preserve monuments to conform to the standards prescribed in Section 8771 of the Business and Professional Code of California.	Prior to Acceptance of Improvements	City Engineer	
61. The Applicant shall provide the City with "As-Built Plans" in a mylar hard copy and the other on a computer disc in an AutoCAD format compatible with the City's mapping acceptable to the City Engineer.	Prior to Acceptance of Improvements	City Engineer	
PRIOR TO OCCUPANCY			
62. The Applicant shall install all fire protection measures required pursuant to the then applicable City Building Standards.	Prior to Final Inspection / Occupancy	Building	
63. The occupancy of the building shall be contingent upon completion (or bonding for) of all landscaping, architectural treatments, finalization of the building permit, etc. to the satisfaction of the Community Development Director.	Prior to Final Inspection / Occupancy	Building	

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≺END≻

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION APPROVING THE TIME EXTENSION OF AN EXISTING APPROVED CONDITIONAL USE PERMIT (CUP) ALLOWING CONTINUED LAND USE ENTITLEMENTS FOR AN ASSISTED LIVING AND MEMORY CARE FACILITY (CAREFIELD LINCOLN) AT 750 RED ROCK ROAD (APN 329-010-076) AND AN INDEPENDENT LIVING FACILITY (LINCOLN RETIREMENT RESIDENCE) AT 658 RED ROCK ROAD (APN 329-010-077) PROPERTY OWNERS: 5TH INVESTOR SF, LLC. / LINCOLN RETIREMENT RESIDENCE LLC APPLICANTS: CAREFIELD LIVING C/O RICH LANDRETH AND LINCOLN RETIREMENT RESIDENCE LLC C/O KRISTI NEZNANSKI

WHEREAS, the Planning Commission of the City of Lincoln originally approved the Carefield Living project that included an addendum to SEIR (PC Resolution No. 2020-16), a Conditional Use Permit (CUP) (PC Resolution 2020-17) and a Specific Development Plan / Development Permit (Design Review) (PC Resolution 2020-18) for the construction and operation of a 319,410 SF Independent Living (4-stories) and Assisted Living/Memory Care (2-story) facility with associated improvements on a 14.72-acre site, on July 15, 2020; and

WHEREAS, the Planning Commission approved a Specific Development Plan / Development Permit (Design Review) for the Lincoln Retirement Residence under PC Resolution 2022-06 replacing the Independent Living portion of the original Carefield CUP. The Planning Commission subsequently approved a two-year extension for the Lincoln Retirement Residence under PC Resolution 2024-23, which was followed by an administrative two-year extension, and therefore this entitlement remains in effect and has not expired; and

WHEREAS, the Planning Commission approved a one-year time extension for the Carefield Living Specific Development Plan / Development Permit (Design Review) under PC Resolution 2022-31; however, this entitlement expired on November 16, 2023, leaving only the CUP entitlement in effect; and

WHEREAS, the applicant for Carefield Lincoln timely filed a CUP Time Extension application before its July 15, 2026 expiration on behalf of both the Carefield Lincoln and the Lincoln Retirement Residence projects. The applicant has also applied for a Specific Development Plan/Development Permit (Design Review) for the Carefield Lincoln Assisted Living and Memory Care Facility to be approved by separate resolution; and

WHEREAS, the original conditions of approval under Resolution No. 2020-17 remain applicable to the Conditional Use Permit; and

WHEREAS, the Planning Commission of the City of Lincoln has determined that the time extension request for CUP 2020-17 is in conformance with the previously adopted *Carefield Living Addendum* to the *Subsequent Environmental Impact Report (SEIR) for the Twelve Bridges Specific Plan (SCH No. 97022074),* adopted by the City Council on July 15, 2020. The time extension would not meet the conditions requiring preparation of a subsequent EIR, subsequent Negative Declaration, or additional addendum as required under CEQA

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Guidelines Section 15162 and 15164. Therefore, the City will rely on the previously adopted Carefield Living Addendum for CEQA compliance; and

WHEREAS, the City duly noticed and held a public hearing for the Planning Commission to consider the proposed request and CEQA Exemption on November 18th, 2026.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Lincoln does hereby resolve as follows:

Section 1. The Planning Commission hereby finds and determines that:

1. The Conditional Use Permit establishes a land use that is substantially similar in character to other uses permitted in the City's Commercial zoning district. The proposed Independent Living, Assisted Living, and Memory Care projects conform to the applicable requirements of a Conditional Use Permit Time Extension; therefore, approval may be considered;

2. Based upon the Planning Commission review of the facts, the Commission approves an extension of four (4) years for the existing Conditional Use Permit 2020-17 for the Carefield Lincoln Assisted Living and Memory Care Facility and the Lincoln Retirement Residence, as outlined by Lincoln Municipal Code; and

3. The extended Conditional Use Permit shall now expire on July 15, 2030, but may be extended as outlined by the Lincoln Municipal Code 18.54.070.

Section 2. The Planning Commission of the City of Lincoln does hereby approve the CUP Time Extension application to extend the existing approved 2020-17 CUP and the original conditions of approval as revised and restated under Exhibit A below.

PASSED AND ADOPTED this 18th day of November, 2026 by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

Planning Commission Chair

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ATTEST:

_____

Planning Commission Secretary

Exhibits

A. Conditions of Approval

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EXHIBIT A

The Conditional Use Permit to operate an independent living, assisted living, and memory care facility on Assessor's Parcel Numbers 329-010-076 and 329-010-077 is hereby approved with the following conditions:

1. The applicant shall hold harmless the City, its council members, 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.

2. The Conditional Use Permit is approved for a period of four (4) years from July 15, 2026, in accordance with LMC Section 18.54.070 (CUP – Void from disuse). The Community Development Director may grant one extension of time for a period not exceeding two years, provided application for an extension is made prior to expiration of the original entitlement. Nothing herein shall limit the City's ability to modify or revoke the Conditional Use Permit in accordance with Municipal Code Section 18.54.080 (CUP – Revocation and modification).

3. The project shall be subject to the Mitigation Measures established by the SEIR for the Twelve Bridges project (SCH No. 97022074).

4. The project shall be subject to all applicable rules and regulations set forth in the adopted Twelve Bridges General Development Plan incorporated by this reference.

5. The project shall be subject to the Conditions of Approval set forth in the Specific Development Plan/Development Permit for the individual Projects of Lincoln Retirement Residence and Carefield Lincoln as noted in the staff report, and incorporated by this reference.

6. The location and development of all structures, driveways, parking areas, landscaping and other such facilities and features shall be substantially as shown on the attached site plan, except or unless indicated otherwise herein. These conditions of approval supersede all conflicting notations, specifications, dimensions, typical sections, and the like, which may be shown on the attached plans and exhibits. The colors, textures and physical composition of all exterior surfaces shall conform to that which is represented on the attached elevations.

7. Carefield Lincoln, Lincoln Retirement Residence, and the City shall enter into an agreement for Supplemental Fire and Emergency Services prior to the issuance of Improvement Plans.

≺END≻

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PLANNING COMMISSION

RESOLUTION NO. 2020-18

A RESOLUTION APPROVING THE SPECIFIC DEVELOPMENT PLAN AND DEVELOPMENT PERMIT (DESIGN REVIEW) FOR A 319,410 SQUARE FOOT INDEPENDENT LIVING AND ASSISTED LIVING/MEMORY CARE FACILITY WITH ASSOCIATED IMPROVEMENTS ON 14.72 ACRE FOR CAREFIELD LIVING THE PROJECT IS LOCATED ON VACANT COMMERCIALLY ZONED PROPERTY AT THE NORTHEAST CORNER OF COLONNADE DRIVE AND THE FUTURE RED ROCK ROAD ON ASSESSOR PARCEL NUMBERS 329-010-063, 329-010-064, and 329-010-065.

WHEREAS, Title 18, Division VII, of the Lincoln Municipal Code provides for the review and recommendations of the Design Review Board on construction within the City of Lincoln; and

WHEREAS, Title 18, Chapter 18.00 et seq. of the Lincoln Municipal Code provides for the review of the City's Planning Commission on all Specific Development Plans and Development Permits; and,

WHEREAS, a notice describing the proposed Carefield Living project was placed in the Lincoln News Messenger and were sent to neighboring property owners pursuant to Section 18.80.30 of the Lincoln Municipal Code; and,

WHEREAS, the Planning Commission has reviewed the recommendations of the Design Review Board and the proposed Specific Development Plan and Development Permit for the Carefiel Lincoln, a 319,410 square foot independent living, assisted living and memory care facility and associated site improvements on a vacant property within the Main Village area of Twelve Bridges in an area zoned General Commercial, on APNs 329-010-063, 329-010-064, and 329-010-065,

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LINCOLN DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Planning Commission finds and determines that:

No further review under CEQA is required given the analysis completed within the Carefield Living Addendum to a Subsequent EIR for the Twelve Bridges Specific Plan (State Clearinghouse #97022074), that the mitigation measures identified in the Subsequent EIR have been imposed on and incorporated into the Project, and therefore, the project does not have the potential to increase the significance of previously identified impacts or create any new significant impacts.

Section 2. This Resolution incorporates, and by this reference makes a part hereof, that certain Specific Development Plan and Development Permit (Design Review) for the Carefield Living facility, substantially in the form on file in the Community Development Department, relative to the proposed development.

Section 3. The Specific Development Plan/Development Permit (Design Review) application for the Carefield Living facility on vacant property located at the northeast corner of Colonnade Drive and future Red Rock Road on Assessor's Parcel Numbers 329-010-063, 329-010-064, and 329-010-065 is hereby approved subject to the conditions set forth in Exhibit A attached hereto and incorporated by this reference.

PASSED AND ADOPTED THIS 15st day of July, 2020 by the following roll call vote:

AYES: COMMISSIONERS: Lyons, Hutchinson, Manning, McKinney

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS: Cross, Johnson, Roberts

VICE-CHA

ATTEST:

SECRETARY

EXHIBIT A

The Specific Development Plan/Development Permit (Design Review) for the Carefield Living facility located at the northeast corner of Colonnade Drive and future Red Rock Road on Assessor's Parcel Numbers 329-010-063, 329-010-064, and 329-010-065 is hereby approved subject to the conditions:

1. The applicant/property owner shall hold harmless the City, its council members, 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. The developer further agrees to provide a defense for the City in any such action.

2. The terms and conditions of this Specific Development Plan and Development Permit (Design Review) shall be perpetual and all future owners and successors in interest to fee title of the subject property shall be bound hereunder.

3. Conditional approval of this Specific Development Plan and Development Permit (Design Review) shall expire in two (2) years from the date of adoption unless the use is activated (permits issued) within said time frame. The Planning Commission may grant a one (1) year extension of time, provided that the Applicant makes an application prior to the expiration of this Specific Development Plan and Development Permit (Design Review).

4. The project shall comply with the City's General Plan and Municipal Code.

5. The project shall comply with the Twelve Bridges Specific Plan and Twelve Bridges General Development Plan.

6. The project shall comply with the Subsequent Environmental Impact Report for the Revised Twelve Bridges Specific Plan EIR Mitigation Measures.

7. As set out 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.

8. The applicant shall pay the applicable fees at time of issuance of building permit(s).

9. The project shall comply with requirements of SB 5 (200-year flood protection) and regulations and guidelines published by the State Department of Water Resources, and as may be adopted by the City in compliance with the requirements of SB 5.

10. In lieu of a wood fence, the applicant is to construct a CMU block wall (colors and materials to match other walls in the Twelve Bridges area), or install a tube-steel fence along the eastern property line.

11. The mechanical equipment screen and elevator override shall have a similar appearance and joint pattern as the building's exterior wall.

12. Coordinate all control joints on the buildings for consistency.

13. The location and development of all structures, building elevations, driveways, parking areas, landscaping and other such facilities and features shall be substantially as shown on the attached site plans, except or unless indicated otherwise herein. These conditions of approval supersede all conflicting notations, specifications, dimensions, typical sections, and the like, which may be shown on the attached plans and exhibits. The colors, textures and physical composition of all exterior surfaces shall conform to that which is represented on the attached elevations, together with the material sample board submitted with the above-mentioned application, with the incorporation of the following:

    - The landscaping along the Colonnade Drive frontage shall as closely match that of the landscaping currently installed along the frontage of the La Quinta Inns and Suites project to the south.
    - The landscaping along the future Red Rock Road shall as closely match that of the landscaping proposed to be installed along the frontage of the La Quinta Inns and Suites project to the south.
    - The landscaping along the Bella Breeze Drive frontage shall as closely match that of the landscaping currently installed along the frontage of the adjacent residential development to the north.
    - If railing is needed atop any retaining wall, it will need to be decorative and match the rest of the development.
    - Interim landscaping of the un-built pad shall use hydroseeding and irrigation.

14. Any roof mounted mechanical and/or electrical equipment, including solar collector panels, satellite antennas, receiving and/or transmitting antennas on the roof of any structure shall be completely screened by parapet walls.

15. All electrical, phone, MSB's, etc., equipment shall be incorporated into an interior electrical room.

16. Roof ladders (if applicable) are to be incorporated into an interior room.

17. Any pad mounted equipment, transformers, gas meters, etc. need to be placed on the project site (not in the landscape easement, or right-of-ways, etc.) and appropriately screened via solid fencing with the incorporation of landscaping.

18. The colors and textures shall match that noted on the proposed plans. The colors and textures shall be noted on the plans, at time of building permit application for review by Community Development Department.

19. No excavation for foundations shall take place without first obtaining a building permit.

20. The occupancy of the building shall be contingent upon completion (or bonding for) of all landscaping, architectural treatments, finalization of the building permit, etc. to the satisfaction of the Community Development Director.

21. The Developer/contractor shall be responsible for the cleaning of all public streets during construction. The manner and frequency of street cleaning shall be determined by the Department of Public Services based upon field conditions.

22. Prior to approval of a Building Permit for any food preparation/service areas, the applicant shall contact the Placer County Division of Environmental Health, pay required fees, and apply for a separate plan check for each facility.

23. All building construction shall comply with applicable City Building Code requirements, and the applicant shall adhere to all governmental laws, ordinances and regulations governing the site's use and development. Prior to the issuance of Building Permits for corresponding phases of development, construction plans shall be submitted to and approved by the City. In addition, in situations involving food preparation, handling or storage areas, including the installation of underground fuel storage tanks, the Applicant shall comply with all applicable Placer County Department of Environmental Health regulations and the City of Lincoln's Wastewater Pretreatment Ordinance, and shall provide evidence of their compliance prior to issuance of Building Permits.

24. Demonstrate compliance with Conditions of Approvals with each submittal.

25. The drainage study referenced and submitted is not based on the current onsite lot grading proposed as per your plans. An updated detailed onsite drainage study would be required to be submitted along with the initial improvement plan submittal as per City Design Standards, and to also demonstrate the post-project flows do not exceed the modelled flows as per approved Drainage Masterplan.

26. There must be adequate freeboard between the pad grades and overland release in a 100 year storm, in which all storm drains are completely full and have no capacity for inlet.

27. All drainage must drain into storm water quality facilities (ponds, swales, etc.) prior to releasing into the City's storm drainage system, for compliance with MS4 requirements.

28. The water quality basin and/or swale sizing calculations/templates are adequate for this entitlement application. When the improvement plans are submitted for review, the storm water quality design will be evaluated for implementation of the post construction storm water quality plan proposed on the templates. The templates may require modification if implementation requires revision to the storm water quality plan.

29. The Water & Wastewater Analysis requires a stamp and signature by an engineer.

30. Water system will be required to be modeled within the City's water model to ensure adequate pressure/flow. This modeling will require a separate application and fee prior to improvement plan approval and prior to building permits.

31. Provide a note on the cover sheet of the plans: All non-standard items have been specifically identified on these plans. If an item is not specifically identified as non-standard on these plans and approved by the City Engineer, it is specifically not approved.

32. Demonstrate that the project complies with ADA regulations and provide the path of travel exhibit.

33. The slope into the driveway from the street needs to be revised to comply with Standards.

34. Per Standards, for driveways on opposite sides of the street shall either align the centerlines or have a minimum offset of 250 feet. The western driveway location is not in compliance with Standards, therefore this driveway will need to be restricted to right in right out. Alternatively, Submit Deviation Request.

35. The preliminary utility plan does not indicate how the fire water line around the eastern periphery gets constructed as it continue into Phase 2. Also call out point of connections (POC) for water, sewer and drainage lines clearly. Waterline needs to be looped between Phase 1 & 2 onsite.

36. Change minimum sewer line size to 8" per Design Standards. Design onsite sewer facilities and connections per Section 9 of the City of Lincoln Design Criteria.

37. Design onsite water distribution services and connections per Section 8 of the City of Lincoln Design Criteria. Fire flows to be as per Section 8-7.

38. Onsite pavement sections shall be designed by a registered Geotechnical engineer per Section 7-4 of the City Design Criteria & Procedures Manual.

39. All utility tie-in within public right of way and PUE's shall require an encroachment permit.

40. Provide photometric coverage for all proposed pedestrian sidewalk and driveways being proposed with the project.

41. Extend Red Rock Road frontage up to the western boundary. Project shall be required to design and build offsite improvements along the frontage on Red Rock Drive including curb and gutter on the opposite side of the street, to the satisfaction of the City Engineer.

42. The developer/contractor shall be responsible for cleaning of all public streets during construction. The manner and frequency of street cleaning shall be determined by the Department of Public Services based on filed conditions.

43. The design and construction of all improvements shall conform to the City of Lincoln Design Criteria and Procedures Manual and Public Facilities Improvement Standards, or as modified by these Condition of approval, or as approved by the City.

44. The design, maintenance, inspection, and reporting of all storm water systems, devises, and treatment systems shall be in conformance with the State Water Resources Control Board Water Quality Order No. 2013-0001-DWQ NPDES Phase II 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.

45. Consistent with the recommendations of a soils engineer and as approved by the City, grading should be scheduled to avoid seasonally high groundwater conditions in swale areas.

46. 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 for approval concerning any remediation action.

47. Traffic striping, markings and signing shall be provided as required by the City's then current Standards and Specifications. A striping plan shall be submitted for approval with each phase of Improvement Plans.

48. 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.

49. Prior to the acceptance of each phase of improvements, the Applicant shall provide the City with "As-Built Plans" in a mylar hard copy and the other on a computer disc in an AutoCAD format compatible with the City's mapping acceptable to the Public Services Department.

50. The Applicant shall comply with all provisions of the City's Cross Control and Backflow Prevention Ordinance.

51. All improvements constructed on the site and adjoining public rights-of-way including all parking areas, landscaping, monument and building signs, lighting and exterior building surfaces, shall be maintained by the applicant, at the applicant's expense, in a continuous state of repair, clean and free of rubbish, to the satisfaction of the City.

52. The final design, layout and line capacity of water and hydrant systems will be subject to approval of the City prior to start of any phase of underground utility construction.

53. 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.

54. All water meters shall be installed by the Public Services Department as per standards and specifications adopted by the City, 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.

55. 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 then applicable improvement standards for the City.

56. 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.

57. The applicant shall provide complete submittals for the improvement plans to the satisfaction of the Community Development Department, Fire Division, and the City Engineer prior to any construction.

58. 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 Developer 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.

59. The Applicant shall submit an erosion control program with Improvement Plans to the City for review and approval and shall implement the approved Plan. The Plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse of disposal and re-vegetation. Specific techniques may be based on geotechnical reports, and shall comply with the then current City standards. During construction of any portion of phase of the project, no disturbed areas shall be left exposed for extended periods of time. The City Engineer will determine the timing and extent of re-vegetation required during approval of Subdivision Improvement Plans.

60. In accordance with the City's then 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.

61. The project shall obtain a City of Lincoln Encroachment Permit for all work proposed within City rights-of-way. The applicant shall be responsible for all traffic control during construction and shall review all traffic control measures with the City for approval prior to commencement of construction.

62. The applicant shall pay City's actual costs for providing plan check, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services.

63. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the City.

64. The approval of this project does not constitute approval of proposed infrastructure improvements (i.e. pipes) as to size, design, materials, or location, unless specifically addressed in these conditions of approval.

65. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to the City prior to approval of any plans.

66. 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 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.

67. 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.

68. The following notes 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.

69. 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.

70. 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.

71. 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 call the Public Services Department at 916-434-2450 to schedule disinfection and testing.

72. 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.

73. A note shall be added to the Improvement Plans:
The Developer 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.

74. 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 Community Development Department prior to each phase of construction.

75. 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.

76. All refueling and lubrication maintenance of earthmoving or other construction vehicles shall be allowed only within approved construction staging areas.

77. Arrangements shall be made 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 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 Community Development Department.

78. Dedicate rights of ways and easements for public improvements pursuant to Lincoln Design Criteria and Procedures Manual, to the satisfaction of the City Engineer.

79. All water backflow devices shall be tested and approved by the City.

80. The applicant shall pay for all applicable water, sewer, traffic, and drainage fees as calculated by the City at time of issuance of Building Permit.

81. It is the applicant's responsibility to notify PG&E of any work required on PG&E facilities. Transformer locations shall be approved by the City of Lincoln prior to placement. The developer will need to ensure the transformer locations are screened from view and not adjacent to any public right-of-way.

82. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, the City will designate the exact areas to be reconstructed.

83. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City.

84. 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.

85. Carefield Lincoln and the City shall enter into an agreement for Supplemental Fire and Emergency Services prior to the issuance of Improvement Plans.

86. 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.

87. All existing public utility, electric, water and sewer and recycled water easements shall be maintained unless otherwise authorized by these conditions of approval. Easements affected by site development shall only be authorized with the issuance of an encroachment permit.

88. The contractor shall be responsible for the televising of all sewer collection and transport facilities. A 72-hour notification, both written and verbal, shall be given to the Community Development Department prior to the televising of the sewer system. If not properly notified the City may elect to require a retesting of the subject system.

89. The Solid Waste Department shall make the final determination for the location of all trash enclosures prior to plan approval.

90. All trash enclosures shall be designed per the City of Lincoln Public Works Departments latest trash enclosure requirements; the materials and colors of which will be approved by the Community Development Department.

91. The internal drive aisles and emergency vehicle access drives shall have turning, backing, and access movements that meet the City of Lincoln Fire Department and Solid Waste Department requirements. (This includes minimum curb turning radii of 38 feet inside and 58 feet outside.)

92. If applicable, the project shall be subject to the latest grease interceptor policy of the Public Works Department.

93. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways.

94. The project shall provide NEV parking spaces and charging stations located throughout the project site.

95. Per the California Vehicle Code and the city's Public Facilities Standards, signage for NEVs, ZEVs, and golf carts shall be provided to the satisfaction of the City.

96. A pre-design meeting between the applicant and the City to finalize site plans, frontage improvements, utilities and site access shall be required.

97. The Owner shall provide a funding mechanism for the annual maintenance and operation of on-site public 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 the City's Landscaping & Lighting Assessment District No. 1, 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. The Applicant shall annex into a maintenance CFD, as selected by City.

98. The Owner shall consent to the City's formation of, or annex into, a Drainage Maintenance Assessment District or Maintenance CFD if deemed necessary by the Community Development Department and City Engineer.

99. 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.

100. Applicant to obtain improvement plan approval prior to submittal of a building permit.

101. The Applicant will participate in the City's Public Facilities Element (PFE) Fee program current at the time of issuance of each building permit.

102. Prior to Construction-
    1. The Applicant shall apply for and obtain an Encroachment Permit from the City Engineer prior to any work conducted within the City right-of-way.
    2. 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.
    3. 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.

103. Prior to Construction-
    1. 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.
    2. All construction haul routes shall be approved by the City Engineer prior to commencement of any construction activity.
    3. 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.

104. During Construction-
    1. 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.
    2. For each phase of development, 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.
    3. The Applicant/Contractor shall be responsible for the cleaning of all public streets during construction. The manner and frequency of street cleaning shall be determined by the City Engineer based upon field conditions.
    4. 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.
    5. 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.
    6. The Applicant may place a temporary sales building 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.

PRIOR TO ACCEPTANCE

105. The Applicant shall be responsible for repairing street damage caused by construction equipment on the street system to the satisfaction of the City Engineer.

106. 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.

107. The project shall be required to underground all existing public utilities fronting the project site, except that electric transmission lines of 60 KV and higher may be excluded as determined by the City or PG&E.

108. The Applicant shall provide the City with "As-Built Plans" in a mylar hard copy and the other on a computer disc in an AutoCAD format compatible with the City's mapping acceptable to the City Engineer.

109. 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.

110. When improvements to landscape corridors 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.

111. 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 retesting of the subject system.

PRIOR TO BUILDING PERMIT

112. 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.

113. 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.

114. 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.

115. The project shall be subject to the Western Placer Unified School District's Financing Plan.

116. The Applicant shall pay all applicable fees at time of issuance of the Building Permit.

117. 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 OCCUPANCY

118. 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 2016 California Fire Code, or the Fire Code in effect at the time of Building Permit application.

119. 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 2010 California Fire Code, or the Fire Code in effect at the time of Building Permit application.

120. Prior to the issuance of any **building permits**, a "REQUEST FOR ISSUANCE OF BUILDING PERMIT WHERE PUBLIC IMPROVEMENTS ARE SUBSTANTIALLY COMPLETE", needs to be circulated through and approved by Public Works, Water, Police, Fire and Planning Departments.

121. Prior to the **occupancy**, a "REQUEST FOR OCCUPANCY NON-RESIDENTIAL BUILDING PERMITS", needs to be circulated through and approved by Public Works, Water, Police, Fire and Planning Departments.

<END>

Carefield Assisted Living & Memory Care

Hawthorn Senior Living

TOTAL PROJECT INFORMATION

SITE SUMMARY

ZONING: C - COMMERCIAL WITH TWELVE BRIDGES GENERAL DEVELOPMENT PLAN OVERLAY

SITE LOT AREA (14.72 ACRES) 641,272 SF ±

TOTAL BUILDING AREA (GROSS SF)

IL BUILDING	211,180 SF ±
AL/MC BUILDING	108,230 SF ±
TOTAL BUILDING AREA	**319,410 SF ±**

TOTAL UNIT COUNT

IL UNIT COUNT	143 UNITS
AL UNIT COUNT	71 UNITS
MC UNIT COUNT	34 UNITS
TOTAL UNIT COUNT	**248 UNITS**

PARKING SUMMARY

IL STALLS	85 STALLS
IL CARPORT	89 STALLS
AL/MC STALLS	76 STALLS
TOTAL PARKING	**250 STALLS**

NOTE: SEE 1ST FLOOR PLANS FOR PARKING BREAKDOWN PER BUILDING USE

LEGEND

- LANDSCAPE
- ROAD
- SIDEWALK
- WATER

TABLE 5-1
MINIMUM THROAT DEPTH

LAND USE	SIZE	STREET RIGHT-OF-WAY <60'	60'	>60'
Apartment, Condos, Mobile Homes, Planned Unit Development	0 - 80 units	25'	50'	50'
	81 - 160 units	50'	50'	50'
	> 160 units	50'	50'	100'

GENERAL NOTES

A. SEE EACH BUILDINGS FIRST FLOOR FOR UNIT SIZE SCHEDULE AND LOT COVERAGE
B. ALL ACCESSIBILITY CODES WILL BE FOLLOWED
C. ARBORIST REPORT NOT NECESSARY AS THERE ARE NO EXISTING TREES ON SITE
D. SEE LANDSCAPE PLAN FOR PLANTING AREAS
E. SEE CIVIL SHEETS FOR GRADING PLAN
F. SEE UTILITY PLAN FOR UTILITY LOCATIONS
G. SEE ELECTRICAL PLANS FOR LIGHTING PLANS, PHOTOMETRICS, AND LIGHTING CUTSHEETS.
H. SEE DETAIL SHEET FOR WALL DETAILS AND SCREENING METHODS
I. ACCESSIBILITY TO COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS

ZONE: MDR
(MEDIUM DENSITY RESIDENTIAL)

ZONE: EC (EMPLOYMENT CENTER)

ZONE: C (COMMERCIAL)

NORTH INDEPENDENT LIVING (IL)
4 STORIES

SOUTH INDEPENDENT LIVING (IL)
4 STORIES

ASSISTED LIVING (AL)
2 STORIES
71 UNITS

MEMORY CARE (MC)
1 STORY
34 UNITS

IL WELLNESS
1.5 STORIES

IL RESTAURANT
1.5 STORIES

AL DINING
1.5 STORIES

IL COURTYARD

AL AMENITY & ACTIVITY COURTYARD

MC WALKING & LANDSCAPE COURTYARD

MC SENSORY GARDEN CORNER

MEMORY CARE
1 STORY

IL RECEIVING & TRASH

(4) BIKE PARKING STALLS

OUTDOOR POOL

DOG PARK
6'-0" IRON FENCE

PARK

GAS METER

TRASH

AL/MC RECIEVING

GENERATOR

SCREEN WALL

BELLA BREEZE DR.

FIELDSTONE DR.

REDROCK RD.

PUBLIC WALK

PROPERTY LINE

CARPORTS, TYP

4' RETAINING WALL

5' RETAINING WALL

2' RETAINING WALL

3' RETAINING WALL

FIRE LANE

FIRE TRUCK PATH WITH TURNING RADIUS DIMENSIONED

ALL WEATHER SURFACE SUPPORTING FIRE CODE REQ OF 75,000LB CAPACITY AS APPROVED BY FIRE MARSHALL

30'-0" PUBLIC UTILITY & LANDSCAPE EASEMENT

BLDG SETBACK

114'-6" BLDG SETBACK

133'-6" BLDG SETBACK

131'-6" BLDG SETBACK

86'-6" BLDG SETBACK

98'-0" BLDG SETBACK

97'-0" BLDG SETBACK

120' DEAD END FIRE LANE

NEV CHARGING STATION

FIRE LANE ACCESS TO FENCE LINE

6'-0" IRON FENCE

6'-0" CEDAR NEIGHBOR FRIENDLY FENCE

5'-0" PRIVATE DRIVE DRAINAGE EASEMENT

EMERGENCY VEHICLE ACCESS ONLY

SECURITY GATE

ILLUMINATED ADDRESS NUMBER BLDG SIGNAGE

ILLUMINATED ADDRESS BLDG SIGNAGE

ACTIVE PLAZA PROMENADE STREET FRONT

AL/MC ENTRY

IL ENTRY

AL PRIMARY 35'-0" ENTRY

IL PRIMARY 35'-0" ENTRY ACCESS

PROPOSED PARCEL LINE

PROPOSED LOCATION OF GREASE INTERCEPTOR

PROPOSED LOCATION OF ELECTRICAL TRANSFORMER. FINAL LOCATION PER UTILITY COMPANY

COMMUNITY ENTRY MONUMENT SIGNAGE

NEIGHBORHOOD CONNECTION

TEMPORARY EXTENSION OF FIRE LANE FOR PHASE I

PHASE II PHASE I

PRIMARY WATER FEATURE MAIN SIGNAGE

9'-0" STALL SIZE, TYP

(4) BIKE PARKING STALLS

76 STALLS

VIEW A
VIEW B
VIEW C
VIEW D
VIEW E
VIEW F
VIEW G
VIEW H

1 A1.02
2 A1.02
1 A1.04
1 A1.03
2 A1.06

0 40' 80'

N

PLAN

PAUL BOUNDY ARCHITECTS

218296 | CAREFIELD LINCOLN - AL & MC | SD
06.05.20

CONCEPTUAL SITE PLAN

D.JONES

NOT FOR CONSTRUCTION

CarefieldLiving

A1.01

PLANNING COMMISSION

RESOLUTION 2020-17

A RESOLUTION APPROVING A CONDITIONAL USE PERMIT ALLOWING THE OPERATION OF AN INDEPENDENT LIVING, ASSISTED LIVING, AND MEMORY CARE FACILITY, *CAREFIELD LINCOLN*
ON ASSESSOR'S PARCEL NUMBERS 329-010-063, 329-010-064, and 329-010-065

WHEREAS, an application for a Conditional Use Permit allowing the operation of an Independent Living, Assisted Living, and Memory Care Facility, *Carefield Lincoln*, for Assessor's Parcel No's 329-010-063, 329-010-064, and 329-010-065 was submitted for review; and,

WHEREAS, pursuant to Government Code Section 65090, notice of the City Planning Commission's 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 public hearing; and,

WHEREAS, Assessor's Parcel No's 329-010-063, 329-010-064, and 329-010-065are zoned General Commercial – 1 under the Twelve Bridges General Development Plan; and,

WHEREAS, the Twelve Bridges General Development Plan refers to Lincoln Municipal Code (LMC) Title 18, section 18.22.030 for Conditional Uses allows apartments, hotels, motels, and ambulance services, as well as several "other uses of a similar nature" in Commercial zones with the issuance of a Conditional Use Permit; and,

WHEREAS, Chapter 18.56.010 of Title 18 of the Lincoln Municipal Code provides for the Planning Commission's review and approval of all Conditional Use Permits; and,

WHEREAS, the Planning Commission has reviewed an application for a Conditional Use Permit allowing the operation of an independent living, assisted living, and memory care facility on Assessor's Parcel No's 329-010-063, 329-010-064, and 329-010-065, and conducted a public hearing; and,

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LINCOLN DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Planning Commission finds and determines that:

1. No further review under CEQA is required given the analysis completed within the Carefield Lincoln Addendum to a Subsequent EIR for the Twelve Bridges Specific Plan (State Clearinghouse #97022074), that the mitigation measures identified in the Subsequent EIR have been imposed on and incorporated into the Project, and therefore, the project does not have the potential to increase the significance of previously identified impacts or create any new significant impacts; and

2. The Carefield Lincoln facility is substantially similar in characteristic to developed commercial properties in Twelve Bridges that include extensive landscaping, articulated building massing, varying use of exterior materials, pedestrian scale lighting and pedestrian access into and around the site. The project is designed to be compatible with and appropriate to commercial development, and consistent with

existing and future land uses for the site and vicinity. Setbacks will be used to improve the articulation and aesthetics along Colonnade Drive, the future Red Rock Road, and Bella Breeze Drive with the incorporation of new landscaping. The design of Carefield Lincoln complies with the design standards as required by the Twelve Bridges General Development Plan as previously noted under Building Design/Materials of the staff report.

3. The Carefield Lincoln facility is appropriate in the district applicable to the property as a permitted or conditional use based upon the following:
   - Is zoned for the use and commercial uses;
   - Is adjacent to and assessable to major roadways including State Highway 65, Twelve Bridges Drive, Joiner Parkway, and Colonnade Drive;
   - Would benefit the area for those visiting relatives at the facility by utilizing various businesses within the city, including restaurants, hotels, and retail establishments.

4. The Carefield Lincoln facility is an appropriate use and will not be detrimental to the health, safety, peace and morals, comfort and general welfare of persons residing or working in the neighborhood or injurious to property and improvements in the neighborhood or to the general welfare of the City.

Section 2. A finding that at least one of the findings in Section 15.32.250 of the municipal code is satisfied.

Lincoln Municipal Code (LMC) Chapter 15.32 addresses *Flood Damage Prevention*. LMC Chapter 15.32.250 notes that the decision-maker (the Planning Commission) shall not approve a discretionary permit or other discretionary entitlement that would result in the construction of a new building for a project that is located within a flood hazard zone unless the decision-maker finds, based on substantial evidence in the record, one of six findings. In this instance the Federal Emergency Management Agency (FEMA) provides flood hazard information produced in support of the National Flood Insurance Program (NFIP). LMC Chapter 15.32.250 (1) note the following: *The facilities of the state plan of flood control or other flood management facilities protect the property to the urban level of flood protection in urban and urbanizing areas or the national Federal Emergency Management Agency standard of flood protection in nonurbanized areas.* According to the most recent FEMA maps (effective November 2, 2018), the property is in Zone X noted as 'An area of minimal flood hazard'

Section 3. The Planning Commission of the City of Lincoln does hereby find that the application for a Conditional Use Permit allowing the operation of an independent living, assisted living, and memory care facility for Carefield Lincoln, on APN's 329-010-063, 329-010-064, and 329-010-065, is hereby approved subject to the conditions of approval set forth in Exhibit A, attached hereto and incorporated by reference.

PASSED AND ADOPTED this 15th day of July, 2020, by the following vote:

AYES: COMMISSIONERS: Hutchinson, Lyons, Manning, McKinney

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS: Cross, Johnson, Roberts

'CE-CHAIR

ATTEST:

Secretary

EXHIBIT A

The Conditional Use Permit to operate an independent living, assisted living, and memory care facility for Carefield Lincoln on Assessor's Parcel Numbers 329-010-063, 329-010-064, and 329-010-065is hereby approved with the following conditions:

1. The applicant shall hold harmless the City, its council members, 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.

2. The Conditional Use Permit is approved for a period of five (5) years, and thereafter shall automatically roll-over for a one (1) year period on the anniversary of the project's initial approval; unless the City provides written notice that at the end of a 12-month period the City will conduct a hearing(s) to consider termination, or modification of the Conditional Use Permit. Nothing herein shall limit the City's ability to modify or revoke the Conditional Use Permit in accordance with Municipal Code Section 18.54.080.

3. The project shall be subject to the Mitigation Measures established by the SEIR for the Twelve Bridges project (SCH No. 97022074).

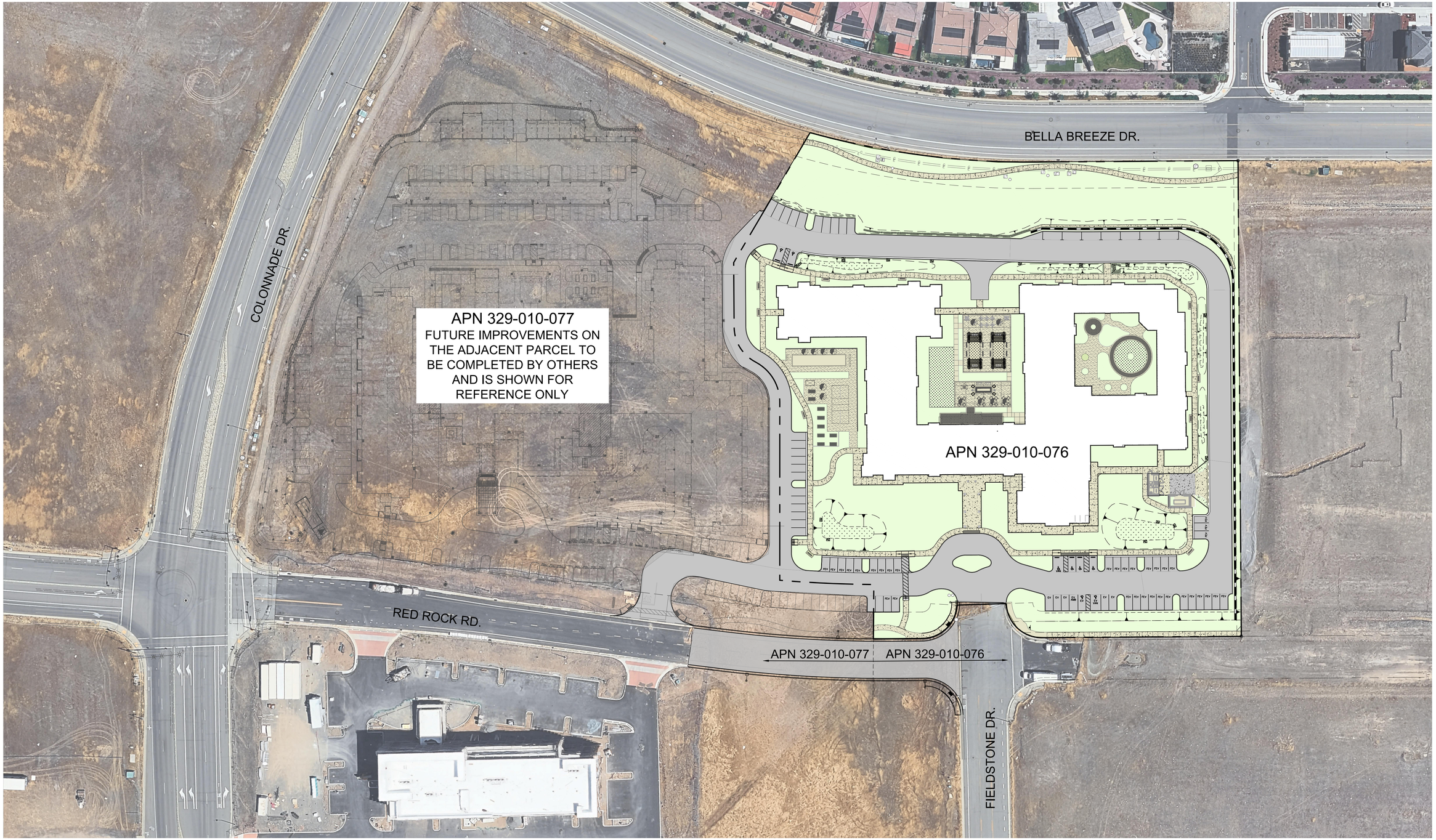
4. The project shall be subject to all applicable rules and regulations set forth in the adopted Twelve Bridges General Development Plan incorporated by this reference.

5. The project shall be subject to the Conditions of Approval set forth in the Specific Development Plan/Development Permit for the Project as noted in the Attachment #3 to the staff report, and incorporated by this reference.

6. The location and development of all structures, driveways, parking areas, landscaping and other such facilities and features shall be substantially as shown on the attached site plan, except or unless indicated otherwise herein. These conditions of approval supersede all conflicting notations, specifications, dimensions, typical sections, and the like, which may be shown on the attached plans and exhibits. The colors, textures and physical composition of all exterior surfaces shall conform to that which is represented on the attached elevations.

7. Carefield Lincoln and the City shall enter into an agreement for Supplemental Fire and Emergency Services prior to the issuance of Improvement Plans.

<END>



UBORA ENGINEERING & PLANNING
"EXCELLENCE"
3741 DOUGLAS BOULEVARD, SUITE 385
ROSEVILLE, CA 95661 (916) 780-2500

PRELIMINARY SITE PLAN

50 0 25 50 100
SCALE IN FEET

NOT FOR CONSTRUCTION

CarefieldLiving

October 9, 2026

BELLA BREEZE DR.

12"SS

APN 329-010-077
FUTURE IMPROVEMENTS ON THE ADJACENT PARCEL TO BE COMPLETED BY OTHERS AND IS SHOWN FOR REFERENCE ONLY

APN 329-010-076

FF=188.3

187.0 FG
186.7 FG
187.5 FG
187.2 FG
186.8 FG
187.2 FG
187.8 FG
BOTTOM=185.7
BOTTOM=186.0
4' WALL
6' WALL
4' WALL
3.0%
0.5%
2.0%
1.5%
1.0%
2.5%

184.6 FG
185.5 FG
184.5 FG
184.9 FG
185.4 FG
184.8 FG
187.4 FG
187.7 FG
187.2 FG
186.5 FG
BOTTOM=182.6
BOTTOM=183.5
185.2 FG
185.0 FG
185.4 FG

38'/58' TRUCK TURN RADIUS (TYP)

KITCHEN

RED ROCK RD.

FIELDSTONE DR.

APN 329-010-077 APN 329-010-076
(SEE FRONTAGE IMPROVEMENT NOTE)

(SEE FRONTAGE IMPROVEMENT NOTE)

REMOVE

30 0 15 30 60
SCALE IN FEET

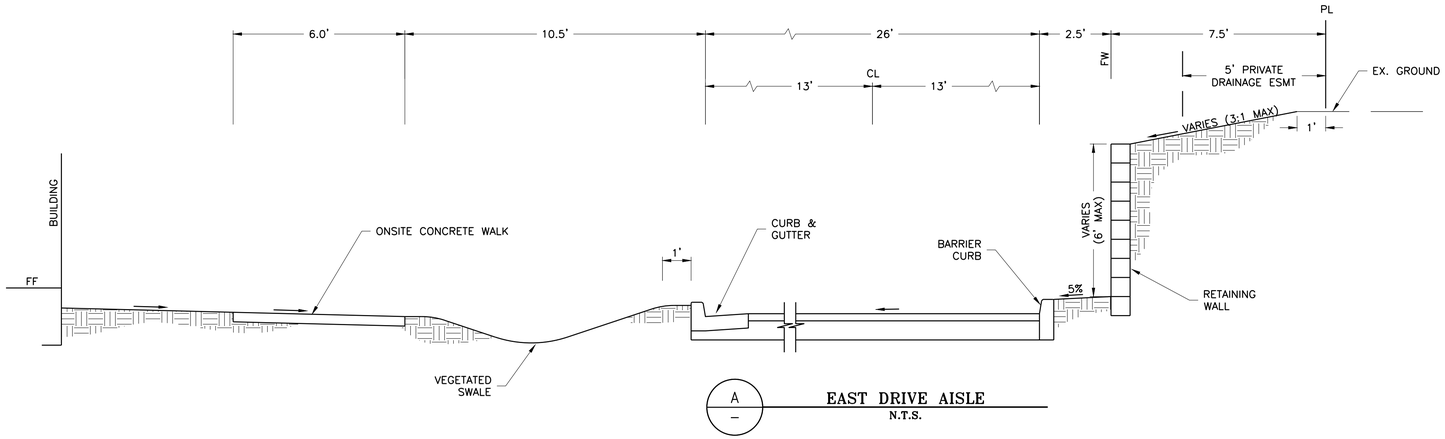
NOT FOR CONSTRUCTION

UBORA ENGINEERING & PLANNING
"EXCELLENCE"
3741 DOUGLAS BOULEVARD, SUITE 385
ROSEVILLE, CA 95661 (916) 780-2500

PRELIMINARY GRADING AND UTILITY PLAN

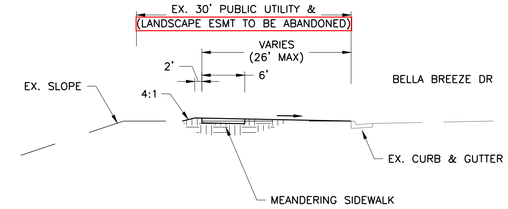
October 9, 2026

CarefieldLiving



A
–

EAST DRIVE AISLE
N.T.S.



B
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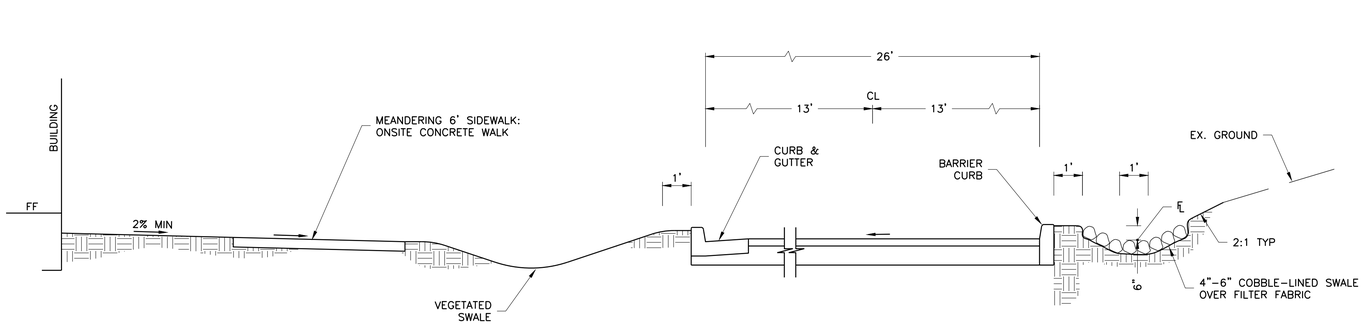
BELLA BREEZE FRONTAGE
N.T.S.



C
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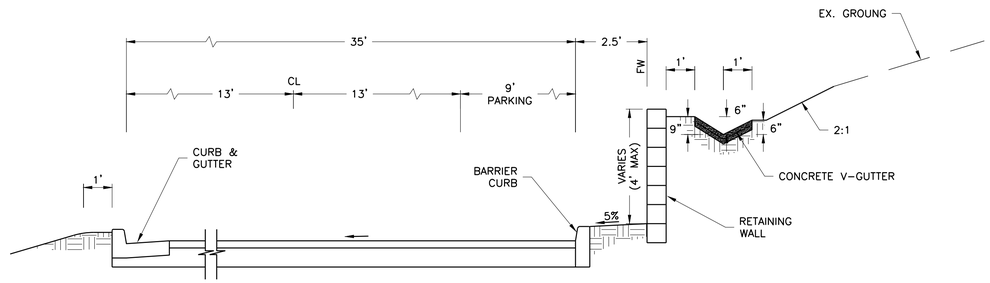
NORTH DRIVE AISLE
N.T.S.



D
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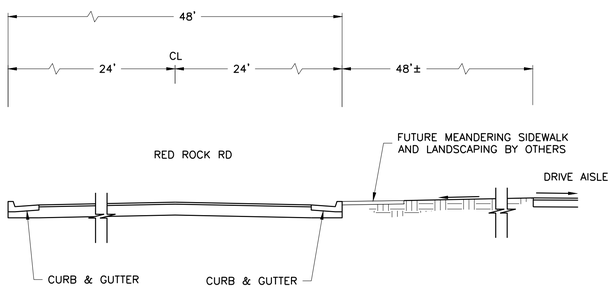
NORTH DRIVE AISLE W/WALL & PARKING
N.T.S.



E
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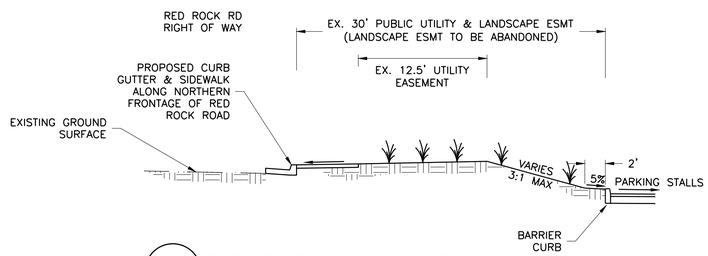
RED ROCK ROAD FRONTAGE
N.T.S.



F
–

FUTURE RED ROCK ROAD FRONTAGE
N.T.S.

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PRELIMINARY GRADING SECTIONS

NOT FOR CONSTRUCTION

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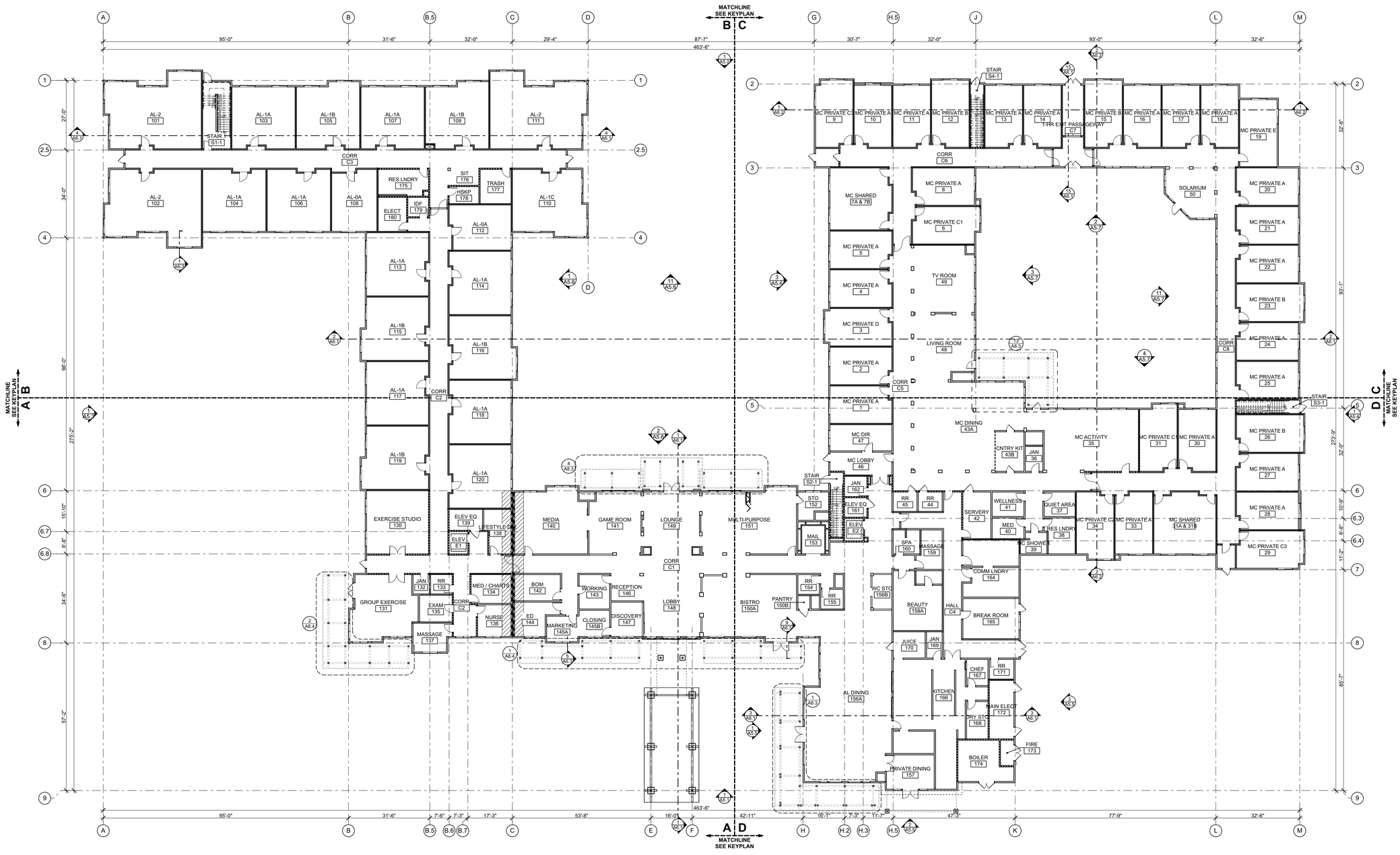
ROSEVILLE, CA 95661 (916) 780-2500

CarefieldLiving

October 9, 2026



Overall First Floor Plan | 1/16" = 1'-0" | 1 A2.1

ROOM SYMBOL LEGEND

A — ELEVATION LETTER
XXX — ROOM NAME
D XXX B — ROOM NUMBER
X/X/X — WALL/FLOOR/BASE
X/A-XX — ELEVATION NO./SHEET NO.
C

XXX — ROOM NAME
XXX — ROOM NUMBER
X/A-XX — ENLARGED PLAN NO. /SHEET NO. OR FINISH CODE

WALL LEGEND

EXTERIOR WALLS

- EXTERIOR WALL, **1/A7.1**

INTERIOR WALLS

- UNIT PERMITER FIRE PARTITION, **7/A7.1, 13/A7.1**
- UNIT PERIMETER FIRE PARTITION PLUMBING WALL, **7/A7.1**
- 1-HR FIRE PARTITION CORRIDOR WALL, **7/A7.1**
- INTERIOR WALL, **10/A7.1**
- INTERIOR PLUMBING WALL, **10/A7.1, SIM.**
- INTERIOR WALL W/ SOUND INSULATION, **9/A7.1**
- 2-HR FIRE WALL, **2/A7.2**
- SMOKE BARRIER, **5/A7.2**
- 2-HR FIRE WALL, **1/A7.2**

FLOOR PLAN LEGEND

- 000 — DOOR NUMBER - SEE DOOR SCHEDULE (SEE 1/4" ENLARGED PLANS FOR DOOR NUMBERS NOT SHOWN ON 1/8" BUILDING PLANS)
- 0 — WINDOW TYPE - SEE WINDOW SCHEDULE (SEE 1/4" ENLARGED PLANS FOR DOOR NUMBERS NOT SHOWN ON 1/8" BUILDING PLANS)
- XX — KEYNOTE NUMBER
- W-X — WALL TYPE - SEE WALL ASSEMBLIES ON A7.1 & A7.2
- DS — DOWNSPOUT, SEE ROOF PLAN
- F.E. — FIRE EXTINGUISHER CABINET **4/A7.4**
- CORRIDOR REST RAIL **19/A13.1**
- CORRIDOR CHAIR RAIL **20/A13.1**
- 4'-0" AREA ON EACH SIDE OF FIRE WALL OPENINGS THAT OCCUR IN EXTERIOR WALLS WITHIN THE 4'-0" AREA MUST HAVE A FIRE RATING OF NO LESS THAN 45 MIN
- CA — CONTROLLED ACCESS - SEE DOOR SCHEDULE
- DE — DELAYED EGRESS - SEE DOOR SCHEDULE
- MHO — MAGNETIC HOLD OPEN - SEE DOOR SCHEDULE

FLOOR PLAN GENERAL NOTES

1. EXTERIOR WALL DIMENSIONS ARE TO EXTERIOR FACE OF STUD, U.N.O.
2. INTERIOR WALL DIMENSIONS ARE TO FACE OF STUD (F.O.S.) OR CENTER OF WALL, U.N.O.
3. INTERIOR DIMENSIONS IN BRACKETS DESIGNATE CLEAR DIMENSIONS AND ARE TO FACE OF FINISH [x'-x"].
4. ALL EXTERIOR WALLS ARE 2 x 6 WOOD STUDS @ 16" O.C., U.N.O. (REFER TO STRUCTURAL DRAWINGS)
5. ALL INTERIOR NON-LOAD BEARING WALLS ARE 2 X 4 WOOD STUDS @ 16" O.C., U.N.O. (2 X 6 STUDS MIN. ARE REQUIRED AT ALL PLUMBING WALLS) (REFER TO STRUCTURAL DRAWINGS)
6. CONTRACTOR SHALL VERIFY THE SPACE AND ROUGH-IN REQUIREMENTS OF ALL OWNER-SUPPLIED ITEMS PRIOR TO CONSTRUCTION.
7. ALL CORRIDORS SHALL BE OF ONE-HOUR ENVELOPE CONSTRUCTION
8. PENETRATIONS OF FIRE-RESISTIVE WALLS, FLOOR/CEILING & ROOF/CEILING ASSEMBLIES SHALL BE 1 HR PROTECTED. **(SEE SHEET A7.4)**
9. DUCT PENETRATIONS OF FIRE-RATED CORRIDOR CONSTRUCTION SHALL HAVE SMOKE/FIRE DAMPERS (SFD)
10. ALL WALLS AT UNIT/CORRIDOR, UNIT/COMMON AREAS & UNIT/UNIT SHALL BE ONE-HOUR CONSTRUCTION AND HAVE A MIN STC 50.
11. ALL DOORS TO BE INSTALLED 6" FROM FACE OF STUD ON THE HINGED SIDE OF THE DOOR UNLESS NOTED OTHERWISE.
12. ALL WINDOWS IN RESIDENT SLEEPING ROOMS SHALL BE SIZED TO MEET THE REQUIREMENTS FOR EMERGENCY ESCAPE AND RESCUE PER CBC 1031.3. **(SEE SHEET A10.1)**
13. PER CBC 703.7 (MARKING AND IDENTIFICATION OF FIRE ASSEMBLIES), WHERE THERE IS AN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACE, FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS, SMOKE BARRIERS AND SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY AND PERMANENTLY IDENTIFIED WITH SIGNS OR STENCILING IN THE CONCEALED SPACE. SUCH IDENTIFICATION SHALL:
    i. BE LOCATED WITHIN 15 FEET (4572 MM) OF THE END OF EACH WALL AND AT INTERVALS NOT EXCEEDING 30 FEET (9144 MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITION.

FLOOR PLAN GENERAL NOTES (CONT.)

    ii. INCLUDE LETTERING NOT LESS THAN 3 INCHES (76 MM) IN HEIGHT WITH A MINIMUM 3/8-INCH (9.5 MM) STROKE IN A CONTRASTING COLOR INCORPORATION THE SUGGESTED WORDING, "FIRE AND/OR SMOKE BARRIER - PROTECT ALL OPENINGS," OR OTHER WORDING.
14. THE FOLLOWING ITEMS SHALL BE LOCATED IN THE FIRE CONTROL ROOM:
    i. PERMANENTLY POSTED "NO STORAGE" SIGNS OF DURABLE MATERIAL.
    ii. EMERGENCY LIGHTING AS WELL AS SWITCH LIGHTING
    iii. FIRE ALARM CONTROL PANEL OR REMOTE ANNUNCIATOR WITH SILENCE AND RESET CAPABILITY
    iv. FLOOR DRAIN OR SLOPE FLOORING

LEGEND AND NOTES

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CAREFIELD LINCOLN - AL & MC
CAREFIELD LIVING
RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT MELISA PENCE No. C 29539 REN:05/31/27 STATE OF CALIFORNIA

PROJECT: 220019
DRAWN BY: DJ & WL
CHECKED BY: GI
DATE OF ISSUE: 12/12/2025

DRAWING DESCRIPTION
Overall First Floor Plan

DRAWING NUMBER
A2.01

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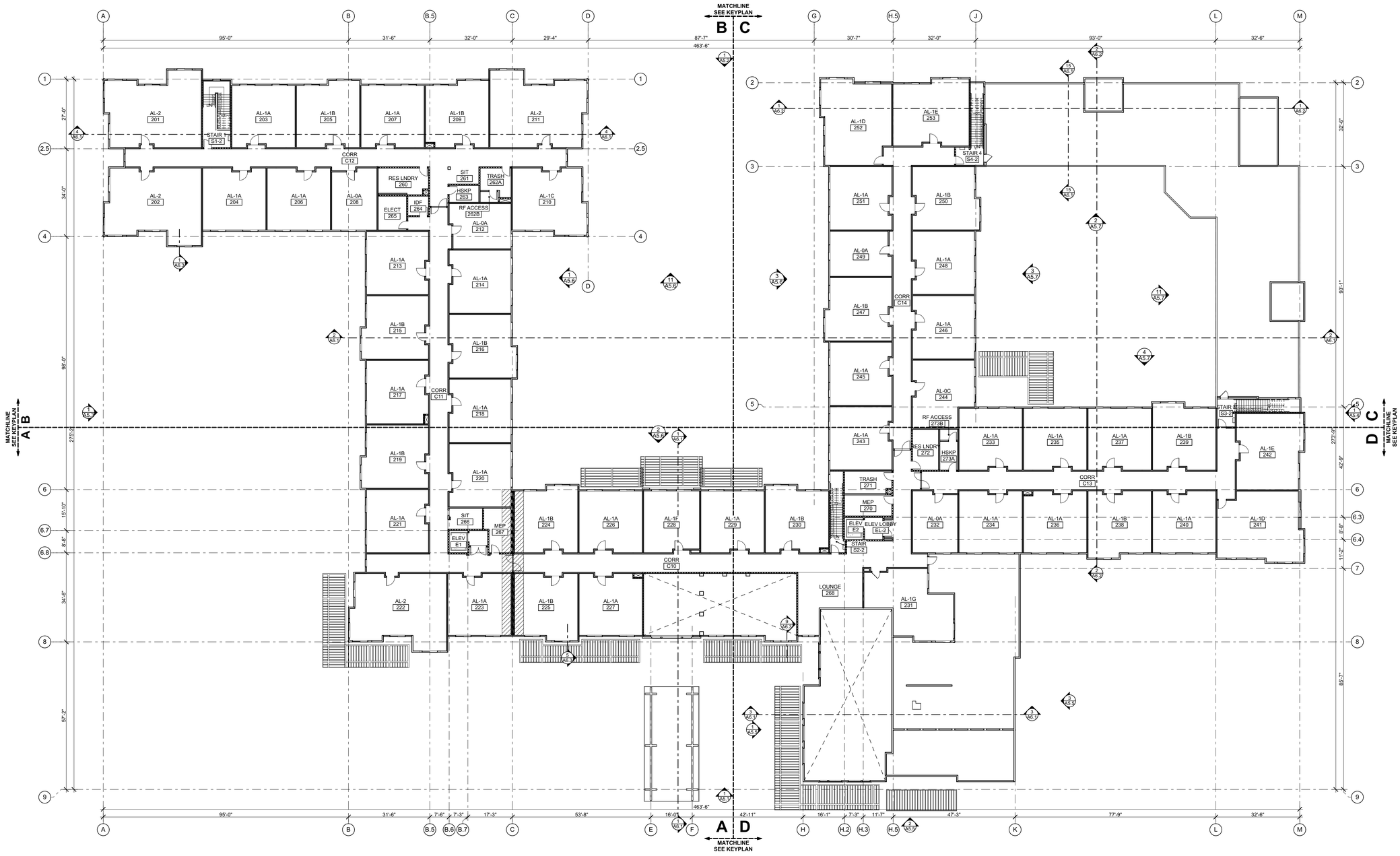

Overall Second Floor Plan | 1/16" = 1'-0" | 1 A2.2

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C

XXX — ROOM NAME
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INTERIOR PLUMBING WALL, **10/A7.1, SIM.**
INTERIOR WALL W/ SOUND INSULATION, **9/A7.1**
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SMOKE BARRIER, **5/A7.2**
2-HR FIRE WALL, **1/A7.2**

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FLOOR PLAN GENERAL NOTES (CONT.)

    ii. INCLUDE LETTERING NOT LESS THAN 3 INCHES (76 MM) IN HEIGHT WITH A MINIMUM 3/8-INCH (9.5 MM) STROKE IN A CONTRASTING COLOR INCORPORATION THE SUGGESTED WORDING, "FIRE AND/OR SMOKE BARRIER - PROTECT ALL OPENINGS," OR OTHER WORDING.
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    iii. FIRE ALARM CONTROL PANEL OR REMOTE ANNUNCIATOR WITH SILENCE AND RESET CAPABILITY
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LEGEND AND NOTES

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CAREFIELD LINCOLN - AL & MC
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RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT
MELISA PEACE
No. C-29539
REN:05/31/27
STATE OF CALIFORNIA

PROJECT: 220019
DRAWN BY: DJ & WL
CHECKED BY: GI
DATE OF ISSUE: 12/12/2025

DRAWING DESCRIPTION
Overall Second Floor Plan

DRAWING NUMBER
A2.02

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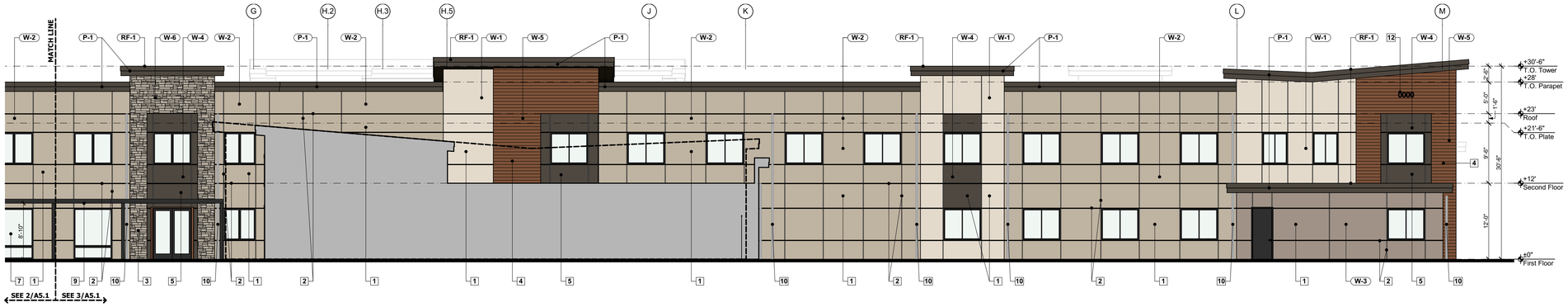


South Elevation 'B' | 1/8" = 1'-0" | 3 A5.1



South Elevation 'A' | 1/8" = 1'-0" | 2 A5.1



South Elevation | 1/16" = 1'-0" | 1 A5.1

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
4. SIDING: INSTALL PER ICC-ESR
5. STUCCO INSET
6. TRELLIS - STEEL COLUMNS, WOOD FRAME, FAUX WD.
7. DECORATIVE WOOD WINDOW CASING
8. WOOD FASCIA - DARK GRAY
9. ALUMINUM TRELLIS STRUCTURE PER STRUCTURE WORKS DESIGN, MATERIALS AND SPECS
10. ALUMINUM GUTTER AND DOWNSPOUT PAINTED TO MATCH STUCCO OR SURFACE COLOR
11. EXTERIOR LIGHT FIXTURE, INSTALL AT 8'-0" A.F.F. U.N.O.
12. 8" HIGH MIN. WITH A MINIMUM STROKE WIDTH OF 1.25" BUILDING ADDRESS NUMBERS WITH CONTRASTING BACKGROUND AND EITHER INTERNALLY OR EXTERNALLY ILLUMINATED - AS APPROVED BY THE LOCAL FIRE OFFICAL.

EXTERIOR ELEVATION GENERAL NOTES

1. AT PERIMETER, EXTERIOR FINISH SHALL BE INSTALLED IN A MANNER WHERE THERE IS NO MORE THAN 6" OF FOUNDATION EXPOSED.
2. ALL EXTERIOR EXPOSED PVC OR OTHER PASTIC PIPING TO BE PAINTED TO MATCH ADJACENT WALL SURFACE

EXTERIOR FINISHES

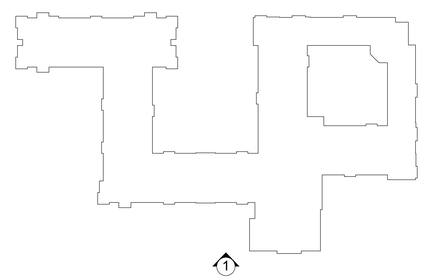
ROOF
TPO ROOFING — RF-1 — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO — W-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO — W-2 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO — W-3 — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO — W-4 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL — W-5 — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER — W-6 — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

PAINT (TRIM & FASCIA) — P-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
WOOD TRIM @ ROOF & TRIM — P-2 — MANUF: ; TYPE: FASCIA; COLOR: DARK GRAY; ICBO NO.:
WOOD TRIM @ WINDOWS & DOOR — MANUF: HARDIE; TYPE: HEADER BAND; COLOR: FAUX WOOD; ICBO NO.:
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



KEY PLAN

IPA
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245 Fischer Avenue
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CAREFIELD LINCOLN - AL & MC
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RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT MELISA PEACE No. C-29939 REN:05/31/22 STATE OF CALIFORNIA

PROJECT: 220019
DRAWN BY: DJ & WL
CHECKED BY: GI
DATE OF ISSUE: 12/12/2022

DRAWING DESCRIPTION
Exterior Building Elevations

DRAWING NUMBER
A2.04

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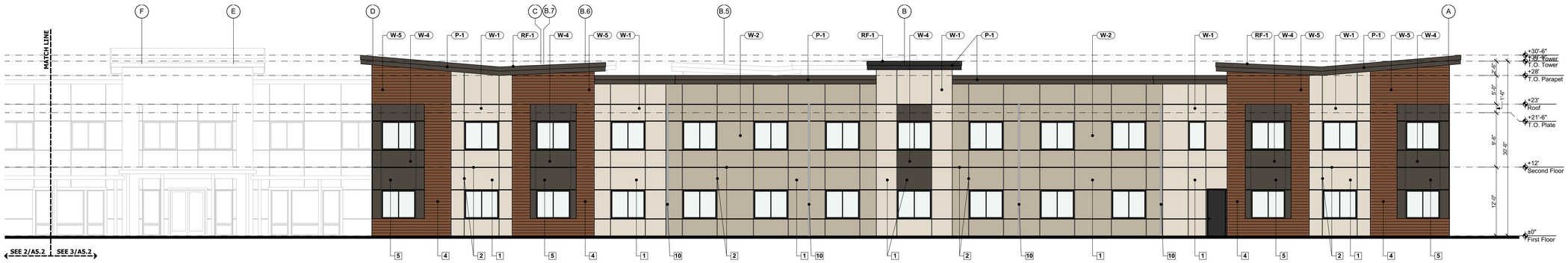
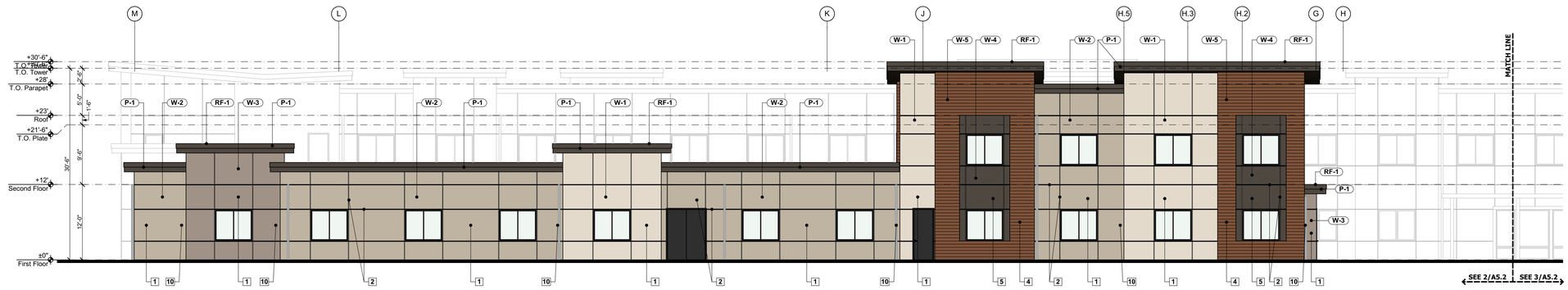
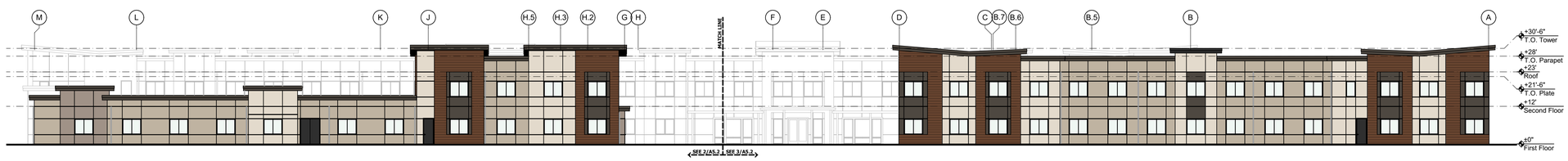


North Elevation 'B' | 1/8" = 1'-0" | 3 A5.2



North Elevation 'A' | 1/8" = 1'-0" | 2 A5.2



North Elevation | 1/16" = 1'-0" | 1 A5.2

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
4. SIDING: INSTALL PER ICC-ESR
5. STUCCO INSET
6. TRELLIS - STEEL COLUMNS, WOOD FRAME, FAUX WD.
7. DECORATIVE WOOD WINDOW CASING
8. WOOD FASCIA - DARK GRAY
9. ALUMINUM TRELLIS STRUCTURE PER STRUCTURE WORKS DESIGN, MATERIALS AND SPECS
10. ALUMINUM GUTTER AND DOWNSPOUT PAINTED TO MATCH STUCCO OR SURFACE COLOR
11. EXTERIOR LIGHT FIXTURE, INSTALL AT 8'-0" A.F.F. U.N.O.
12. 8" HIGH MIN. WITH A MINIMUM STROKE WIDTH OF 1.25" BUILDING ADDRESS NUMBERS WITH CONTRASTING BACKGROUND AND EITHER INTERNALLY OR EXTERNALLY ILLUMINATED - AS APPROVED BY THE LOCAL FIRE OFFICAL.

EXTERIOR ELEVATION GENERAL NOTES

1. AT PERIMETER, EXTERIOR FINISH SHALL BE INSTALLED IN A MANNER WHERE THERE IS NO MORE THAN 6" OF FOUNDATION EXPOSED.
2. ALL EXTERIOR EXPOSED PVC OR OTHER PASTIC PIPING TO BE PAINTED TO MATCH ADJACENT WALL SURFACE

EXTERIOR FINISHES

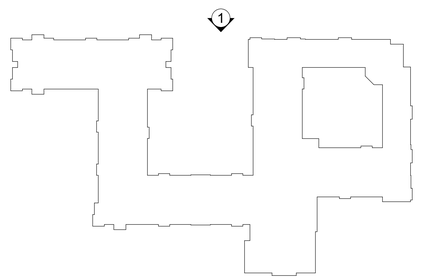
ROOF
TPO ROOFING (RF-1) — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO (W-1) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO (W-2) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO (W-3) — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO (W-4) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL (W-5) — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER (W-6) — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

PAINT (TRIM & FASCIA) (P-1) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
WOOD TRIM @ ROOF & TRIM (P-2) — MANUF: ; TYPE: FASCIA; COLOR: DARK GRAY; ICBO NO.:
WOOD TRIM @ WINDOWS & DOOR — MANUF: HARDIE; TYPE: HEADER BAND; COLOR: FAUX WOOD; ICBO NO.:
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



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LICENSED ARCHITECT — MELISA PEACE — No. C-29939 — REN:05/31/22 — STATE OF CALIFORNIA

PROJECT:	220019
DRAWN BY:	DJ & WL
CHECKED BY:	GI
DATE OF ISSUE:	12/12/2022

DRAWING DESCRIPTION

Exterior Building Elevations

DRAWING NUMBER

A2.05

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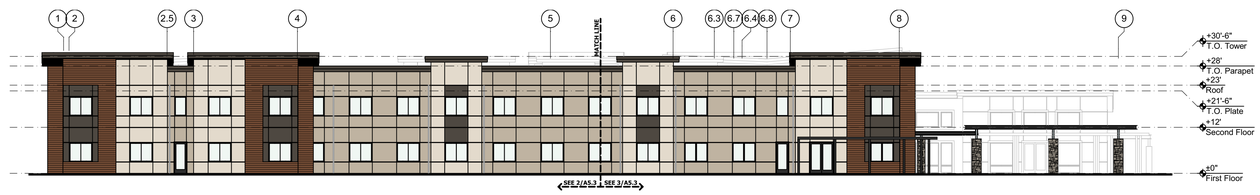
West Elevation 'B' | 1/8" = 1'-0" | 3 A5.3



West Elevation 'A' | 1/8" = 1'-0" | 2 A5.3



West Elevation | 1/16" = 1'-0" | 1 A5.3

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
4. SIDING: INSTALL PER ICC-ESR
5. STUCCO INSET
6. TRELLIS - STEEL COLUMNS, WOOD FRAME, FAUX WD.
7. DECORATIVE WOOD WINDOW CASING
8. WOOD FASCIA - DARK GRAY
9. ALUMINUM TRELLIS STRUCTURE PER STRUCTURE WORKS DESIGN, MATERIALS AND SPECS
10. ALUMINUM GUTTER AND DOWNSPOUT PAINTED TO MATCH STUCCO OR SURFACE COLOR
11. EXTERIOR LIGHT FIXTURE, INSTALL AT 8'-0" A.F.F. U.N.O.
12. 8" HIGH MIN. WITH A MINIMUM STROKE WIDTH OF 1.25" BUILDING ADDRESS NUMBERS WITH CONTRASTING BACKGROUND AND EITHER INTERNALLY OR EXTERNALLY ILLUMINATED - AS APPROVED BY THE LOCAL FIRE OFFICAL.

EXTERIOR ELEVATION GENERAL NOTES

1. AT PERIMETER, EXTERIOR FINISH SHALL BE INSTALLED IN A MANNER WHERE THERE IS NO MORE THAN 6" OF FOUNDATION EXPOSED.
2. ALL EXTERIOR EXPOSED PVC OR OTHER PASTIC PIPING TO BE PAINTED TO MATCH ADJACENT WALL SURFACE

EXTERIOR FINISHES

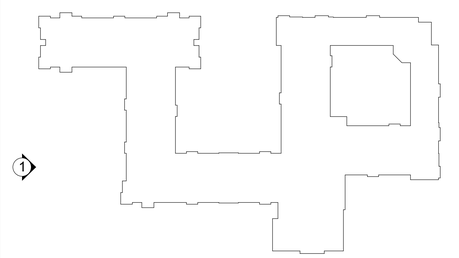
ROOF
TPO ROOFING (RF-1) — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO (W-1) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO (W-2) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO (W-3) — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO (W-4) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL (W-5) — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER (W-6) — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

PAINT (TRIM & FASCIA) (P-1) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
WOOD TRIM @ ROOF & TRIM (P-2) — MANUF: ; TYPE: FASCIA; COLOR: DARK GRAY; ICBO NO.:
WOOD TRIM @ WINDOWS & DOOR — MANUF: HARDIE; TYPE: HEADER BAND; COLOR: FAUX WOOD; ICBO NO.:
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



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LICENSED ARCHITECT MELISA PEACE No. C-29939 REN:05/31/22 STATE OF CALIFORNIA

PROJECT:	220019
DRAWN BY:	DJ & WL
CHECKED BY:	GI
DATE OF ISSUE:	12/12/2022

DRAWING DESCRIPTION
Exterior Building Elevations
DRAWING NUMBER
A2.06

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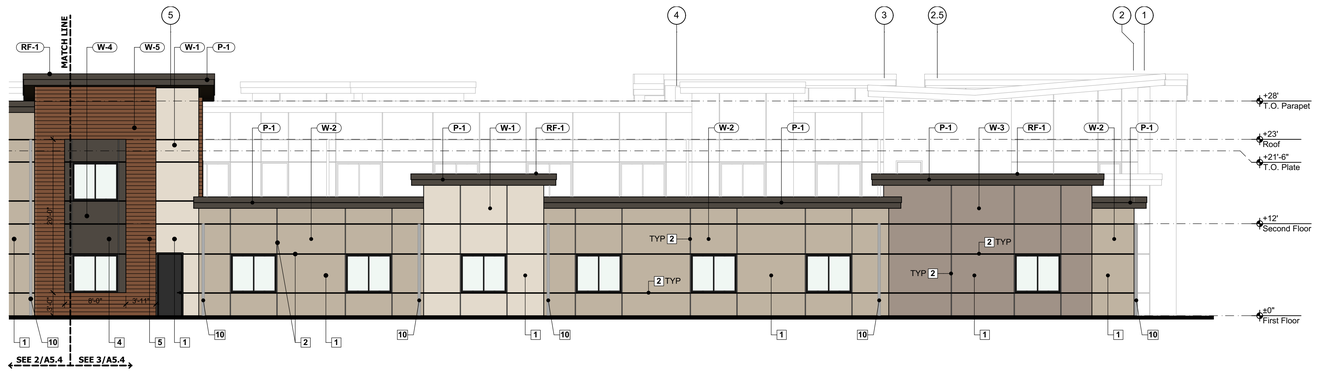
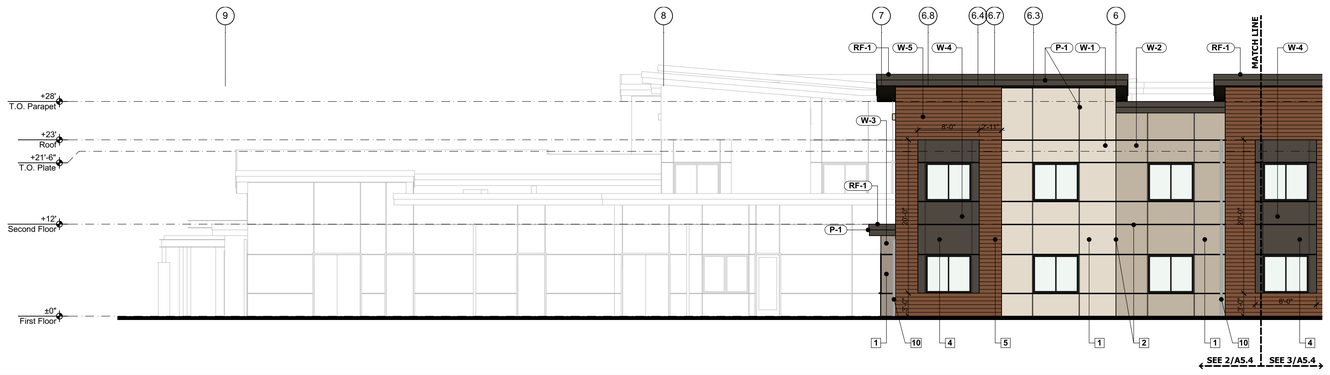


East Elevation 'B' | 1/8" = 1'-0" | 3 A5.4



East Elevation 'A' | 1/8" = 1'-0" | 2 A5.4



East Elevation | 1/16" = 1'-0" | 1 A5.4

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
4. SIDING: INSTALL PER ICC-ESR
5. STUCCO INSET
6. TRELLIS - STEEL COLUMNS, WOOD FRAME, FAUX WD.
7. DECORATIVE WOOD WINDOW CASING
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EXTERIOR FINISHES

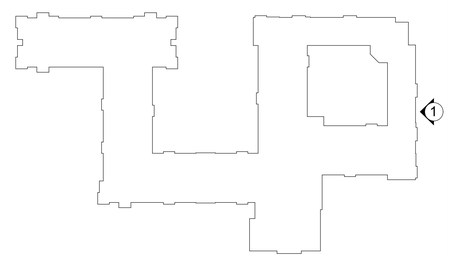
ROOF
TPO ROOFING — RF-1 — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO — W-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO — W-2 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO — W-3 — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO — W-4 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL — W-5 — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER — W-6 — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

PAINT (TRIM & FASCIA) — P-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
WOOD TRIM @ ROOF & TRIM — P-2 — MANUF: ; TYPE: FASCIA; COLOR: DARK GRAY; ICBO NO.:
WOOD TRIM @ WINDOWS & DOOR — MANUF: HARDIE; TYPE: HEADER BAND; COLOR: FAUX WOOD; ICBO NO.:
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



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RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT — MELISA PEACE — No. C 29939 — REN:05/31/22 — STATE OF CALIFORNIA

PROJECT:	220019
DRAWN BY:	DJ & WL
CHECKED BY:	GI
DATE OF ISSUE:	12/12/2022

DRAWING DESCRIPTION
Exterior Building Elevations
DRAWING NUMBER
A2.07

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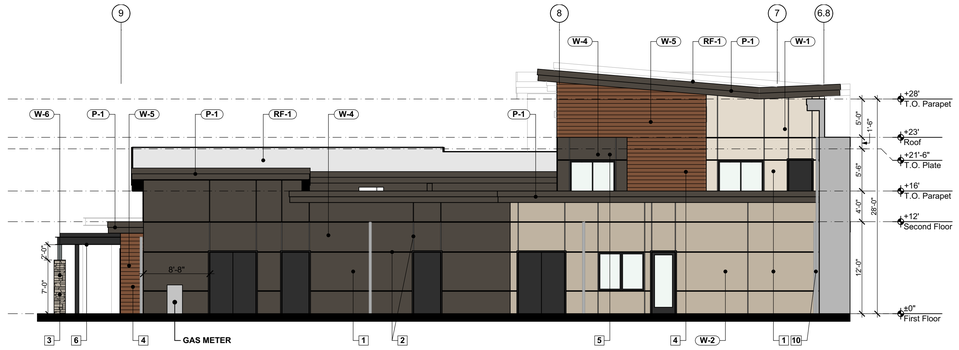
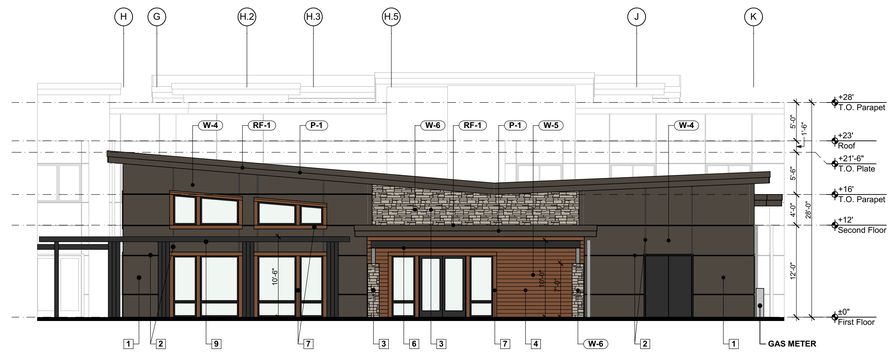


Dining Room East Elevation | 1/8" = 1'-0" | 3 A5.5



Dining Room South Elevation | 1/8" = 1'-0" | 2 A5.5



Dining Room West Elevation | 1/8" = 1'-0" | 1 A5.5

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
4. SIDING: INSTALL PER ICC-ESR
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6. TRELLIS - STEEL COLUMNS, WOOD FRAME, FAUX WD.
7. DECORATIVE WOOD WINDOW CASING
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10. ALUMINUM GUTTER AND DOWNSPOUT PAINTED TO MATCH STUCCO OR SURFACE COLOR
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12. 8" HIGH MIN. WITH A MINIMUM STROKE WIDTH OF 1.25" BUILDING ADDRESS NUMBERS WITH CONTRASTING BACKGROUND AND EITHER INTERNALLY OR EXTERNALLY ILLUMINATED - AS APPROVED BY THE LOCAL FIRE OFFICAL.

EXTERIOR ELEVATION GENERAL NOTES

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2. ALL EXTERIOR EXPOSED PVC OR OTHER PASTIC PIPING TO BE PAINTED TO MATCH ADJACENT WALL SURFACE

EXTERIOR FINISHES

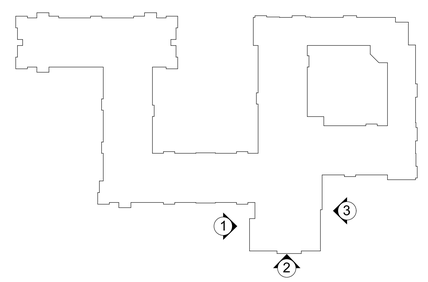
ROOF
TPO ROOFING (RF-1) — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO (W-1) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO (W-2) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO (W-3) — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO (W-4) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL (W-5) — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER (W-6) — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

PAINT (TRIM & FASCIA) (P-1) — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
WOOD TRIM @ ROOF & TRIM (P-2) — MANUF: ; TYPE: FASCIA; COLOR: DARK GRAY; ICBO NO.:
WOOD TRIM @ WINDOWS & DOOR — MANUF: HARDIE; TYPE: HEADER BAND; COLOR: FAUX WOOD; ICBO NO.:
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



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LICENSED ARCHITECT — MELISA PEACEY — No. C 29939 — REN:05/31/22 — STATE OF CALIFORNIA

PROJECT:	220019
DRAWN BY:	DJ & WL
CHECKED BY:	GI
DATE OF ISSUE:	12/12/2022

DRAWING DESCRIPTION
Exterior Building Elevations
DRAWING NUMBER
A2.08

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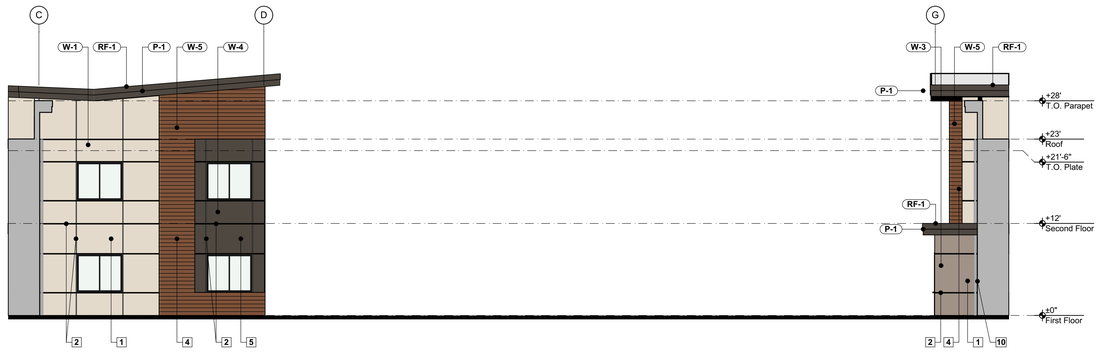
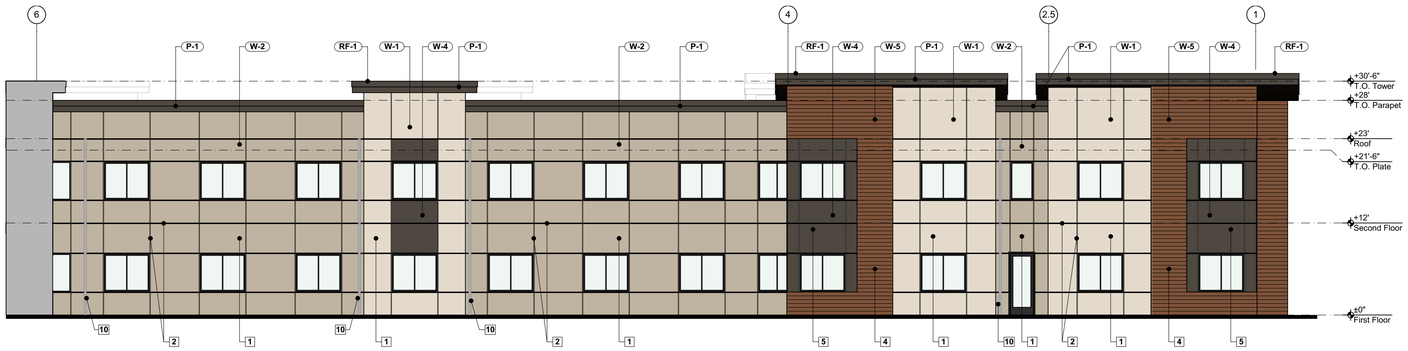
West AL Courtyard Elevation | 1/8" = 1'-0" | **3** A5.6



South AL Courtyard Elevation | 1/8" = 1'-0" | **11** A5.6



North AL Courtyard Elevation | 1/8" = 1'-0" | **2** A5.6



East AL Courtyard Elevation | 1/8" = 1'-0" | **1** A5.6

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
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EXTERIOR ELEVATION GENERAL NOTES

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EXTERIOR FINISHES

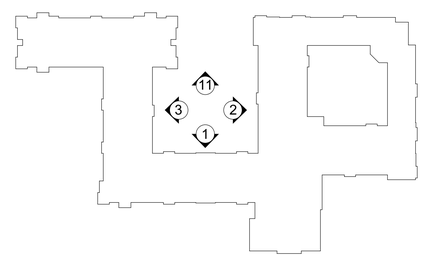
ROOF
TPO ROOFING — RF-1 — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO — W-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO — W-2 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO — W-3 — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO — W-4 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL — W-5 — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER — W-6 — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

PAINT (TRIM & FASCIA) — P-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
WOOD TRIM @ ROOF & TRIM — P-2 — MANUF: ; TYPE: FASCIA; COLOR: DARK GRAY; ICBO NO.:
WOOD TRIM @ WINDOWS & DOOR — MANUF: HARDIE; TYPE: HEADER BAND; COLOR: FAUX WOOD; ICBO NO.:
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



KEY PLAN

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CAREFIELD LINCOLN - AL & MC
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RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT — MELISA PEACE — No. C 29939 — REN:05/31/22 — STATE OF CALIFORNIA

PROJECT:	220019
DRAWN BY:	DJ & WL
CHECKED BY:	GI
DATE OF ISSUE:	12/12/2022

DRAWING DESCRIPTION

Exterior Building Elevations

DRAWING NUMBER

A2.09

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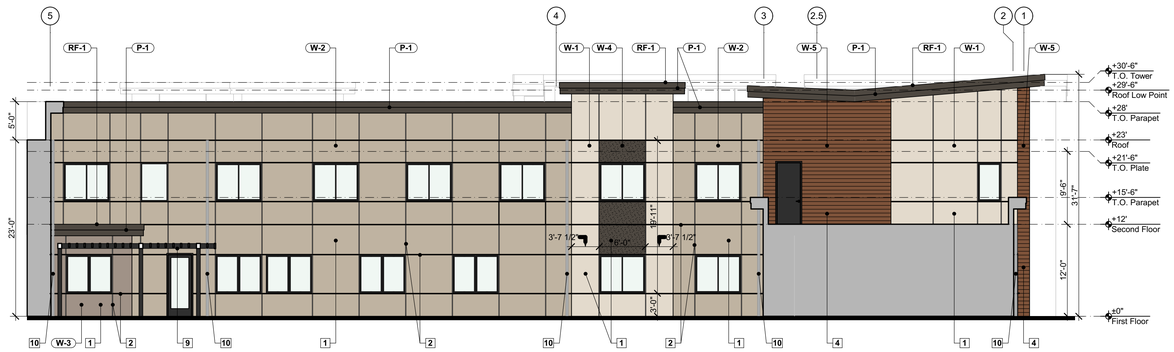
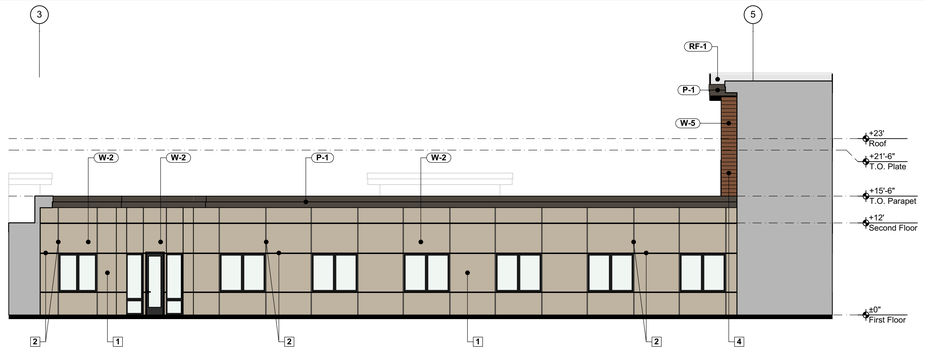
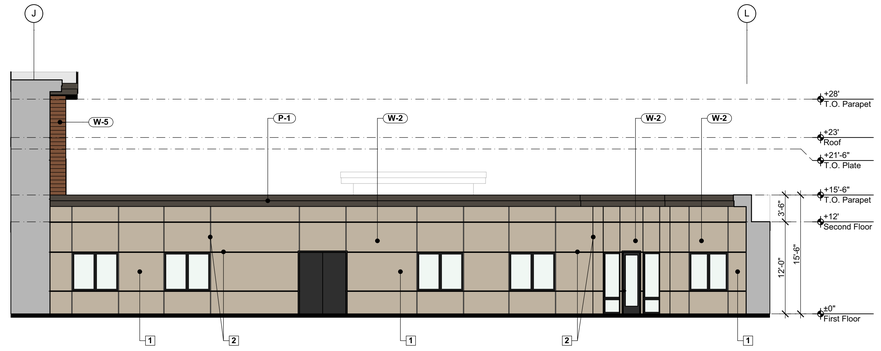


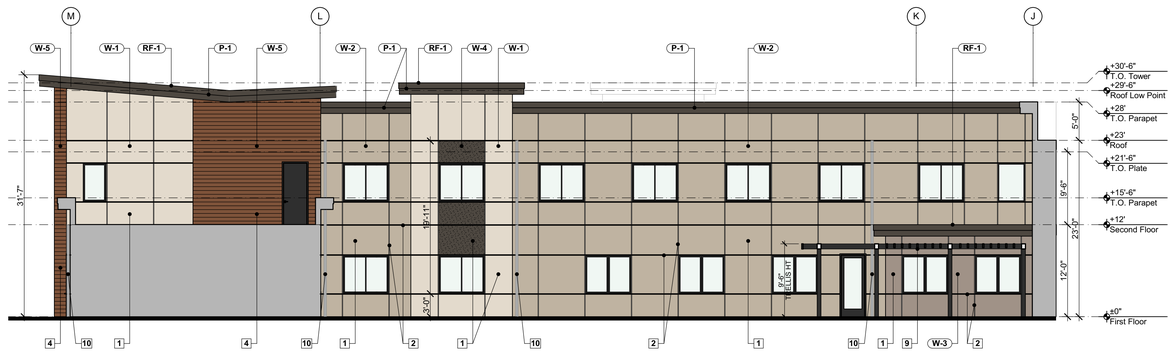
East MC Courtyard Elevation | 1/8" = 1'-0" | **6** A5.7



West MC Courtyard Elevation | 1/8" = 1'-0" | **11** A5.7



South MC Courtyard Elavation | 1/8" = 1'-0" | **2** A5.7



North MC Courtyard Elavation | 1/8" = 1'-0" | **1** A5.7

EXTERIOR ELEVATION KEYNOTES

1. 3-COAT STUCCO FINISH: INSTALL PER ICC-ESR
2. STUCCO CONTROL JOINTS AS SHOWN
3. STONE VENEER: INSTALL PER MFR. SPECS - PER ICC REPORT ESR-1215
4. SIDING: INSTALL PER ICC-ESR
5. STUCCO INSET
6. TRELLIS - STEEL COLUMNS, WOOD FRAME, FAUX WD.
7. DECORATIVE WOOD WINDOW CASING
8. WOOD FASCIA - DARK GRAY
9. ALUMINUM TRELLIS STRUCTURE PER STRUCTURE WORKS DESIGN, MATERIALS AND SPECS
10. ALUMINUM GUTTER AND DOWNSPOUT PAINTED TO MATCH STUCCO OR SURFACE COLOR
11. EXTERIOR LIGHT FIXTURE, INSTALL AT 8'-0" A.F.F. U.N.O.
12. 8" HIGH MIN. WITH A MINIMUM STROKE WIDTH OF 1.25" BUILDING ADDRESS NUMBERS WITH CONTRASTING BACKGROUND AND EITHER INTERNALLY OR EXTERNALLY ILLUMINATED - AS APPROVED BY THE LOCAL FIRE OFFICAL.

EXTERIOR ELEVATION GENERAL NOTES

1. AT PERIMETER, EXTERIOR FINISH SHALL BE INSTALLED IN A MANNER WHERE THERE IS NO MORE THAN 6" OF FOUNDATION EXPOSED.
2. ALL EXTERIOR EXPOSED PVC OR OTHER PASTIC PIPING TO BE PAINTED TO MATCH ADJACENT WALL SURFACE

EXTERIOR FINISHES

ROOF
TPO ROOFING — RF-1 — MANUF: CARLISLE SURE FLEX; TYPE: TPO ROOFING; COLOR: TAN; ICBO NO.:

EXTERIOR WALLS
STUCCO — W-1 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7568; COLOR: NEUTRAL GROUND; ICBO NO.:
STUCCO — W-2 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7037; COLOR: BALANCE BEIGE; ICBO NO.:
STUCCO — W-3 — MANUF: SHERMAN WILLIAMS; TYPE: SW 9169; COLOR: CHATURA GRAY; ICBO NO.:
STUCCO — W-4 — MANUF: SHERMAN WILLIAMS; TYPE: SW 7020; COLOR: BLACK FOX; ICBO NO.:
SIDING FIBER CEMENT PANEL — W-5 — MANUF: NICHIHA; TYPE: VINTAGEWOOD; COLOR: REDWOOD; ICBO NO.:
STONE VENEER — W-6 — MANUF: ELDORADO STONE; TYPE: LEDGECUT33; COLOR: BIRCH; ICBO NO.:

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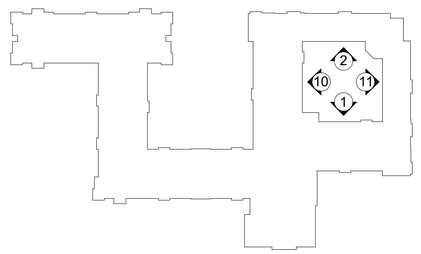
EXTERIOR DOORS — MATERIAL: METAL; TYPE: MILLGUARD; COLOR: DARK BRONZE
EXTERIOR WINDOWS — MATERIAL: VINYL; TYPE: MILLGUARD; COLOR: DARK BRONZE
GUTTERS/DOWNSPOUTS — MANUF: ; TYPE: ; COLOR:

GLASS (ALL EXTERIOR WINDOWS AND DOORS) SHALL BE DUAL INSULATED GLAZING AND SHALL NOT BE MIRROR OR HIGHLY REFLECTIVE GLASS.

LEGEND AND NOTES



KEY PLAN

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CAREFIELD LINCOLN - AL & MC
CAREFIELD LIVING
RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT — MELISA PEACE — No. C 29939 — REN:05/31/22 — STATE OF CALIFORNIA

PROJECT: 220019
DRAWN BY: DJ & WL
CHECKED BY: GI
DATE OF ISSUE: 12/12/2022

DRAWING DESCRIPTION
Exterior Building Elevations

DRAWING NUMBER
A2.10

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PLANT MATERIAL LEGEND

GRAPHIC SYMBOL	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	MATURE HEIGHT AND SPREAD	WUCOLS REGION 2	REMARKS	DETAIL	SHEET
TREES										
	ARB.MAR.	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	14	25' X 18'	LOW	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
	CAR. BET.	CARPINUS BETULUS 'FASTIGIATA'	COLUMNAR EUROPEAN HORNBEAM	24" BOX	10	30'-50' X 15'-25'	MODERATE	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
	LAG.IND.TUS.	LAGERSTROEMIA INDICA FAUREI 'TUSCAROARA'	RED-PINK CRAPE MYRTLE	24" BOX	23	15'-20' X 15'-18'	LOW	MULTI; STRAIGHT TRUNK AND STRONG LEADER; FULL, GOOD CALIPER, STAKE	A	L3.5
	LAG. IND. MUS.	LAGERSTROEMIA INDICA FAUREI 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	24" BOX	18	15'-20' X 15'-18'	LOW	MULTI; STRAIGHT TRUNK AND STRONG LEADER; FULL, GOOD CALIPER, STAKE	A	L3.5
	LIR. TUL.	LIRIODENDRON TULIPIFERA	TULIP TREE	24" BOX	6	60'-80' X 40'	MODERATE	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
	OLE. EUR.	OLEA EUROPAEA 'WILSONII	FRUITLESS OLIVE TREE	24" BOX	5	25'-30' X 25'-30'	LOW	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
	PIS. R.P.	PISTACIA X 'RED PUSH'	RED PUSH PISTACHE	24" BOX	14	25'-40' X 20'-30'	LOW	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
	PLA. ACE.	PLATANUS ACERIFOLIA 'YARWOOD'	YARWOOD SYCAMORE	36" BOX	8	40'-80' X 30'-40'	MODERATE	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
	PLA.RAC.	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	48" BOX	1	30'-80' X 20'-50'	MODERATE	MULTI, STRAIGHT TRUNKS, FULL HEADS, GOOD CALIPERS	A	L3.5
	ULM. WIL.	ULMUS WILSONIANA 'PROPECTOR'	PROSPECTOR ELM	24" BOX	12	40'-50' X 25'-30'	LOW	STANDARD,STRAIGHT TRUNK, FULL HEAD, GOOD CALIPER, STAKE	A	L3.5
SHRUBS										
AG	ABE. GRA.	ALBELIA GRANDIFLORA 'KALEIDOSCOPE'	VARIEGATED ABELIA	5 GAL.	127	2'-3' X 3'-4'	MODERATE	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	CAL. LIT.	CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL.	78	3'-4' X 3'-4'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
CG	CIS.GRA.	CISTANTHE GRANDIFLORA 'JAZZ TIME'	ROCK PURSLANE	5 GAL.	137	1' X 3'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
CP	CIS.PUL.	CISTUS PULVERULENTUS 'SUNSET'	MAGENTA ROCKROSE	5 GAL.	124	2'-3' X 6'-8'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
EJ	EUO. JAP.	EUONYMUS JAPONICUS 'MICROPHYLLUS'	VARIEGATED BOX-LEAF EUONYMUS	5 GAL.	126	2' X 2'-3'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	COP.REP.	COPROSMA REPENS 'MARBLE QUEEN'	DWARF VARIEGATED MIRROR PLANT	5 GAL.	36	3'-5' X 4'-6'	MODERATE	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	DIE. VEG.	DIETES VEGETA	FORTNIGHT LILY	5 GAL.	252	3-4' X 3'-4'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
ERI	ERI. KAR.	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL.	98	2'-3' X 2'-3'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
GJ	GAR.JAS.	GARDENIA JASMINOIDES 'VEITHCHII	VEITHCHII GARDENIA	5 GAL.	52	3'-4' X 4'-5'	MODERATE	FULL FORM AND COLOR, VIGOROUS	B	L3.5
G	GRE.LAN.	GREVILLEA LANIGERA 'PROSTRATE'	PROSTRATE WOOLEY GREVILLEA	1 GAL	106	1'-2' X 3'-4'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
LN	LAN.NEW.	LANTANA NEW GOLD	NEW GOLD LANTANA	5 GAL.	316	1'-2' X 4'-6'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
LcTC'	LEU.FRU.	LEOCOPHYLLUM FRUTESCENS 'COMPACTUM'	COMPACT TEXAS SAGE	5 GAL.	75	5'-6' X 5'-6'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
MB	MAH.EUR.	MAHONIA EURYBRACTEATA 'SOFT CARESS'	MAHONIA SOFTCARESS	5 GAL.	100	3' X 4'	MODERATE	FULL FORM AND COLOR, VIGOROUS	B	L3.5

simon. landscape architecture

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. GREEN WASTE THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

NO.	BY	DATE	DPW

REVISIONS

DESCRIPTION

LICENSED LANDSCAPE ARCHITECT — KYLE J. SIMON — NO. 6290 — 12/8/25 — STATE OF CALIFORNIA

LIC.EXP. 7/30/2027

PROJECT #	DESIGNED BY:	DRAFTED BY:	CHECKED BY:	DATE:
1922.20	KS	RG	RG	12/2/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE PLANTING LEGEND

CALIFORNIA
LINCOLN

SHEET L3.01 OF 9

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PLANT MATERIAL LEGEND CONTINUED

GRAPHIC SYMBOL	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	MATURE HEIGHT AND SPREAD	WUCOLS REGION 2	REMARKS	DETAIL	SHEET
SHRUBS										
RU	RHA.UMB.	RHAPHIOLEPSIS UMBELATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL.	181	3'-4- X 3'-4'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	SAL.CHA.	SALVIA CHAMAEDRYOIDES	GERMANDER SAGE	5 GAL.	152	1'-2' X 3'-4'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	SAL.LEU.	SALVIA LEUCANTHA	MEXICAN SAGE	5 GAL.	91	3'-4' X 4'-6'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	SAL.JAM.	SALVIA JAMENSIS 'LIPSTICK'	AUTUMN SAGE	5 GAL.	170	2'-3- X 2'-3'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
WF	WES.FRU.	WESTRINGIA FRUTICOSA 'BLUE GEM'	COAST ROSEMARY	5 GAL.	227	5'-6' X 5'-6'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
	NAN.DOM.	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	5 GAL.	139	3' X 2'	LOW	FULL FORM AND COLOR, VIGOROUS	B	L3.5
Pm'M'	POD.MAC.	PODOCARPUS MACROPHYLUS MAKI	YEW PINE	24" BOX	20	8'-10' X 3'-4'	MODERATE	STANDARD, STRAIGHT TRUNK, STAKE	B	L3.5
	ROS. OFF.	ROSMARINUS OFFICINALLIS 'HUNTINGTON CARPET'	TRAILING ROSEMARY	1 GAL.	312	2' X 4'-8'	LOW	WELL ROOTED, GOOD COLOR, PLANT AT 3'-6" O.C.	B	L3.5
GROUNDCOVER										
	CAR.DIV.	CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	462	18"X2'	MODERATE	WELL ROOTED, GOOD COLOR, PLANT AT 2' O.C.	B	L3.5
	HEL.SEM.	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL.	576	2-3'X2-3'	LOW	WELL ROOTED, GOOD COLOR, PLANT AT 3'O.C.	B	L3.5
	MYO.PAV.	MYOPORUM PARVIFOLIUM PINK	CREEPING MYOPORUM	1 GAL.	230	6"X8'	LOW	WELL ROOTED, GOOD COLOR, PLANT AT 6'O.C.	B	L3.5
	NATIVE BENT GRASS	NO-MOW TURF	HYDROSEED	SEED	100% COVER	N.A.	LOW	PACIFIC COAST SEED (925) 373-4417	-	L3.5
	LAWN	-	MEDALLION II OR EQUAL DWARF FESCUE	SOD	100% COVER	N.A.	MOD/HIGH	STAGGER JOINTS	-	L3.5
	NATIVE ORNAMENTAL BIOSWALE MIX	-	HYDROSEED	SEED	100% COVER	2LBS. / 1000 S.F.	LOW/MOD.	PACIFIC COAST SEED (925) 373-4417	-	L3.5
	EROSION CONTROL MIX	GREEN-GOLD BLEND (NON IRRIGATED)	HYDROSEED	SEED	100% COVER	2LBS. / 1000 S.F.	V.LOW/LOW.	PACIFIC COAST SEED (925) 373-4417	-	L3.5
	ANN.COL.	ANNUAL COLOR	ANNUAL COLOR	4" POTS	AS REQUIRED	N.A.	MODERATE	CONTRACTOR TO SUBMIT TO LANDSCAPE ARCHITECT ANNUAL COLOR AT TIME OF PLANTING. PLANT 4" O.C.	C	L3.5
	CLY.CAL.	CLYTOSTOMA CALLISTEGIOIDES	LAVENDER TRUMPET VINE	5 GAL.	41	CLIMBING / SPREADING	MODERATE	FULL FORM AND COLOR, VIGOROUS	E	L3.5

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RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. HOWEVER, THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

NO.	BY	DATE	DPW

REVISIONS

DESCRIPTION

LICENSED LANDSCAPE ARCHITECT — KYLE J. SIMON — NO. 6290 — 12/8/25 — STATE OF CALIFORNIA — LIC.EXP. 7/30/2027

PROJECT #: 19-2224 | DESIGNED BY: KS | DRAFTED BY: RG | CHECKED BY: RG | DATE: 12/7/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE PLANTING LEGEND

LINCOLN CALIFORNIA

SHEET L3.02 OF 9

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PLANTING NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UNDERGROUND UTILITIES.

2. THE LANDSCAPE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS AND STRUCTURES. LANDSCAPE AREAS SHALL BE FINISH GRADED AT A MINIMUM OF 2%.

3. LANDSCAPE AREAS SHALL BE FINISH GRADED TO REMOVE ROCKS ONE INCH AND LARGER AND EXCESS SOIL. CONTRACTOR SHALL STOCKPILE EXCESS SOIL AND HAUL AWAY AT END OF PROJECT.

4. FINISH SOIL SHALL BE 2 INCHES BELOW TOP OF PAVING IN SHRUB AND GROUNDCOVER AREAS AND 1 INCH BELOW TOP OF PAVING IN LAWN AREAS.

5. THE RECOMMENDATIONS OF THE SOILS REPORT FOR AMENDING SOIL SHALL SUPERSEDE THE RECOMMENDATIONS LISTED IN THE SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL SUBMIT AN AGRICULTURAL SUITABILITY AND FERTILITY ANALYSIS OF REPRESENTATIVE SOIL SAMPLES TO THE OWNER, LANDSCAPE ARCHITECT AND TO THE CITY OF LINCOLN AS PART OF THE FINAL ACCEPTANCE DOCUMENTATION AND PRIOR TO ANY PLANTING WORK.

6. ALL PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR OWNER OR OWNER'S REPRESENTATIVE PRIOR TO PLANTING. ALL PLANT MATERIAL NOT APPROVED SHALL BE REMOVED FROM THE SITE.

7. PLACEMENT OF PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR OWNER OR OWNER'S REPRESENTATIVE PRIOR TO EXCAVATION FOR HOLES.

8. TREES SHALL BE LOCATED A MINIMUM OF 5 FEET FROM STRUCTURES. CENTER OF SHRUBS SHALL BE LOCATED A MINIMUM AND UNIFORM DISTANCE OF 36 INCHES FROM WALLS AND CONCRETE IMPROVEMENTS. GROUNDCOVER SHALL BE LOCATED A MINIMUM AND UNIFORM DISTANCE OF 24 INCHES FROM WALLS AND CONCRETE IMPROVEMENTS. LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING.

9. NO SHRUBS MORE THAN 3 FEET IN HEIGHT AT MATURITY OR TREES ALLOWED WITHIN 10 FEET OF ANY PUBLIC SEWER / WATER MAINS OR SEWER LATERALS / WATER SERVICES / FIRE HYDRANTS.

10. LOCATE AND ALIGN DOUBLE STAKES FOR TREES PERPENDICULAR TO PREVAILING WINDS.

11. MULCH: ALL REQUIRED PLANTING AREAS AND ALL EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL BE COVERED WITH SHREDDED REDWOOD BARK MULCH TO A MINIMUM DEPTH OF 3 INCHES. DO NOT PLACE BARK MULCH ON SLOPES GREATER THAN THREE TO ONE (3:1).

12. THE MAINTENANCE PERIOD WILL BEGIN ONLY UPON ACCEPTANCE IN WRITING BY THE LANDSCAPE ARCHITECT AND THE OWNER. THE MAINTENANCE PERIOD WILL BE 90 DAYS.

13. QUANTITIES SHOWN ON PLANTING PLAN ARE FOR THE CONVENIENCE OF THE CONTRACTOR. PLANT SYMBOLS INDICATED SUPERSEDE QUANTITIES SHOWN.

14. CONTRACTOR SHALL INSTALL ROOT BARRIERS FOR ALL TREES WHICH ARE LOCATED WITHIN 5 FEET OF ANY HARDSCAPE, PAVEMENT OR CURB. EXTEND 8 FEET FROM CENTERLINE OF TREE IN BOTH DIRECTIONS ALONG CONCRETE IMPROVEMENT (A SINGLE LENGTH OF ROOTGUARD FOR A SINGLE TREE WOULD BE 16 FEET). ROOT BARRIERS SHALL NOT BE WRAPPED AROUND ROOTBALL.

15. ALL SHRUB/GROUND COVER PLANTING AREAS TO RECEIVE A 3" LAYER OF REDWOOD BARK MULCH.
-SLOPES >5:1: SHREDDED REDWOOD BARK MULCH OVER JUTE MESH
-PLANTING BEDS: MEDIUM DECORATIVE REDWOOD BARK MULCH

16. CONTRACTOR SHALL INSTALL WOVEN COIR MAT AND HYDROSEED ON SLOPE PRIOR TO IRRIGATION INSTALLATION FOR SLOPE STABILIZATION PURPOSES.

17. BACKFILL MIXTURE FOR PLANTING PITS:
-2/3 SITE SOIL BY VOLUME
-1/3 RECYCLED COMPOST OR EQUAL BY VOLUME
-GRO-POWER PLANTING TABLETS PER MANUFACTURER'S RECOMMENDATIONS BY CONTAINER SIZE.
NOTES:
- BACKFILL MIXTURE PERCENTAGES SHALL BE ADJUSTED PER SOIL ANALYSIS RECOMMENDATIONS.
- PLANTS INSTALLED WITHIN WATER QUALITY FACILITIES TO BE PLANTED DIRECTLY INTO SOIL SPECIFIED BY CIVIL ENGINEER.

GENERAL NOTE:

1. ALL CANOPY TREES SHALL BE PROVIDED WITH 40 SQUARE FEET OF ROOT ZONE AND PLANTED IN AN AIR AND WATER PERMEABLE LANDSCAPE AREA. THE MINIMUM DIMENSION (WIDTH) OF THIS AREA SHALL BE 5 FEET.

2. ALL PROPOSED RETAINING WALLS (5 FEET IN HEIGHT OR GREATER) SHALL BE SCREENED WITH VINES OR SHRUBS. ALL PLANTING PROVIDED ON THE FACE OF THE WALL WILL SCREEN 80% OF THE WALL WITHIN THREE YEARS.

3. NO TREES OR SHRUBS EXCEEDING THREE FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN TEN FEET OF ANY SEWER FACILITIES AND FIVE FEET OF ANY WATER FACILITIES

4. NO TREES OR SHRUBS EXCEEDING THREE FEET IN HEIGHT AT MATURITY SHALL BE INSTALLED WITHIN 10 FEET OF ANY FIRE HYDRANT

5. IF ANY REQUIRED LANDSCAPE INDICATED ON THE APPROVED CONSTRUCTION DOCUMENT PLANS IS DAMAGED OR REMOVED, IT SHALL BE REPAIRED AND/OR REPLACED IN KIND AND EQUIVALENT SIZE WITHIN 30 DAYS OF DAMAGE.

MAINTENANCE NOTE:

1. MAINTENANCE: ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY THE PROPERTY OWNER. LANDSCAPE AND IRRIGATION AREAS IN THE PUBLIC RIGHT-OF-WAY SHALL BE MAINTAINED BY THE PROPERTY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.

2. TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 6 FEET ABOVE THE WALKWAY GRADE AND BRANCHES OVER VEHICULAR TRAVEL WAYS ARE 16 FEET ABOVE THE GRADE OF THE TRAVEL WAY.

3. ALL PRUNING SHALL COMPLY WITH THE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE ANSI FOR TREE CARE OPERATIONS AND THE INTERNATIONAL SOCIETY OF ARBORICULTURE ISA FOR TREE PRUNING. TOPPING OF TREES IS NOT PERMITTED.

MIN. TREE / IMPROVEMENT SEPARATION DISTANCE:

TRAFFIC SIGNAL / STOP SIGN - 20 FEET
UNDERGROUND UTILITY LINES - 5 FEET
ABOVE GROUND UTILITY STRUCTURES - 10 FEET
SEWERS - 10 FEET
DRIVEWAYS - 10 FEET
INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS) - 25 FEET

WATER EFFICIENT LANDSCAPE DECLARATION

" I AM FAMILIAR WITH THE REQUIREMENTS FOR LANDSCAPE AND IRRIGATION PLANS CONTAINED IN THE CITY OF LINCOLN'S LANDSCAPE MANUAL AND WATER EFFICIENT LANDSCAPE REGULATIONS. I HAVE PREPARED THIS PLAN IN COMPLIANCE WITH THOSE REGULATIONS AND THE LANDSCAPE MANUAL AND AGREE TO COMPLY WITH ALL REQUIREMENTS WHEN SUBMITTING CONSTRUCTION DOCUMENTS. I CERTIFY THAT THE PLAN IMPLEMENTS THOSE REGULATIONS TO PROVIDE EFFICIENT USE OF WATER."

SIGNATURE _____ DATE: 12-12-2025

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. HOWEVER, THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

REVISIONS

NO.	BY	DATE	DPW DATE	DESCRIPTION
1				
2				
3				
4				
5				
6				

LICENSED LANDSCAPE ARCHITECT
KYLE J. SIMON
NO. 6290
12/8/25
STATE OF CALIFORNIA
LIC.EXP. 7/30/2027

PROJECT # 1522.20
DESIGNED BY: KS
DRAFTED BY: RG
CHECKED BY: RG
DATE: 12/2/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE PLANTING LEGEND

LINCOLN CALIFORNIA

SHEET L3.03 OF 9

simon. landscape architecture

C:\Users\simon\Dropbox\aMON_PROJECTS\DESIGN\2224_GG_Lincoln\2224_Design_Drawings\2224_Working_Drawings\2224_Construction_Drawings\2224_Plan Set_05/11/26, 09:42:51am, Simon

DIE.VEG. 155 5 GAL.
CAL.LIT. 53 5 GAL.
ROS.OFF. 126 1 GAL.
ULM.WIL. 9 24" BOX.
ERI.KAR. 50 1 GAL.
LEU.FRU. 52 5 GAL.
WES.FRU. 52 5 GAL.
PIS. R.P. 14 24" BOX
NATIVE BENT GRASS 100% COVER HYDROSEED
EROSION CONTROL MIX 100% COVER HYDROSEED
LIR. TOL. 6 24" BOX
CAR. BET. 10 24" BOX
CIS.PUL. 68 5 GAL.
GRE.LAN. 59 5 GAL.
EUO.JAP. 96 5 GAL.
MYO.PAR. 78 1 GAL.
RHA.UMB. 129 5 GAL.
POD.MAC. 14 24" BOX
PLA.ACE. 2 36" BOX.
CLY.CAL. 25 5 GAL.
333 1 GAL.
CAR.DIV.
95 MAH.EUR. 5 GAL.
GAR.JAS. 52 5 GAL.
ARB.MAR. 6 24" BOX
SAL.JAM. 103 5 GAL.
NAD.DOM. 21 5 GAL.
LAN.NEW. 116 5 GAL.
ABE.GRA. 72 5 GAL.
CIS.GRA. 116 5 GAL.
LAG.IND.TUS. 12 24" BOX.
LAG.IND.MUS. 8 24" BOX.
OLE.EUR. 5 24" BOX.
ANN.COL. AS REQ. 4" POTS
SAL.LEU. 52 5 GAL.
SAL.CHA. 45 5 GAL.
25 CLY.CAL. 5 GAL.

MATCHLINE - SEE SHEET L3.4

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. PERSON WHO THE PROJECT ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

REVISIONS

NO.	BY	DATE	DPW DATE	DESCRIPTION

LICENSED LANDSCAPE ARCHITECT
KYLE J. SIMON
NO. 6290
RENEWAL 12/8/25
STATE OF CALIFORNIA
LIC.EXP. 7/30/2027

PROJECT #	DESIGNED BY:	DRAFTED BY:	CHECKED BY:	DATE:
19-1770	KS	RG	RG	12/7/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE PLANTING PLAN

CALIFORNIA
LINCOLN

SHEET L3.04 OF 9

CA: 1-800-227-2600
CALL BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT
CA: 1-800-227-2600
CALL TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE (IN FEET)
20 10 0 10 20 40
1 INCH = 20 FT

simon. landscape architecture

C:\Users\ksimon\Dropbox\sIMON_dESIGN\2224_06_Lincoln\22... Design Drawings\2224 Constr... Drawings\2224_Plan...
05/11/26, 09:53:34am, Simon

MATCHLINE - SEE SHEET L3.3

POD.MAC.	6	24" BOX
ABE.GRA.	55	5 GAL.
ANN.COL.	AS REQ.	4" POTS
LN	187	LAN.NEW. 5 GAL.
	16	CLY.CAL. 5 GAL.
RHA.UMB.	52	5 GAL.
SAL.LEU.	39	5 GAL.
SAL.CHA.	107	5 GAL.
NAD.DOM.	118	5 GAL.
MAH.EUR.	5	5 GAL.
Rb	186	ROS.OFF. 1 GAL.
LN	200	LAN.NEW. 5 GAL.
CG	21	CIS.GRA. 5 GAL.
LAG.IND.TUS	14	24" BOX
LAWN	100% COVER	SOD
EUO.JAP.	30	5 GAL.
SAL.JAM.	67	5 GAL.
CAL.LIT.	25	5 GAL.
	97	DIE.VEG 5 GAL.
G	GRE.LAN.	47 5 GAL.
ERI	ERI.KAR	48 5 GAL.
	ARB.MAR.	8 24" BOX
	COP.REP.	36 5 GAL.
	576	HEL.SEM. 1 GAL.
	141	MYO.PAV. 1 GAL.
	LAG.IND.MUS.	14 24" BOX.
	NATIVE ORNAMENTAL BIOSWALE MIX	100% COVER HYDROSEED
	ULM.WIL.	3 24" BOX.
CP	57	CIS.PUL. 5 GAL.
	LEU.FRU.	23 5 GAL.
	WES.FRU.	175 5 GAL.
	PLA.RAC.	1 48" BOX.
	PLA.ACE.	6 36" BOX.

CA: 1-800-227-2600
CALL BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT
CA: 1-800-227-2600
CALL TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE (IN FEET)
20 10 0 10 20 40
1 INCH = 20 FT

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. IF ANY DEVIATION WARRANTS, THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

NO.	BY	DATE	DPW

REVISIONS

DESCRIPTION

LICENSED LANDSCAPE ARCHITECT
KYLE J. SIMON
NO. 6290
12/8/25
STATE OF CALIFORNIA
LIC.EXP. 7/30/2027

PROJECT #	DESIGNED BY:	DRAFTED BY:	CHECKED BY:	DATE:
1124.07	KC	RG	RG	12.2.2025

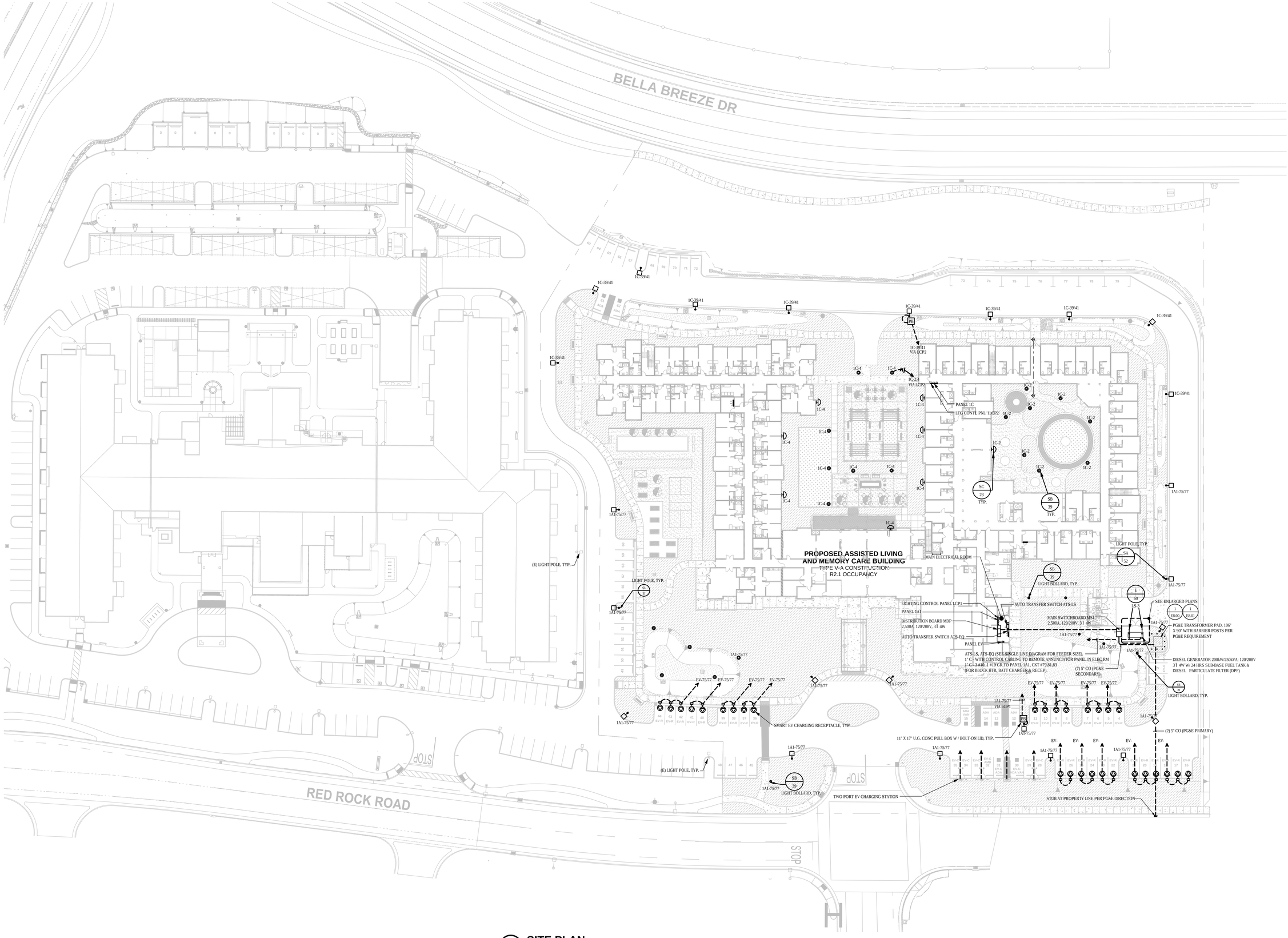
IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE PLANTING PLAN

CALIFORNIA
LINCOLN

SHEET L3.05 OF 9

simon. landscape architecture



1 SITE PLAN

SCALE: 1"=30'-0"

IRWIN PARTNERS
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CONSULTING ENGINEERS
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2603 MAIN STREET, SUITE 750
IRVINE, CA 92614
www.amegroup.net

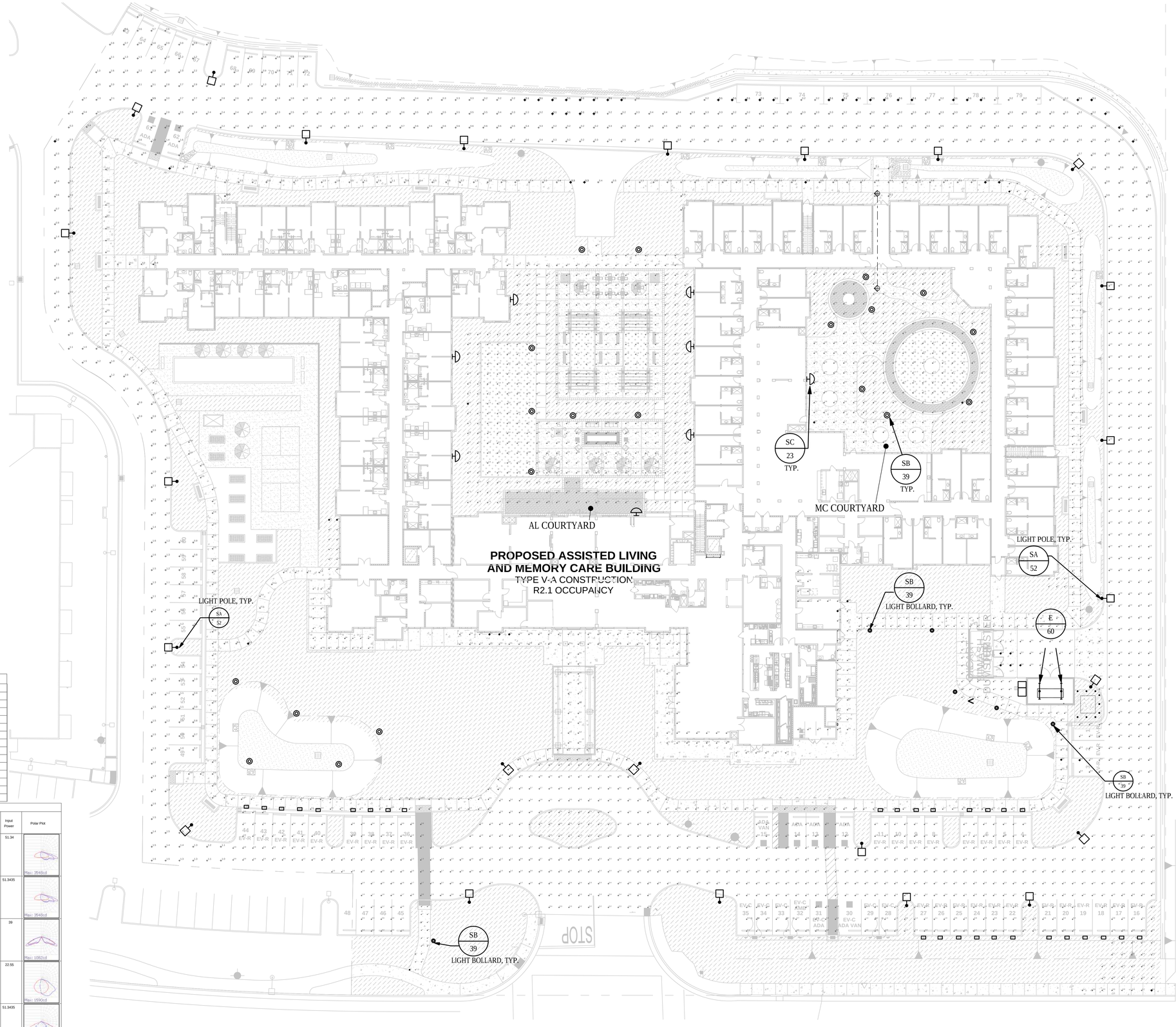
CAREFIELD LINCOLN - AL & MC
CAREFIELD LIVING
LINCOLN CA 95648

REGISTERED PROFESSIONAL ENGINEER
JESSE L. ESCOTO
E 16608
EXP. 6-30-26
ELECTRICAL
STATE OF CALIFORNIA

PROJECT:	102022AME
DRAWN BY:	ZS
CHECKED BY:	JLS
DATE OF ISSUE	12/19/2025
1ST PLAN CHECK	12/19/2025

DRAWING DESCRIPTION
OVERALL
SITE PLAN

DRAWING NUMBER
LT1.01



Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
East Driveway & Parking	+	1.2 fc	3.0 fc	0.2 fc	15.0:1	6.0:1
East Entry	+	5.5 fc	10.1 fc	0.8 fc	12.6:1	6.9:1
East Walkway	+	2.7 fc	14.1 fc	0.2 fc	70.5:1	13.5:1
MC Courtyard	+	2.6 fc	12.7 fc	0.7 fc	18.1:1	3.7:1
North Driveway	+	0.8 fc	3.5 fc	0.1 fc	35.0:1	8.0:1
North Walkway	+	1.9 fc	10.0 fc	0.3 fc	33.3:1	6.3:1
South Driveway & Parking	+	1.4 fc	9.1 fc	0.1 fc	91.0:1	14.0:1
South Entry	+	3.6 fc	9.8 fc	0.1 fc	98.0:1	36.0:1
South Walkway	+	1.9 fc	13.7 fc	0.2 fc	68.5:1	9.5:1
South Walkway 2	+	2.0 fc	3.9 fc	0.9 fc	4.3:1	2.2:1
West Driveway & Parking	+	1.1 fc	3.0 fc	0.2 fc	15.0:1	5.5:1
West Entry	+	5.0 fc	9.6 fc	0.8 fc	12.0:1	6.3:1
West Walkway	+	1.0 fc	11.4 fc	0.2 fc	57.0:1	5.0:1
AL Courtyard	+	2.9 fc	14.0 fc	0.7 fc	20.0:1	4.1:1

Schedule

Symbol	Label	Manufacturer	Catalog	Description	Lamp Output	LLF	Input Power	Polar Plot
	SA	Lithonia Lighting	RSX1 LED P1 30K R4	RSX Area Fixture Size 1 P1 Lumen Package 3000K CCT Type R4 Distribution	6543	1	51.34	Max: 3548cd
	SA1	Lithonia Lighting	RSX1 LED P1 30K R4 EGS	RSX Area Fixture Size 1 P1 Lumen Package 3000K CCT Type R4 Distribution with EGS Shield	5565	1	51.3435	Max: 3548cd
	SB	Lithonia Lighting	DSXB LED 16C 700 30K SYM	D-SERIES BOLLARD WITH 16 3000K LEDS OPERATED AT 700mA AND SYMMETRIC DISTRIBUTION	2801	1	39	Max: 1082cd
	SC	Lithonia Lighting	WDGE2 LED P3 30K 80CRI VF	WDGE2 LED WITH P3 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT FORWARD OPTIC	3015	1	22.55	Max: 1590cd
	SA2	Lithonia Lighting	RSX1 LED P1 30K R5 EGFV	RSX Area Fixture Size 1 P1 Lumen Package 3000K CCT Type R5 Distribution with EGFV Shield	1787	1	51.3435	Max: 975cd
	SA3	Lithonia Lighting	RSX1 LED P1 30K R3 HS	RSX Area Fixture Size 1 P1 Lumen Package 3000K CCT Type R3 Distribution with HS Shield	4927	1	51.3435	Max: 4171cd

PROJECT NORTH

1 SITE PLAN PHOTOMETRICS

SCALE: 1" = 20'

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IRVINE, CA 92614
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CAREFIELD LINCOLN - AL & MC
CAREFIELD LIVING
LINCOLN CA 95648

REGISTERED PROFESSIONAL ENGINEER
JASON L. ASCH
E 16608
EXP. 6-30-26
STATE OF CALIFORNIA

PROJECT:	102022AME
DRAWN BY:	ZB
CHECKED BY:	HA
DATE OF ISSUE	12/19/2025
1ST PLAN CHECK	12/19/2025

DRAWING DESCRIPTION

SITE PLAN PHOTOMETRICS

DRAWING NUMBER

LT2.01

Carefield Lincoln – AL & MC
Environmental Setting – Supplement

33. (Project Existing Setting) The project site is currently a vacant lot with no existing structures. The site is predominately flat and then starts to slope up on the north side of the property along Bella Breeze Drive. There are no cultural, historical, or scenic aspects and there is also no significant plant or animal presence.

The site has been previously rough graded and used as a construction staging area under a master grading permit for the area. The site is delineated by a slope adjacent to Bella Breeze Drive along the northern boundary with the majority of the site being flat. Curb and gutter improvements exist along Bella Breeze Drive and Colonnade Drive; and the future Red Rock Road will be constructed along the southern bounds of the project site. A 30-foot wide public utility and landscape easement exists along Colonnade Drive, Red Rock Road, and Bella Breeze Drive.



(Project Site)



(View from Fieldstone Dr.)



(View from Bella Breeze Dr.)

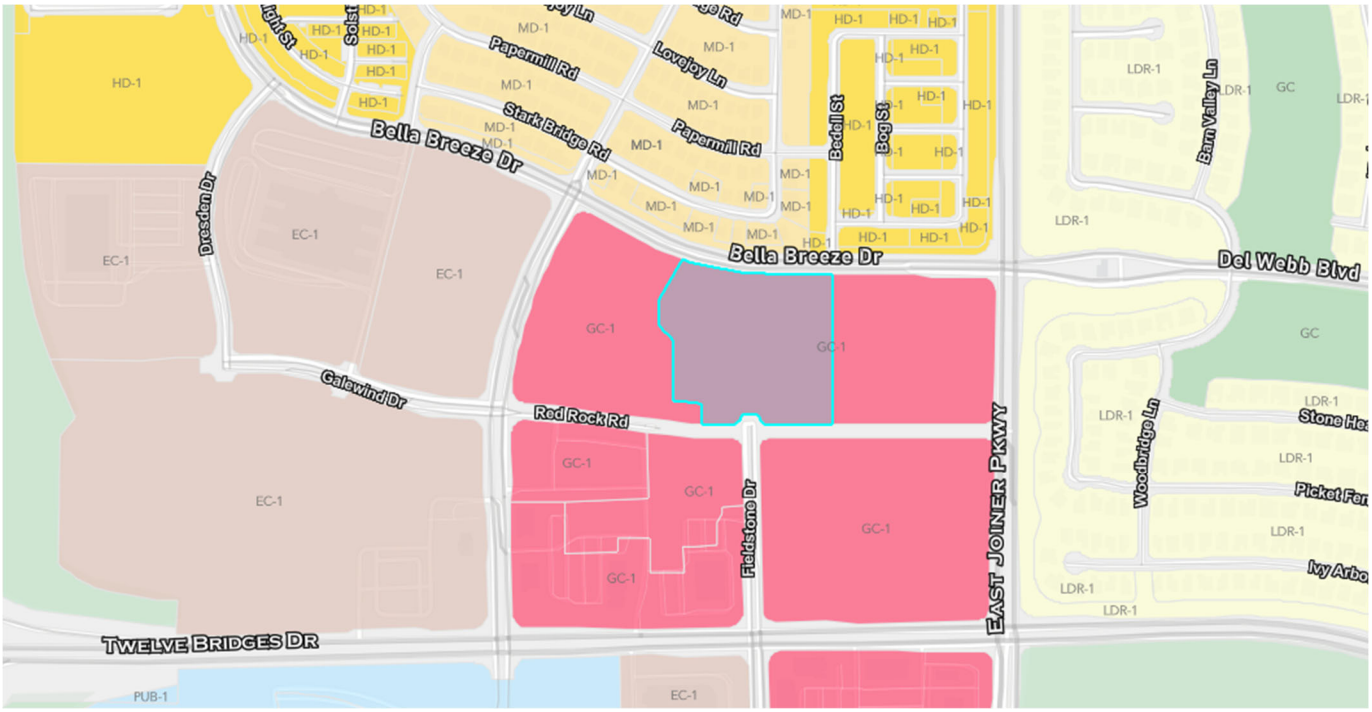


(View from Colonnade Dr.)

34. (Surrounding Properties) The project site is located within the Twelve Bridges Specific Plan area. The Twelve Bridges Specific Plan area was approved in 1994 providing for the development of the Twelve Bridges master planned community including a mix of uses including residential, commercial, park/open space, and school development. Along with the Twelve Bridges Specific Plan, the Twelve Bridges General Development Plan (GDP) was approved that provides development standards for uses, design, circulation, and site development for projects within Twelve Bridges.

The Carefield facility is proposed to be located in the Main Village planning area of the Twelve Bridges General Development Plan. The Main Village is meant to serve the needs of the Twelve Bridges residents, residents from other areas of Lincoln and draw people from the surrounding communities.

The property is bounded by General Commercial (GC-1) zoned properties to the east and south (La Quinta Inns and Suites); Employment Center (EC) zoned property to the west (across Colonnade Drive); and Medium Density Residential (MDR) zoned property to the north, north of Bella Breeze Drive.



(Zoning Map of Project Site (Teal Boundary) Surrounding Area)



(View of Residential Properties Along Bella Breeze Dr.)



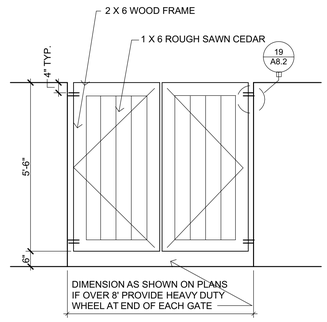
(View of La Quinta Inn Corner of Red Rock Rd. and Colonnade Dr., Southwest of the Project Site)



(View of Terra Cotta Village Shopping Center to the South/Southwest of the Project Site from Fieldstone Dr.)

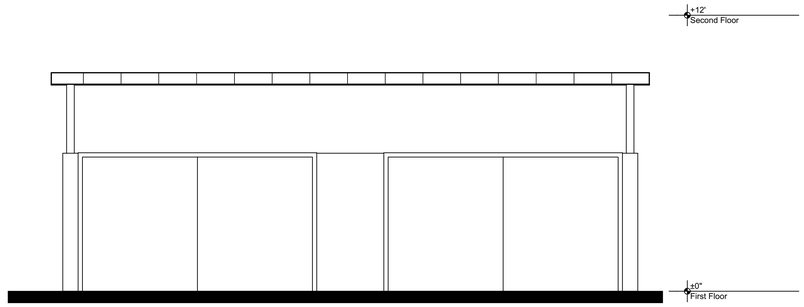


(View of John Adams Academy - Lincoln to the West of the Project Site from Colonnade Dr.)

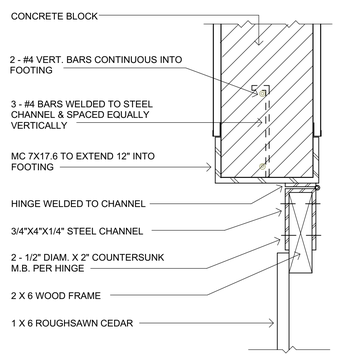


023-01

TRASH ENCLOSURE GATE | 1/2" = 1'-0" | **20** A8.2

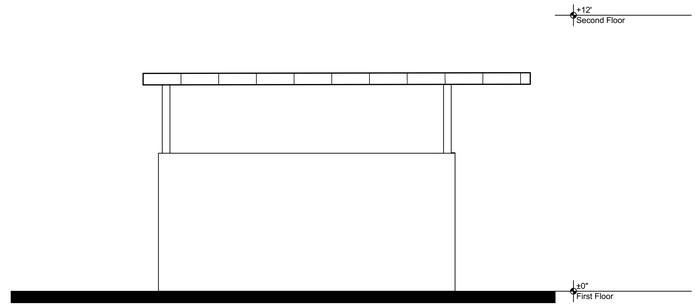


North Trash Enclosure Elevation | 3/8" = 1'-0" | **4** A8.2

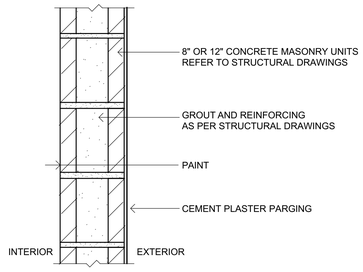


023-02

TRASH ENCLOSURE GATE CONNECTION | 3" = 1'-0" | **19** A8.2



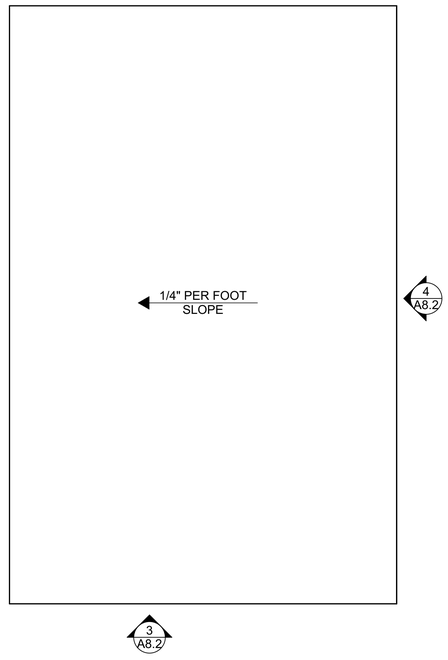
East Trash Enclosure Elevation | 3/8" = 1'-0" | **3** A8.2



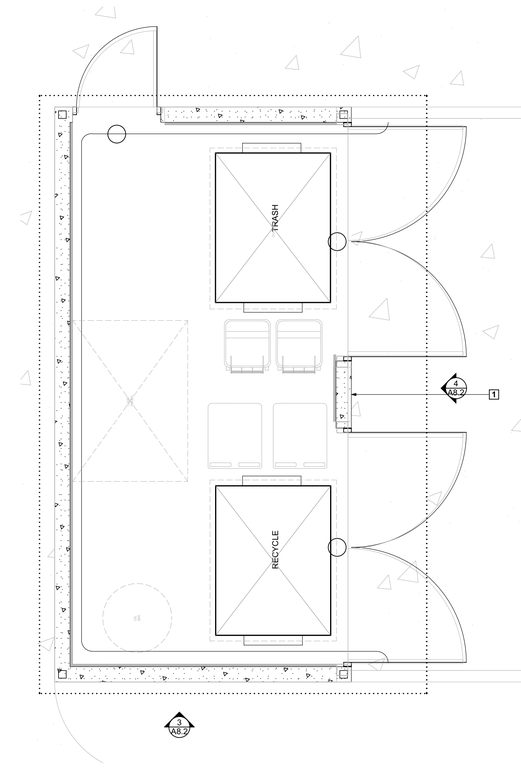
ONE HOUR CONSTRUCTION AS PER
CBC TABLE 720.1(2), ITEM 3-1.3

045-02

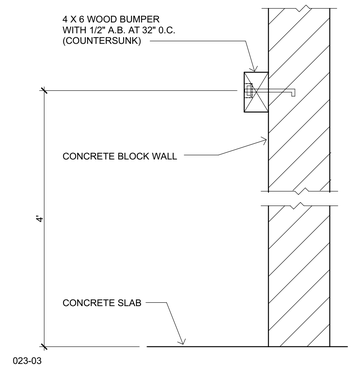
CMU FOUNDATION WALL ABOVE GRADE | 1 1/2"= 1'-0" | **18** A8.2



Enlarged Trash Enclosure Roof Plan | 3/8" = 1'-0" | **9** A8.2



Enlarged Trash Enclosure Plan | 3/8" = 1'-0" | **1** A8.2



023-03

TRASH ENCLOSURE WALL BUMPER | 1 1/2"= 1'-0" | **17** A8.2

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CAREFIELD LINCOLN - AL & MC
CAREFIELD LIVING
RED ROCK ROAD LINCOLN CA 95648

LICENSED ARCHITECT
MELISA PERCEY
No. C 29939
REN:05/31/22
STATE OF CALIFORNIA

PROJECT:	220019
DRAWN BY:	DJ & WL
CHECKED BY:	GI
DATE OF ISSUE:	12/12/2022

DRAWING DESCRIPTION

Trash Enclosure Details

DRAWING NUMBER

A1.02

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CONSTRUCTION LEGEND

SYMBOL	DESCRIPTION	MANUFACTURER / MODEL	COLOR / FINISHES / REMARKS	DETAIL	SHEET
	NATURAL CONCRETE PAVING	-	NATURAL GREY / MEDIUM BROOM FINISH	A,B	L-1.6
	ENHANCED CONCRETE PAVING	DAVIS COLORS / INTEGRAL COLOR FOR CONCRETE	SANDSTONE 5327 / TOPCAST FINISH (POWDER BLUE VIOLET)"SAND BLAST FINISH" / DEPTH PER GEOTECHNICAL REPORT	A,B	L-1.6
	INTERLOCKING PAVERS	BELGARD / CATALINA GRANA WITH 1' X 1' BORDER PAVERS	"SRI VICTORIAN BLEND" / 60mm / 3-PIECE LARGE PATTERN / INSTALL PER MANUFACTURERS RECOMMENDATIONS	C	L-1.6
	SYNTHETIC TURF	EASY TURF	ZERO LAWN / INSTALL PER MANUFACTURERS RECOMMENDATIONS / OR APPROVED EQUAL	C	L-1.6
	NON STABILIZED DECOMPOSED GRANITE	SIERRA ROCK LANDSCAPE MATERIALS / GOLDEN DECOMPOSED GRANITE	GOLDEN DECOMPOSED GRANITE / 3/8" MINUS / 3" DEPTH	D,E	L-1.6
NO SYMBOL	BARK MULCH	SIERRA ROCK LANDSCAPE MATERIALS	SHREDDED CEDAR / 3" DEPTH / ALL PLANTING AREAS TO RECEIVE BARK MULCH UNLESS OTHERWISE SHOWN ON CONSTRUCTION OR PLANTING PLANS	D,E	L-1.6
	METAL GARDEN BED	EARTHMARK / ALTO SERIES	SQUARE BED (MGB-LO43) WITH ALTO EXTENSION SET (MGB-HO44) / 17" X 40" X 76" / INSTALL PER MANUFACTURERS RECOMMENDATIONS	-	-
A B	LANDSCAPE BOULDERS	SIERRA ROCK LANDSCAPE MATERIALS	FIELD STONE (MOSS ROCK) / REFER TO BOULDER CHART FOR SIZES / OR APPROVED EQUAL	D,E	L-1.6

MANUFACTURER PHONE NUMBERS:

ARROWHEAD PRODUCTS: (800) 332-4267
BELGARD: (844) 495-8210
EARTHMARK: (619) 282-0686
FIELD TURF: (866) 352-4575
SIERRA ROCK LANDSCAPE MATERIALS: (916) 791-1154

SYMBOL BOULDER CHART

A — FIELD STONE (MOSS ROCK) - 2'X2'X2' (XX)

B — FIELD STONE (MOSS ROCK) - 3'X3'X3' (XX)

GENERAL NOTES

1. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF LINCOLN LAND DEVELOPMENT MANUAL LANDSCAPE STANDARDS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
2. EXCEPT AS OTHERWISE INDICATED, THE CONTRACTOR SHALL COMPLY WITH THE LATEST ADOPTED EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) TOGETHER WITH THE LATEST ADOPTED EDITIONS OF THE REGIONAL AND CITY OF LINCOLN SUPPLEMENT AMENDMENTS FOR ALL OFF-SITE IMPROVEMENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UNDERGROUND UTILITIES.
4. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FOR CONCRETE FLATWORK. ALL FLAT WORK SHALL DRAIN AWAY FROM STRUCTURES AT A MINIMUM OF ONE HALF PERCENT (.5%) OR AS INDICATED ON CIVIL ENGINEERS DRAWINGS.
5. THE CONTRACTOR SHALL REFER TO ENGINEER'S DRAWING FOR SPOT ELEVATIONS AND DRAINAGE OF FLATWORK.
6. ALL DIMENSIONS ARE TO THE FACE OF CURB AND FACE OF WALL UNLESS INDICATED OTHERWISE.
7. EXPANSION JOINTS WITH SEALANT SHALL BE INSTALLED WHERE PAVING ABUTS WALLS, COLUMNS, CURBS, STAIRS OR RAMPS AND WHERE SHOWN ON THE DRAWINGS. EXPANSION JOINTS SHALL BE HIDDEN IN AREAS OF STAMPED CONCRETE.
8. FINISH GRADE SHALL BE THREE INCHES (3") BELOW CONCRETE FLAT WORK FOR BARK MULCH AND COBBLE AREAS. COBBLE SURFACE SHALL BE FLUSH WITH ADJACENT SURFACE.
9. PAVING: CONTRACTOR SHALL PROVIDE 5' x 5' MOCK-UP PANELS FOR ALL PAVING MATERIALS AND COLORS FOR APPROVAL OF LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PAVING. MOCK-UP PANEL SHALL INCLUDE PAVING MATERIAL, GROUT, SCORING, STAMP PATTERN AND SEALANT (AS APPLICABLE).
10. NO PROPOSED IMPROVEMENTS PENDING EMRA APPROVAL.

MINIMUM STREET TREE SEPARATION DISTANCES:

INTERSECTIONS.....25 FEET
DRIVEWAYS.....10 FEET
SEWER LATERALS.....10 FEET
FRONT OF TRAFFIC SIGNAL, STOP SIGN.....20 FEET
BACK OF TRAFFIC SIGNAL, STOP SIGN.....10 FEET
UNDERGROUND UTILITY LINES.....5 FEET
ABOVE GROUND UTILITY STRUCTURES.....10 FEET
STREET LIGHTS.....15 FEET

GENERAL LEGEND

- EXPANSION JOINT
- SAWCUT JOINT
- ALIGNMENT SYMBOL
- CENTERLINE
- PERPENDICULAR
- ALN ALIGN
- PA PLANTING AREA
- DETAIL CALLOUT — A / L-8 — DETAIL / SHEET NUMBER

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. HOWEVER, THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

REVISIONS

NO.	BY	DATE	DPW	DESCRIPTION

LICENSED LANDSCAPE ARCHITECT — ROLF J. SIMON — NO. 6290 — RENEW 12/8/25 — STATE OF CALIFORNIA

LIC.EXP. 7/30/2027

PROJECT #	DESIGNED BY:	DRAFTED BY:	CHECKED BY:	DATE:
1922.20	JS	RG	RG	12/2/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE CONSTRUCTION LEGEND

CALIFORNIA
LINCOLN

SHEET L1.00 OF 9

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PROPERTY LINE (TYPICAL SYMBOL)

NATURAL CONCRETE PAVING (TYPICAL SYMBOL) — A / L-1.3

DECOMPOSED GRANITE (TYPICAL SYMBOL) — A / L-1.3

CONCRETE MOWCURB (TYPICAL SYMBOL) — A / L-1.3

B / L-1.3 — SAW CUT SCORE JOINT (TYPICAL SYMBOL)

B / L-1.3 — EXPANSION JOINT (TYPICAL SYMBOL)

PA

SEE BLOW-UP PLAN ON SHEET L1.3

SEE BLOW-UP PLAN ON SHEET L1.3

MATCHLINE - SEE SHEET L1.2

BOCCE BALL COURT — A / L-1.3

ENHANCED CONCRETE PAVING (TYPICAL SYMBOL) — A / L-1.3

RETAINING WALL (TYPICAL SYMBOL) — A / L-1.3

CONSTRUCTION KEY:

- EXPANSION JOINT
- SAWCUT JOINT
- ALIGNMENT SYMBOL
- CENTERLINE
- PERPENDICULAR
- ALN ALIGN
- EQ EQUAL DISTANCE

PA PLANTING AREA

DETAIL CALLOUT — B1 / L-117 — DETAIL / SHEET NUMBER

CA: 1-800-227-2600 — CALL BEFORE YOU DIG — UNDERGROUND SERVICE ALERT — CALL TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE (IN FEET)
20 10 0 10 20 40
1 INCH = 20 FT

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. HOWEVER, WHERE THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

REVISIONS

NO.	BY	DATE	DPW DATE	DESCRIPTION

LICENSED LANDSCAPE ARCHITECT — KYLE J. SIMON — NO. 6290 — 12/8/25 — STATE OF CALIFORNIA — LIC.EXP. 7/30/2027

PROJECT #	DESIGNED BY:	DRAFTED BY:	CHECKED BY:	DATE:
1124.20	KC	RG	RG	12/22/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE CONSTRUCTION PLAN

CALIFORNIA
LINCOLN

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A ENHANCED CONCRETE PAVING (TYPICAL SYMBOL) L-1.3

STORAGE SHED (1) (TYPICAL SYMBOL)

MATCHLINE - SEE SHEET L1.1

SEE BLOW-UP PLAN ON SHEET L1.3

SEE BLOW-UP PLAN ON SHEET L1.3

METAL GARDEN BED (9) (TYPICAL SYMBOL)

A DECOMPOSED GRANITE (TYPICAL SYMBOL) L-1.3

A PICKLE BALL COURT L-1.3

A CONCRETE MOWCURB (TYPICAL SYMBOL) L-1.3

PROPERTY LINE (TYPICAL SYMBOL)

PA

FEV

EV

EV AMB

EV VAN

VAN

CONSTRUCTION KEY:

---------- EXPANSION JOINT	PA PLANTING AREA
SAWCUT JOINT	
ALIGNMENT SYMBOL	DETAIL CALLOUT: B1 / L-117 — DETAIL / SHEET NUMBER
CENTERLINE	B / L-1.3 INTERLOCKING PAVERS (TYPICAL SYMBOL)
PERPENDICULAR	B / L-1.3 SAW CUT SCORE JOINT (TYPICAL SYMBOL)
ALN ALIGN	B / L-1.3 EXPANSION JOINT (TYPICAL SYMBOL)
EQ EQUAL DISTANCE	

CA: 1-800-227-2600 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT CA: 1-800-227-2600
CALL TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE (IN FEET)
20 10 0 10 20 40
1 INCH = 20 FT

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED HEREON. WHERE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

NO.	BY	DATE	DPW	DESCRIPTION
				REVISIONS

LICENSED LANDSCAPE ARCHITECT KYLE J. SIMON NO. 6290 12/8/25 STATE OF CALIFORNIA LIC.EXP. 7/30/2027

PROJECT #	DESIGNED BY:	DRAFTED BY:	CHECKED BY:	DATE:
1422.07	KS	RG	RG	12/2/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE CONSTRUCTION PLAN

CALIFORNIA
LINCOLN

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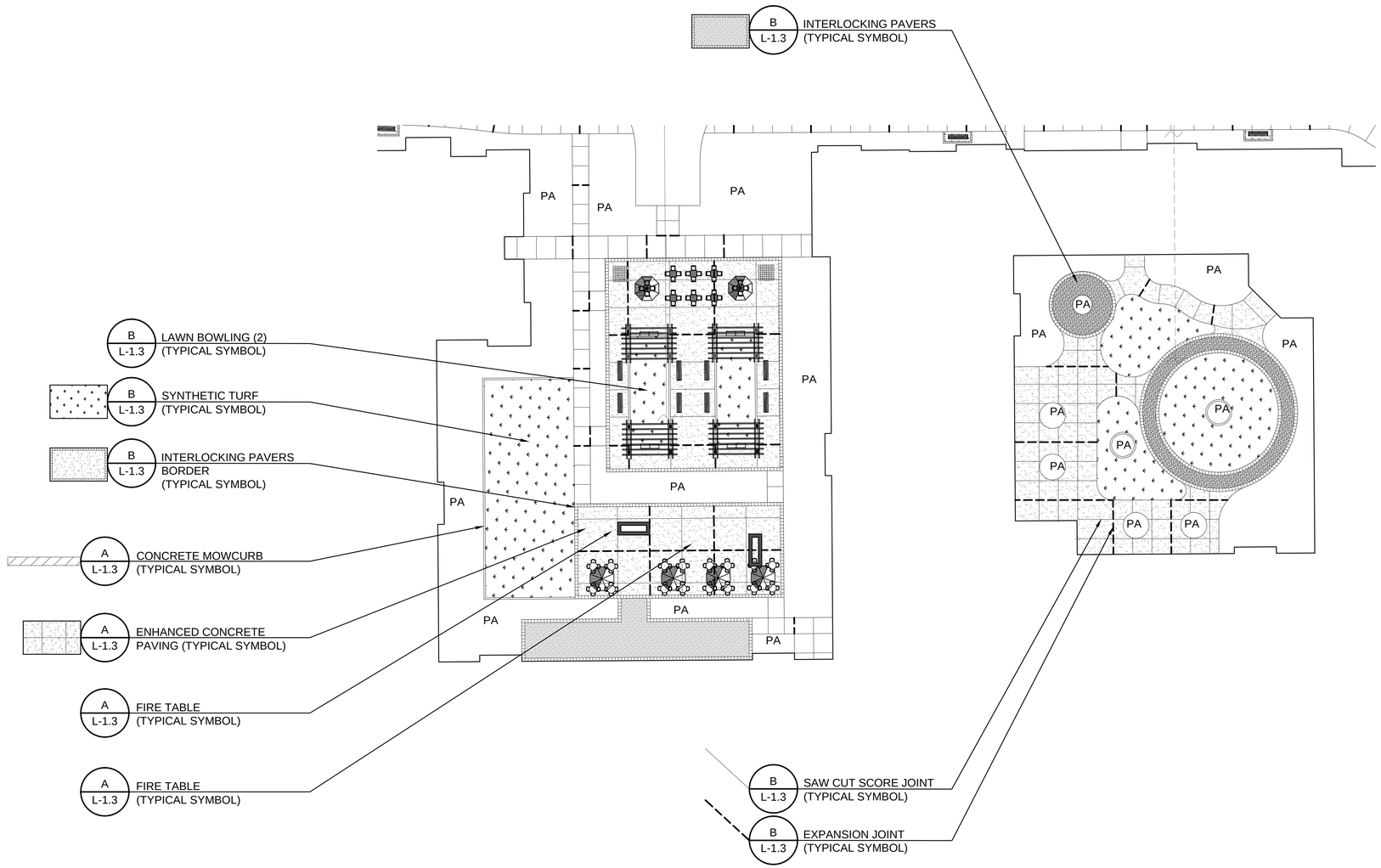

CONSTRUCTION KEY:

---------- EXPANSION JOINT	PA PLANTING AREA
SAWCUT JOINT	
ALIGNMENT SYMBOL	DETAIL CALLOUT: B1 / L-117 — B1 = DETAIL, L-117 = SHEET NUMBER
CENTERLINE	
PERPENDICULAR	
ALN ALIGN	
EQ EQUAL DISTANCE	

CA: 1-800-227-2600
CALL BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT
CA: 1-800-227-2600
CALL TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE (IN FEET)
20 10 0 10 20 40
1 INCH = 20 FT

RECORD DRAWING: ALL INFORMATION SHOWN ON THESE PLANS HAVE BEEN PREPARED BY, OR UNDER THE DIRECTION OF, THE UNDERSIGNED ENGINEER. ADJUSTMENTS MADE IN THE FIELD DURING CONSTRUCTION ARE INCLUDED. HOWEVER, THE ENGINEER IS ADVISED IN WRITING OF SUCH CHANGE BY THE OWNER, DEVELOPER, CONTRACTOR OR THE CITY OF ROCKLIN.

PROJECT ENGINEER: RCE #: DATE:

NO.	BY	DATE	DPW	DESCRIPTION
REVISIONS				

LICENSED LANDSCAPE ARCHITECT
NILE J. SIMON
NO. 6290
12/8/25
STATE OF CALIFORNIA
LIC.EXP. 7/30/2027

PROJECT #	15-ROCK-20
DESIGNED BY:	KC
DRAFTED BY:	RG
CHECKED BY:	RG
DATE:	12/2/2025

IMPROVEMENT PLANS
CAREFIELD LIVING

LANDSCAPE CONSTRUCTION BLOPW-UP PLAN

LINCOLN CALIFORNIA

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STAFF REPORT

Item Number 8.B

SUBJECT:	General Plan Amendment: Residential Density Increase and Changes to the Floor Area Ratio (FAR) Standard (Efren Sanchez)
SUBMITTED BY:	Efren Sanchez
DEPARTMENT:	Community Development
DATE:	November 18, 2026

STAFF RECOMMENDATION:

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

1. Approve a Resolution recommending City Council determine that no further environmental analysis is required pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) as there is substantial evidence that an Addendum to the City of Lincoln General Plan EIR (SCH No. 2005112003) is the sufficient CEQA document (Attachment 1);
2. Approve a Resolution recommending City Council adopt a Resolution approving the proposed General Plan Amendment to amend the Land Use and Community Design Element of the City of Lincoln General Plan 2050 (Attachment 2).

BACKGROUND/INTRODUCTION:

The City of Lincoln General Plan was adopted in March 2008. State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). This general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise as identified in state law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). The City of Lincoln chose to adopt a General Plan that consolidates some of the mandatory elements, includes one optional element (Economic Development), and integrates background information, goals and policies, and environmental analysis.

The Housing Element of the General Plan is updated on a regular cycle, pursuant to state housing law. The Housing Element includes a range of policies and programs to accommodate the city's anticipated housing needs (known as the Regional Housing Needs Assessment, or RHNA). The City's current Housing Element is the 2021-2029 Housing Element (known as the Sixth Cycle Housing Element), was adopted by the City Council on

May 11, 2021.

Action 2.12 of the adopted 2021-2029 Housing Element states that, "the City will consider increasing the maximum density in the High-Density Residential (HDR) designation and R-3 Zoning District from 20 units per acre to 30 units per acre. This density is consistent with the state's recommended default density for the development of affordable housing. If the City determines that increasing the density is not feasible, the City will consult with HCD (California Department of Housing and Community Development)."

The General Plan Amendment would amend the Land Use and Community Design Element Section 4.2 of the General Plan increasing the allowable densities in the High-Density Residential (HDR), Planned Development (PD), and Mixed-Use (MU) land use designations identified in Table 4-1 (General Plan Land Use Designations and Development Standards), and to increase allowable residential densities within the separately proposed City-initiated Downtown Master Plan area. This proposed density increases are consistent with and implements Action 2.12 of the adopted 2021 Housing Element in support of affordable housing efforts in the City.

Concurrent with efforts to implement Action 2.12 of the Housing Element, the City is developing a Downtown Master Plan to encourage residential mixed use in the Downtown Lincoln area. The changes to land uses in the Downtown Master Plan area would increase allowable residential density and in some cases allow residential development on land uses that does not traditionally allow residential development. These changes in residential use are limited to the defined boundary of the Downtown Master Plan.

The Downtown Master Plan will be considered under a separate agenda; however, the changes to the General Plan are necessary to implement the Downtown Master Plan to avoid any inconsistencies with the General Plan.

The General Plan can only be amended four times per year, per state planning law. Therefore, wherever possible, the City will bundle proposed amendments together. In this instance, as the amendments would also provide for increased housing density in the appropriate land use designations (e.g., high density or mixed-use) the proposed changes are being considered together.

FINDINGS/ANALYSIS:

The General Plan Amendment would revise the residential intensities for the HDR, PD, and MU land use designations from the current maximum of 20 dwelling units per acre to 30 dwelling units per acre. These changes would be applicable to these three land use designations throughout the City except in areas where Specific Plans and General Development Plans have been adopted. Adopted Specific Plans, such as Village 1, 5 and 7, include lands designated for high density residential uses and have designated maximum residential buildout, may increase their maximum density to be consistent with the proposed General Plan maximum density through the Specific Plan Amendment process. Any such Specific Plan Amendment process would be subject to additional, separate planning review process, including compliance with CEQA. This General Plan Amendment project will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Master Plan Area.

Currently, the General Plan does not designate a maximum floor area ratio (FAR) for

residential land uses. However, in the Downtown Master Plan area, the proposed Downtown Master Plan would increase the allowable building intensity and the maximum housing density. Building intensity is regulated in the General Plan through maximum floor area ratio (FAR). The Downtown Master Plan would increase the FAR for the following land use designations: 1.00 for the HDR land use, 0.75 for the Low Density Residential (LDR) land use, and 0.80 for the Medium Density Residential (MDR) land use. The proposed General Plan Amendment would increase the FAR within these land use designations, but only within the Downtown Master Plan area (see Attachment 2 - Exhibit A, *Table 4.1 General Plan Land Use Designations and Development Standards*).

Furthermore, the Downtown Master Plan would allow residential uses in the Community Commercial (CC), Business and Professional (BP), and Light Industrial (LI) land use designations within the Downtown Master Plan area. The residential intensity for the CC land use designation would be 67.4 dwelling units per acre, 20 dwelling units per acre for the BP land use, and 40.5 dwelling units per acre for the LI land use. In the Downtown Master Plan area, maximum FAR for the CC land use would increase to 3.50 from the General Plan maximum of 0.35, 1.00 from 0.45 for the BP land use, and 2.50 from 0.50 for the LI land use. The General Plan Amendment would make revisions to the Community Commercial (CC) and Business and Professional (BP) commercial land use designations and the Light Industrial (LI) industrial land use designation in the General Plan Land Use Element specifically for development within the Downtown Master Plan area.

The proposed changes to the residential intensities for the HDR and MU land use designations could increase the number of residential units from 448 to 674, an increase of 226 units. In the Downtown Master Plan area, the proposed changes to the residential intensities for the CC, BP, and LI land use designations could increase the number of residential units in the Downtown from 281 to 1,337, a potential increase of 1,056. As such, the General Plan Amendment could result in the development of approximately 1,282 additional dwelling units and approximately 3,166 residents.

The General Plan EIR describes that the Land Use Diagram accommodates an estimated 34,000 new housing units, which would house an estimated 101,000 new residents. The 2005 population at the time the General Plan EIR was prepared was 31,000; therefore, the total build-out population determined in the General Plan EIR was 132,000. The current (2025) estimated population of the City is 55,431, and 22,474 residential units. The Sacramento Area Council of Governments 2025 Blueprint forecasts that between 2020 and 2050, 8,720 housing units would be built in the City. In 2020, there was 20,030 housing units in the City; as such, in 2050, there would be 28,750 residential units in the City. Using a reasonable persons per household factor range, the population in the City in 2050 is expected to be 71,875 people to 77,625 people. The CEQA Addendum concludes that while the residential units and residents generated by the General Plan Amendment would be in addition to the total build-out population analyzed in the General Plan EIR, the population of the City has grown at a slower rate than what was analyzed in the General Plan EIR and the 2050 population projection for the City is below the total build-out population of 132,000 residents that was analyzed in the General Plan EIR. As such, the City's current level of development is well below that estimated in the General Plan EIR, and the moderate increase facilitated by the proposed project would not exceed the level of development assumed in the General Plan EIR. The City's current level of development is well below that estimated in the General Plan EIR, and the moderate increase facilitated by the General Plan Amendment would not exceed the level of development assumed in the General Plan EIR. As such, the increase in development

resulting from the General Plan Amendment remains within the development envelope analyzed by the certified General Plan EIR, and no new significant impacts or substantially more severe impacts would occur.

CONCLUSION

The General Plan Amendment would implement Action 2.12 of the adopted 2021 Housing Element, increase development flexibility for high-density and mixed-use residential development, and supports the Downtown Master Plan vision while remaining within the scope of environmental analysis contained in the certified General Plan EIR. Supported by the analysis provided above, staff have concluded that approval is in the best interest of the City because it advances housing opportunities and allows for residential development, which would support implementation of the City's approved Housing Element. This General Plan Amendment project will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Master Plan Area.

ENVIRONMENTAL REVIEW:

Pursuant to State CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), an Addendum to the certified City of Lincoln General Plan Update EIR (SCH No. 2005112003) was prepared. The Addendum concludes the proposed General Plan Amendment would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts in the General Plan EIR. While the residential units and residents generated by the General Plan Amendment would be in addition to the total build-out population analyzed in the General Plan EIR, the population of the City has grown at a slower rate than what was analyzed in the General Plan EIR and the 2050 population projection for the City is below the total build-out population of 132,000 residents that was analyzed in the General Plan EIR. As such, the City's current level of development is well below that estimated in the General Plan EIR, and the moderate increase facilitated by the General Plan Amendment would not exceed the level of development assumed in the General Plan EIR. There is no substantial evidence requiring the preparation of a subsequent or supplemental EIR (Section 15162) to the existing City of Lincoln General Plan Update EIR (SCH No. 2005112003), adopted by the City of Lincoln on March 25, 2008.

ATTACHMENTS:

8.B. Attach 1 GPA Addendum PC Resolution

8.B. Attach 1 GPA Addendum PC Resolution Exhibit

8.B. Attach 2 GPA PC Resolution

8.B. Attach 2 GPA PC Resolution Exhibit

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT THE PROPOSED ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR) (STATE CLEARINGHOUSE #2005112003) FOR THE CITY OF LINCOLN GENERAL PLAN. THIS ADDENDUM, ALONG WITH THE EIR, SERVE AS THE ENVIRONMENTAL REVIEW FOR THE CITY OF LINCOLN RESIDENTIAL DENSITY INCREASE AND CHANGES TO THE FLOOR AREA RATIO (FAR) STANDARD – GENERAL PLAN AMENDMENT PROJECT (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, on March 25, 2008, the City Council of the City of Lincoln certified the Final Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003 for the City of Lincoln General Plan (General Plan), which analyzed the environmental impact associated with implementation of the General Plan pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, the 2021-2029 Housing Element contains Program Action 2.12, which states that, "The City will consider increasing the maximum density in the High-Density Residential (HDR) designation and R-3 Zoning District from 20 units per acre to 30 units per acre. This density is consistent with the state's recommended default density for the development of affordable housing. If the City determines that increasing the density is not feasible, the City will consult with HCD"; and

WHEREAS, the General Plan Amendment would amend the Land Use and Community Design Element Section 4.2 of the General Plan increasing the allowable densities in the High-Density Residential (HDR), Planned Development (PD), and Mixed-Use (MU) land use designations identified in Table 4-1 (General Plan Land Use Designations and Development Standards), and to increase allowable residential densities within the separately proposed City-Initiated Downtown Master Plan area. This proposed density increases are consistent with and implements Program Action 2.12 of the adopted 2021-2029 Housing Element in support of affordable housing efforts in the City; and

WHEREAS, the proposed General Plan Amendment would establish revised maximum floor area ratios (FAR) and residential densities for specified General Plan land use designations within the Downtown Master Plan Area only, including maximum FARs of 0.75 for Low Density Residential (LDR), 0.80 for Medium Density Residential (MDR), and 1.00 for High Density Residential (HDR); would allow residential uses within the Community Commercial (CC), Business and Professional (BP), and Light Industrial (LI) designations at maximum densities of 67.4, 20, and 40.5 dwelling units per acre, respectively; and would increase the maximum FAR within the Downtown Master Plan area to 3.50 for CC, 1.00 for BP, and 2.50 for LI, thereby supporting additional housing, mixed-use development, and the land use vision for the Downtown Master Plan; and

WHEREAS, notices describing the proposed Residential Density Increase and changes to the Floor Area Ratio standard (applicable only to the separate City-initiated Downtown Master Plan) – General Plan Amendment project was published 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

DRAFT

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project would not result in new significant environmental effects; therefore, an Addendum to the certified EIR has been prepared (provided as Exhibit A). CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), an Addendum to the certified City of Lincoln General Plan Final EIR (SCH No. 2005112003) was prepared. The Addendum concludes the proposed General Plan Amendment would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts in the General Plan EIR. While the residential units and residents generated by the General Plan Amendment would be in addition to the total build-out population analyzed in the General Plan EIR, the population of the City has grown at a slower rate than what was analyzed in the General Plan EIR and the 2050 population projection for the City is below the total build-out population of 132,000 residents that was analyzed in the General Plan EIR. As such, the City's current level of development is well below that estimated in the General Plan EIR, and the moderate increase facilitated by this General Plan Amendment for the residential density increase and changes to the F.A.R would not exceed the level of development assumed in the General Plan EIR. There is no substantial evidence requiring the preparation of a subsequent or supplemental EIR (Section 15162) to the existing City of Lincoln General Plan EIR (SCH No. 2005112003), adopted by the City of Lincoln on March 25, 2008; and

WHEREAS, the Planning Commission of the City of Lincoln, on November 18, 2026, did hold a duly notice 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 adopted Addendum for the certified General Plan Final EIR (SCH No. 2005112003).

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

Section 1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the 2050 General Plan Environmental Impact Report (EIR) continues to apply and by this reference the mitigation in the MMRP will carry forward by the Residential Density Increase and changes to the Floor Area Ratio – General Plan Amendment project.

Section 2. All mitigation measures contained within the Mitigation Monitoring Plans for the General Plan Final EIR shall apply to the project.

Section 3. Based upon the provisions of CEQA Guidelines Section 15168 and 15162 and the documentation provided in Exhibit A, Addendum to the General Plan Final EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed General Plan Amendment.

PASSED AND ADOPTED this 18th day of November 2026, by the following roll call vote:

DRAFT

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibit:

A. Addendum to the City of Lincoln General Plan Update Final Environmental Impact Report: City of Lincoln Residential Density Increase – General Plan Amendment

DRAFT

SCH NO. 2005112003

Addendum to the City of Lincoln General Plan Update Final Environmental Impact Report

City of Lincoln Residential Density Increase General Plan Amendment

NOVEMBER 2026

Prepared for:

CITY OF LINCOLN
600 Sixth Street
Lincoln, California 95648
Contact: Efren Sanchez, Senior Planner

Prepared by:

DUDEK

1810 13th Street, Suite 110
Sacramento, California 95811
Contact: Brian Grattidge

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
BP	Business Professional
Caltrans	California Department of Transportation
City	City of Lincoln
CC	Community Commercial
EIR	Environmental Impact Report
GHG	Greenhouse gas
GPA	General Plan Amendment
HDR	High Density Residential
I-	Interstate
LDR	Low Density Residential
LI	Light Industrial
LOS	Level of Service
MDR	Medium Density Residential
MU	Mixed Use
PCCP	Placer County Conservation Plan
PD	Planned Development
SACOG	Sacramento Area Council of Governments
SR	State Route

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1 Introduction

1.1 City of Lincoln General Plan Update Environmental Impact Report

This document is an addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse No. 2005112003) for the City of Lincoln General Plan (General Plan). This addendum, along with the EIR, serve as the environmental review for the City of Lincoln Residential Density Increase General Plan Amendment (project), as required pursuant to the provisions of the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the CEQA Guidelines (14 CCR 15000 et seq.).

The EIR was prepared to address the environmental impacts associated with implementation of the General Plan and was certified by the Lincoln City Council on March 25, 2008. The EIR found that potentially significant impacts related to economic development could be mitigated to levels that are less than significant. However, the EIR determined that impacts related to land use, transportation and circulation, public facilities and services, open space and conservation, and health and safety could not be mitigated to levels that are less than significant, and therefore, these impacts were identified as significant and unavoidable. Accordingly, in certifying the EIR, and consistent with CEQA Guidelines Sections 15091 and 15093 et al., the City of Lincoln (City) made written findings and adopted a statement of overriding considerations that concluded that the benefits of the General Plan and related actions would outweigh its significant and unavoidable environmental impacts in the areas of land use, transportation and circulation, public facilities and services, open space and conservation, and health and safety.

As documented in this addendum, the project would not result in any new or substantially more severe environmental impacts than those considered and addressed in the General Plan EIR. Pursuant to the provisions of CEQA and the CEQA Guidelines, the City is the lead agency with the principal responsibility for deciding whether or not to approve the requested action. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from construction and operation of the project.

1.2 Environmental Procedures

The EIR was prepared in conformance with CEQA Guidelines Section 15168. Section 15168(c) states that a later activity within the program analyzed in an EIR is to be examined under CEQA Guidelines Section 15162. CEQA Guidelines Section 15168(c)(3) requires that feasible mitigation measures developed in an EIR be incorporated into subsequent actions in the program. Finally, CEQA Guidelines Section 15168(c)(4) calls for a "written checklist or similar device" to document the agency's analysis.

Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, if the lead agency determines that one or more of the conditions set forth under Section 15162 are met, a subsequent EIR or negative declaration shall be prepared for the project.

Where none of the conditions specified in Section 15162 are present, the lead agency shall not prepare a subsequent or supplemental EIR (14 CCR 15162[a]), but may prepare a negative declaration, an addendum, or no further CEQA documentation. Section 15164 of the CEQA Guidelines states that an addendum to an EIR shall be

prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

In accordance with the CEQA Guidelines, the City has determined that an addendum to the EIR is the appropriate environmental document for the project. This addendum analyzes the changes proposed by the project and any pertinent changes to the circumstances under which the project is undertaken that have occurred since the EIR was certified. It also analyzes any new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time that the EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required.

The environmental checklist form and analysis have been completed by the lead agency, the City. Each environmental topic discussed in this addendum includes an overview of the impacts to the environment evaluated in the EIR, a comparison between this project's effects on the environment and the effects evaluated in the EIR, and a determination whether the project's physical effects on the environment are within the scope of those analyzed in the EIR. Where the EIR identified compliance with General Plan policies and implementation measures as avoiding significant environmental effects, the applicability of such policies and implementation measures to the project and their effect is described. Where the EIR identified additional mitigation measures to ensure that the potentially significant effects identified by the EIR were addressed (pursuant to 14 CCR 15168[c]), those mitigation measures are also identified in this addendum, as applicable.

1.3 Environmental Documentation

This addendum relies on the environmental analysis in the General Plan EIR (SCH No. 2005112003) and the General Plan. This addendum incorporates by reference the EIR and the technical analyses and documents that relate to the project or provide additional information concerning the environmental setting of the project.

The analysis disclosed in this addendum is based on the knowledge and expertise of the City's Planning and Development staff, as well as the following technical studies and/or planning documents specific to the project:

- City of Lincoln 2050 General Plan
- City of Lincoln Municipal Code
- Certified EIR for the City of Lincoln 2050 General Plan (SCH No. 2005112003) and the associated Statement of Overriding Considerations
- City of Lincoln Housing Element 2021-2029
- Lincoln Downtown Master Plan (not yet adopted; referenced for informational purposes only) and Opticos Design, Inc., City of Lincoln Downtown Master Plan General Plan Amendment Analysis (2026))

The technical studies/documents are available for review at the following website: https://www.lincolnca.gov/business-and-development/planning-and-development/general-plan-2050/.

2 Project Description

2.1 Project Overview

The project is a General Plan Amendment (GPA) of the Land Use Element to increase the allowable densities in the High-Density Residential (HDR), Planned Development (PD), and Mixed-Use (MU) land use designations, and to increase allowable residential densities within the proposed Downtown Master Plan area. This increase in density is consistent with and implements Action 2.12 of the adopted 2021 Housing Element in support of affordable housing efforts in the City.

> Action 2.12
>
> The City will consider increasing the maximum density in the High-Density Residential (HDR) designation and R-3 Zoning District from 20 units per acre to 30 units per acre. This density is consistent with the state's recommended default density for the development of affordable housing. If the City determines that increasing the density is not feasible, the City will consult with HCD.

The changes to land uses in the Downtown Master Plan area would increase allowable residential density and in some cases allow residential development within land uses that did not previously allow residential development. These changes in residential use are limited to the boundary of the Downtown Master Plan.

2.2 Project Location

Regional Location

The City of Lincoln (City) is located in the Sacramento Valley, approximately 25 miles northeast of the City of Sacramento. Lincoln is one of six cities in Placer County and is located on the eastern edge of the Sacramento Valley floor at the base of the Sierra Nevada foothills. The planning area is traversed by a number of waterways, including Coon Creek and Doty Ravine along the northern boundary, Markham Ravine, Auburn Ravine, Ingram Slough, Orchard and Rock Creeks in the southern part of the planning area. The City is located along State Route (SR) 65, which connects to Interstate (I-)80 approximately ten miles east of the City. SR 193 also traverses the planning area (City of Lincoln 2008).

Project Location

The project location is the incorporated limits of the City. The General Plan and project apply to all development within the City limits. For advanced planning considerations, the General Plan and project also consider properties outside of the City limits and within the City's Sphere of Influence (see the General Plan Land Use and Circulation Diagram, updated February 2025). The planning area boundaries are:

- North along West Wise Road, west of Dowd Road, Coon Creek and Doty Ravine between Dowd Road and Gladding Road, and Wise Road between Gladding and McCourtney Roads;
- East generally along McCourtney Road, Hungry Hollow Road and Sierra College Boulevard;

- South along the City of Rocklin (Sunset Ranchos) east of SR 65 and Athens Avenue west of SR 65; and
- West approximately two miles west of Dowd Road.

2.3 Project Description

General Plan High Density Residential, Planned Development, and Mixed-Use Land Use Designations Changes

The following describes the proposed changes to the General Plan HDR, PD, and MU land use designations.

Land Use Designation

The residential intensity for these land use designations would be increased from 13-20 dwelling units/acre to 13-30 dwelling units/acre. See proposed edits in Table 2-1 below, which is reflective of Table 4.1 of the General Plan (page 4-4). Changes to the residential intensity are shown in underlined red text. Similarly, other land use designations that allow high density residential use would also be increased: PD residential density would increase from 4-20 dwelling units/acre to 4-30 dwelling units per acre; and MU residential density would increase from 13-20 dwelling units/acre to 13-30 dwelling units per acre. The residential intensity changes to these land use designations would apply for all HDR, PD, and MU land uses within the City.

Table 2-1. General Plan Land Use Designations and Development Standards (Table 4.1, page 4-4)

Land Use Designation	Label	Residential Intensity (DU/gross acre)	Non-Residential Intensity – Floor Area Ratio (FAR)
Rural Residential	RR	1 DU per 2 to 5 acres	n/a
Country Estates	CE	1-2.9	n/a
Low Density Residential	LDR	3-5.9	n/a
Medium Density Residential	MDR	6-12.9	n/a
High Density Residential	HDR	~~13 20~~ 13-30	n/a
Planned Development	PD	~~4-20~~ 4-30	2.00
Village	V	Varies (see Village policies)	Varies (see Village policies)
Neighborhood Commercial	NC	n/a	0.35
Community Commercial	CC	n/a	0.35
Mixed Use	MU	~~13 20~~ 13-30	4.00
Regional Commercial	RC	n/a	0.36
Special Use District	SUD	Varies see SUD policies	Varies see SUD policies
Business and Professional	BP	n/a	0.45
Light Industrial	LI	n/a	0.50
Industrial	I	n/a	0.50
Industrial Planned Development	IPD	n/a	0.50

Table 2-1. General Plan Land Use Designations and Development Standards (Table 4.1, page 4-4)

Land Use Designation	Label	Residential Intensity (DU/gross acre)	Non-Residential Intensity – Floor Area Ratio (FAR)
Parks and Recreation	PR	n/a	0.25
Open Space	OS	n/a	0.10
Agricultural	AG	n/a	0.05
Public Facilities	PF	n/a	0.40

Source: City of Lincoln 2026.
Notes: DU = dwelling unit.

The description of the HDR land use designation in the General Plan Land Use Element (Page 4-5) would be revised to reflect the change in Table 2-1 above (Table 4-1 in the General Plan, page 4-4). Changes to the General Plan Land Use Element text are shown in underlined red text.

> **Residential Land Use Designations**
>
> ***High Density Residential (HDR)***
>
> The purpose of this designation is to allow for multifamily housing at densities greater than other residential designations. This designation is intended to allow for those structural forms that promote moderate and higher density living styles. This designation provides for condominiums, townhouses, triplexes, fourplexes, multi - family residential units, group quarters, and similar and compatible uses. Residential densities shall be in the range of 13.0 to ~~20.0~~ 30.0 units per gross acre.
>
> This designation allows a FAR of 1.00 in the Downtown Master Plan area.

Moreover, the increase in the density would support other planning efforts for targeted increased in residential density. Specifically, the City-initiated Downtown Master Plan would increase residential densities as part of the objectives to incorporate more mixed-use infill housing and attract affordable housing within the downtown Lincoln area.

Zoning

The R-3 Zoning is consistent with the HDR land use designation. An analysis of the development standards in the R-3 zone was done, and no changes to those standards are necessary to achieve the proposed maximum density of 30 dwelling units/acre. Therefore, no changes to the R-3 zoning standards are proposed.

Density Increase

The project would allow a change in maximum density from 20 to 30 units per gross acre, an increase of 10 units. Nine (9) vacant HDR parcels and one (1) vacant Mixed Use parcel were identified as being affected by this change. These ten (10) parcels total 22.7 acres. Under the proposed increase, the potential units would increase from 448 to 674, an increase of 226 units.

Other developed parcels with the HDR or MU designation may be redeveloped in the future to yield additional dwelling units, but it is speculative to identify and calculate those units at the citywide level. Similarly, approved

specific plans which include lands designated for high density residential uses may increase their maximum density to be consistent with the proposed General Plan maximum density through the Specific Plan Amendment process. As with potential redevelopment parcels, assigning additional high density units to approved Specific Plans would be speculative and are not estimated here. Any such Specific Plan Amendment process would be subject to additional, separate planning review, including compliance with CEQA.

General Plan Land Use Density Changes within the Downtown Master Plan Area

The following describes the proposed changes to land use designations in the Downtown Master Plan area only.

Land Use Designation

As discussed above, the residential intensity for the HDR land use designation would be increased from 13-20 dwelling units per acre to 13-30 dwelling units per acre. Currently, the General Plan does not designate a maximum FAR for residential land uses. The proposed Downtown Master Plan would establish a maximum FAR for the HDR land use within the Downtown Master Plan area of 1.00. In addition, within the Downtown Master Plan area, the maximum floor area ratio (FAR) for the Low Density Residential (LDR) land use would be 0.75 and the maximum FAR for the Medium Density Residential (MDR) land use would be 0.80. These FAR limits would apply only in the Downtown; in the rest of the City building density would be regulated only through maximum units per acre.

Furthermore, residential uses would be allowed in the Community Commercial (CC), Business and Professional (BP), and Light Industrial (LI) land use designations with the Downtown Master Plan area. The residential intensity for the CC land use designation would be 67.4 dwelling units per acre, 20 dwelling units per acre for the BP land use, and 40.5 dwelling units per acre for the LI land use. In the Downtown Master Plan area, maximum FAR for the CC land use would increase to 3.50 from the General Plan maximum of 0.35, 1.00 from 0.45 for the BP land use, and 2.50 from 0.50 for the LI land use. Changes to the residential intensity and FAR in the Downtown are shown in underlined red text in Table 2-2.

Table 2-2. Residential Intensity Changes to Accommodate the Lincoln Downtown Master Plan

Land Use Designation	Label	Residential Intensity (DU/gross acre)	Maximum Floor Area Ratio (FAR)
Low Density Residential	LDR	3-5.9	~~n/a~~ 0.75
Medium Density Residential	MDR	6-12.9	~~n/a~~ 0.80
High Density Residential	HDR	~~13 20~~ 13-30	~~n/a~~ 1.00
Community Commercial	CC	~~n/a~~ 67.4	~~0.35~~ 3.50
Business and Professional	BP	~~n/a~~ 20	~~0.45~~ 1.00
Light Industrial	LI	~~n/a~~ 40.5	~~0.50~~ 2.50

Source: Opticos Design, Inc 2026.
Notes: DU = dwelling unit; FAR = floor area ratio.

In addition to the changes to the HDR, MU, and PD designations described above, the following revisions would be made to the Low Density Residential (LDR) and Medium Density Residential (MDR) residential land use designations, Community Commercial (CC) and Business and Professional (BP) commercial land use designations and the Light Industrial (LI) industrial land use designation specifically for development within the Downtown Master

Plan area (General Plan Land Use Element, Pages 4-6 and 4-7). Changes to the General Plan Land Use Element text are shown in underlined red text.

Residential Land Use Designations

Low Density Residential (LDR)

The purpose of this designation is to provide areas for single family detached residential uses and activities normally associated with single family neighborhoods. Where found appropriate, innovative single family design alternatives are encouraged. This designation provides for single family detached and attached homes, secondary residential units, public and quasi- public uses, and similar and compatible uses. Residential densities shall be in the range of 3.0 to 5.9 units per gross acre.

This designation allows a FAR of 0.75 in the Downtown Master Plan area.

Medium Density Residential (MDR)

The purpose of this designation is to provide areas for a variety of moderate intensity single family uses including detached and attached single family housing, mobile home parks, and cluster developments. This designation is applied in areas of predominantly single family character where a greater diversity of housing type is intended. This designation is located in transitional areas between higher intensity uses and lesser intensity single family areas. Residential densities shall be in the range of 6.0 to 12.9 units per gross acre.

This designation allows a FAR of 0.80 in the Downtown Master Plan area.

Commercial

Community Commercial (CC)

The purpose of this designation is to provide commercial areas serving multiple neighborhoods or the entire community, including retail and service uses, restaurants, banks, entertainment, and offices. These areas should primarily be developed in shopping center configurations or as infill commercial uses in established community commercial areas. The FAR shall not exceed 0.35.

This designation also allows residential units within the Downtown Master Plan area up to 67.4 dwelling units per acre and an increased FAR of 3.50 in the Downtown Master Plan area.

Business and Professional (BP)

The purpose of this designation is to provide areas for professional and administrative services and offices. Uses permitted under this designation generally include: medical offices and clinics; law firms; accountant offices; insurance, real estate, and financial; governmental offices; social services; and non-profit organizations. Retail commercial activities that complement or are accessory to the primary uses of the designation are also appropriate. The FAR shall not exceed 0.45.

This designation also allows residential units up to 20 dwelling units per acre within the Downtown Master Plan area and an increased FAR of 1.00 in the Downtown Master Plan area. Residential units in this designation in the Downtown Master Plan Area will meet the requirements for HDR.

Industrial

Light Industrial (LI)

The purpose of this designation is to provide space for manufacturing and industrial uses which show evidence of no or very low nuisance characteristics. The designation is applied to areas where nuisance characteristics of noise, odor, unsightliness, or hazardous materials manufacturing or storage are undesirable. Light Industrial areas typically include high-quality industrial park developments. Uses permitted under this designation include small-scale manufacturing, fabrication, packaging, storage, equipment repair, and similar related uses resulting in a high number of truck traffic. The FAR shall not exceed 0.50.

This designation also allows residential units up to 40.5 dwelling units per acre within the Downtown Master Plan area and an increased FAR of 2.50 in the Downtown Master Plan area.

Zoning

Residential development within the CC, BP, and LI designations in the Downtown Master Plan area may require subsequent amendments to the Zoning Ordinance to maintain consistency with the General Plan as required by Government Code Section 65860; any such amendments would be subject to separate review, including compliance with CEQA.

Density Increase

In the Downtown Master Plan area, the changes to the residential intensities shown in Table 2-2 could increase the number of residential units in the Downtown from 281 to 1,337, a potential increase of 1,056 (Opticos 2026). Combined with the proposed change in the HDR land use designation described above, the project would result in a potential increase of 1,282 residential units.Using a factor of 2.47 persons per household (based on the General Plan EIR estimate), the project would result in a potential increase of 1,282 residential units and 3,166 residents.

The General Plan EIR describes that the Land Use Diagram accommodates an estimated 34,000 new housing units, which would house an estimated 101,000 new residents. The 2005 population at the time the General Plan EIR was prepared was 31,000; therefore, the total build-out population determined in the General Plan EIR was 132,000 (Table 2-4, City of Lincoln 2006). The current (2025) estimated population of the City is 55,431, and 22,474 residential units (DOF 2026). The Sacramento Area Council of Governments (SACOG) 2025 Blueprint forecasts that between 2020 and 2050, 8,720 housing units would be built in the City. In 2020, there was 20,030 housing units in the City; as such, in 2050, there would be 28,750 residential units in the City (SACOG 2025). While the SACOG 2025 Blueprint does not include population projections for the City for 2050, the population can be estimated using a reasonable range for the persons per household factor. A reasonable persons per household factor range would be 2.5 to 2.7 persons per household, which is consistent with many suburban Placer County communities (DOF 2026). Using this persons per household factor range, the population in the City in 2050 is

expected to be 71,875 people[1] to 77,625 people[2]. While the residential units and residents generated by the project would be in addition to the total build-out population analyzed in the General Plan EIR, the population of the City has grown at a slower rate than what was analyzed in the General Plan EIR and the 2050 population projection for the City is below the total build-out population of 132,000 residents that was analyzed in the General Plan EIR. As such, the City's current level of development is well below that estimated in the General Plan EIR, and the moderate increase facilitated by the proposed project would not exceed the level of development assumed in the General Plan EIR. Even with the project's potential 1,282 additional units, projected 2050 housing (approximately 30,032 units) would remain well below the approximately 34,000 new units, plus the existing units at the time, assumed in the General Plan EIR. Because the project redistributes a portion of planned growth to infill and Downtown locations rather than to greenfield areas, each topical analysis below also considers whether the location and concentration of development, as distinct from its total amount, could result in new or substantially more severe localized impacts (for example, land use compatibility, sensitive receptor exposure, noise, hazardous materials, historic resources, and local infrastructure capacity).

1 28,750 x 2.5 = 71,875
2 28,750 x 2.7 = 77,625

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3 Environmental Checklist

1. **Project title:**

   City of Lincoln Residential Density Increase General Plan Amendment

2. **Lead agency name and address:**

   City of Lincoln
   600 Sixth Street
   Lincoln, California 95648

3. **Contact person and phone number:**

   Efren Sanchez, Senior Planner
   600 Sixth Street
   Lincoln, California 95648
   916.434.2491

4. **Project location:**

   City of Lincoln, California

5. **Project sponsor's name and address:**

   City of Lincoln
   600 Sixth Street
   Lincoln, California 95648

6. **General plan designation:**

   High Density Residential (HDR), Planned Development (PD), Mixed-Use (MU), Medium Density Residential (MDR), Low Density Residential (LDR), Community Commercial (CC), Business and Professional (BP), and Light Industrial (LI).

7. **Zoning:**

   The project would be implemented throughout the City on land with the General Plan designations listed above in item (6) and would occur in multiple City of Lincoln zoning designations. The project would not alter any existing zoning designations.

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   Refer to Section 2, Project Description, above.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   Refer to Section 2.2, Project Location, above.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

    None

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    The project was not subject to consultation under Public Resources Code Section 21080.3.1. The project is subject to Government Code Section 65352.3 ("SB 18" consultation). Consultation with California Native American tribes identified by the Native American Heritage Commission must be concluded before the City Council acts on the General Plan Amendment. The results of that consultation, including any measures to avoid or protect tribal cultural resources, will be documented into the final Addendum prior to adoption.

Determination

On the basis of this initial evaluation:

☒ I find that the proposed project is adequately addressed in the prior General Plan EIR, and none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Therefore this ADDENDUM to the General Plan EIR has been prepared.

Signature

11/10/2026
Date

Evaluation of Environmental Impacts

Section 15168(c) of the CEQA Guidelines provides that when the lead agency adopts a program EIR, subsequent activities in the program are examined in light of the program EIR to determine whether an additional environmental document must be prepared. Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, the lead agency shall not prepare a subsequent or supplemental EIR unless the agency determines that one or more of the following conditions are met for the project:

1. Substantial project changes are proposed that 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 would occur with respect to the circumstances under which the project is undertaken that require major revisions to 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 that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified 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 identified in the previous EIR;
    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 proponent declines to adopt the mitigation measures or alternatives; or
    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in Section 15162 are present, the lead agency cannot prepare a subsequent or supplemental EIR (CEQA Guidelines Section 15162(a)), but may prepare a negative declaration, an addendum, or no further CEQA documentation. Section 15164 of the CEQA Guidelines states that an addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

In accordance with the CEQA Guidelines, the City of Lincoln has determined that an Addendum to the General Plan EIR is the appropriate environmental document for the project. This addendum reviews the changes proposed by the project and any pertinent changes to the circumstances under which the project is undertaken that have occurred since the General Plan EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the General Plan EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the CEQA Guidelines and their applicability to the project.

3.1 Economic Development

3.1.1 Analysis

The General Plan EIR included the following impact determinations.

Impact ED-1) The General Plan would include retail services that would compete with existing businesses in the City's Downtown area.

The General Plan EIR determined that implementation of the General Plan would develop several thousand acres with a mix of residential, commercial, and retail uses in a phased manner driven by market demand, supported by policies that promote long-term economic sustainability, fiscal responsibility, and continued provision of urban services. Additional policies focus on enhancing and preserving the existing downtown through reinvestment, business support, and infill housing, while also maintaining the historic character of established neighborhoods. Because new commercial uses would be developed gradually and located approximately two miles from the existing downtown to serve a new population, the General Plan would not compete with or contribute to deterioration of the downtown area; therefore, impacts related to physical deterioration or urban decay of the downtown area were determined be less than significant.

The project includes increases to the allowable residential densities in the HDR, PD, and MU land use designations and changes to residential intensities and FARs for land use designations within the Downtown Master Plan area. Increases to the allowable residential densities for the HDR and PD land use designations would not impact commercial land use designations and would have no impact on shopping areas within the City. The MU land use designation is considered a commercial land use designation; however, the allowable intensity of commercial development associated with the MU land use designation would not change under the project, only the allowable residential intensities.

Within the Downtown Master Plan area, there would be changes to the residential intensities for HDR, CC, BP, and LI land use designations to support implementation of the Downtown Master Plan, which aims to transform Downtown Lincoln into an attractive and thriving destination while facilitating mixed-use and affordable housing options in downtown. The changes to residential intensities for these land use designations would enhance the downtown area to prevent physical deterioration or urban decay. Therefore, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact ED-2) The General Plan includes community and regional commercial development that may cumulatively impact regional commercial development in areas surrounding the City's Sphere of Influence.

The General Plan EIR found that the General Plan would develop several thousand acres with a mix of residential, commercial, and retail uses, with commercial development occurring incrementally in response to market demand from new housing. The General Plan includes policies to promote a strong economic future, including establishment of a long-term economic vision, regional coordination, and evaluation of fiscal impacts to maintain high levels of public services and facilities. While the addition of new community and regional commercial uses on vacant land could introduce competition with surrounding communities, the EIR determined that the General Plan would not likely contribute to local or regional urban decay; however, even with implementation of applicable policies, this impact was considered potentially significant. Mitigation for this impact required a new policy, Policy ED-6.8, Urban Decay, and revisions to Policy ED-1.5, Regional Cooperation. With the adoption of General Plan policies and implementation measures (including the new Policy ED-6.8, Urban Decay, and the revised Policy ED-1.5, Regional Cooperation) the impact was reduced to less than significant.

The project includes increases to the allowable residential densities in the HDR, PD, and MU land use designations and changes to residential intensities within the proposed Downtown Master Plan area. Increases to the allowable residential densities for the HDR, PD, and MU land use designations would result in more residential units, which could generate the demand for commercial development. Any new commercial development that may occur in response to more housing generated by the project would be developed consistent with General Plan policies, specifically Policy ED-6.8, Urban Decay, and Policy ED-1.5, Regional Cooperation.

Within the Downtown Master Plan area, there would be changes to the residential intensities for HDR, CC, BP, and LI land use designations to support implementation of the Downtown Master Plan, which aims to transform Downtown Lincoln into an attractive and thriving destination while facilitating mixed-use and affordable housing options in downtown. The changes to residential intensities for these land use designations would enhance the downtown area to prevent physical deterioration or urban decay. Therefore, with continued implementation of Policy ED-6.8, Urban Decay, and Policy ED-1.5, Regional Cooperation, which were adopted as mitigation in the General Plan EIR, the impact would remain less than significant. No new mitigation measures would be required and there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

3.1.2 Applicable General Plan Policies and Implementation Measures

The General Plan EIR determined the following General Plan policies would reduce economic development impacts and are applicable to the project:

- **ED-1.1:** Develop and Implement a Vision of the Future
- **ED-1.2:** Evaluate Fiscal Impacts
- **ED-1.5:** Regional Cooperation
- **ED-6.1:** Downtown Commercial Area
- **ED-6.2:** Business Retention and Expansion
- **ED-6.4:** Infill and Replacement Housing in Downtown
- **LU-1.5:** Infill Development
- **LU-1.9:** Existing Assets
- **LU-2.2:** Preserve and Enhance Quality
- **LU-2.4:** Encourage Upgrading
- **LU-2.5:** Protect Historic Structures
- **LU-4.3:** Protect Existing and Future Neighborhoods
- **LU-13.1:** Downtown
- **LU-13.3:** Historic Buildings and Areas
- **OSC-6.1:** Evaluation of Historic Resources
- **OSC-6.2:** Historic Structures and Sites
- **OSC-6.5:** Mitigation Monitoring for Historical Resources
- **OSC-6.6:** State Historic Building Code
- Open Space and Conservation Implementation Measure #5

The General Plan EIR determined the following new General Plan policy related to economic development would reduce impacts and is applicable to the project:

- **ED-6.8:** Urban Decay

3.1.3 Applicable Mitigation Measures from the General Plan EIR

The General Plan EIR did not require any mitigation measures related to economic development.

3.2 Land Use

3.2.1 Analysis

The General Plan EIR included the following impact determinations.

Impact LU-1) The General Plan could divide the physical arrangement of an established community

The General Plan EIR found that implementation of the General Plan and Land Use Diagram, including major infrastructure such as the SR 65 Bypass and utility systems, could potentially divide established community areas; however, the General Plan is designed to promote orderly growth that balances infrastructure development with existing and planned neighborhoods to maintain community continuity. The General Plan includes numerous policies to support cohesive neighborhood patterns, coordinated infrastructure planning, compatible land use clustering, and preservation of historic and neighborhood

character, while clustering compatible land uses in areas that minimize a variety of nuisance impacts to surrounding sensitive land uses. New development associated with the General Plan would represent a continuation of the existing urban area of the City and would not result in the physical division of the existing community. However, the impact was identified as potentially significant. Mitigation for this impact required the following new policies: LU-7.2, City/County Uniform Land Use Policy, LU-7.3, Regional Planning, LU-4.6, Adjacent Uses and Access, and LU-13.9, Cultural and Historic Resources Protection. With the adoption of General Plan policies and implementation measures (including the new policies LU-7.2, City/County Uniform Land Use Policy, LU-7.3, Regional Planning, LU-4.6, Adjacent Uses and Access, and LU-13.9, Cultural and Historic Resources Protection), the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would not create a physical division of an existing community, like what could occur with the development of a freeway or large linear infrastructure nor would the project result in the removal of an existing means of access. The project would result in a less than significant impact with mitigation and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact LU-2) Development proposed by the Draft General Plan could conflict with an adopted applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan EIR found that the General Plan was designed to be generally consistent with the plans and programs of neighboring jurisdictions and regional agencies through coordination with entities such as Sacramento Area Council of Governments (SACOG), Placer County, neighboring cities, Placer County Air Pollution Control District, Placer County Transportation Planning Agency, and the California Department of Transportation (Caltrans). The General Plan incorporates policies promoting smart growth, compatibility with airport land use requirements, support for regional air quality and emergency response programs, and ongoing coordination on transportation, public services, and natural resource management. Draft General Plan policies also establish standards to ensure compatible land uses and minimize conflicts between adjacent uses. However, despite these measures to promote interagency consistency and land use compatibility, the analysis determined that impacts related to conflict with applicable plans and policies would be potentially significant. Mitigation for this impact required the following new policies: LU-7.2, City/County Uniform Land Use Policy, and LU-7.3, Regional Planning. Total air quality emissions (see Chapter 8, Health and Safety) associated with buildout of the General Plan would still result in a net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

Exceedances of these air quality thresholds would result in a conflict with local and regional air quality plans adopted for the purpose of mitigating an environmental (air quality) impact. As a result, this impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would generate construction and operational emissions, contributing to increases of criteria air pollutant in the region. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the construction and operational air pollutant emissions generated by development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact LU-3) The General Plan could conflict with an applicable habitat conservation plan or natural community conservation plan.

The General Plan EIR found that no adopted Habitat Conservation Plan or Natural Community Conservation Plan currently covers the City, although the City is actively participating in the development of the Placer County Conservation Plan (PCCP). The General Plan includes policies that promote consistency with regional conservation planning efforts and require coordination with Placer County's Legacy Open Space and Agricultural Conservation Program. Additional General Plan policies and implementation measures support the preservation and conservation of natural resources that may ultimately be protected under the PCCP. With implementation of these policies and measures, the analysis concluded that impacts related to conflicts with a Habitat Conservation Plan or Natural Community Conservation Plan would be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would implement the General Plan policies and implementation measures discussed in Impact LU-3 in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures

would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact LU-4) The General Plan could result in a substantial conversion of important farmland to non-agricultural uses.

The General Plan EIR found that implementation of the General Plan would result in the conversion of land designated as Important Farmland to non-agricultural uses. The General Plan includes policies and implementation measures, such as agricultural buffers, open space preservation, and a right-to-farm ordinance, to protect existing agricultural operations. While these measures would serve to preserve existing farmland from conversion, the measures would not prevent the overall net loss of Important Farmland associated with development proposed under the General Plan, resulting in a potentially significant impact. Mitigation for this impact required the following new policy: OSC-2.3, Coordinate with Neighboring City/County Agricultural Objectives. While adoption of General Plan policies and implementation measures (including the new Policy OSC-2.3, Coordinate with Neighboring City/County Agricultural Objectives) would preserve some existing farmlands from conversion, the policies and implementation measures would not prevent the overall net loss of Important Farmlands associated with development proposed under the General Plan. As a result, this impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would not convert any additional farmland to non-agricultural uses compared to what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact LU-5) The General Plan could conflict with existing zoning for agricultural use, or conflict with existing Williamson Act contracts.

The General Plan EIR found that implementation of the General Plan could require the annexation and pre-zoning of lands within the City's Sphere of Influence, including parcels with agricultural zoning and potential Williamson Act contracts. With adherence to State regulations governing the Williamson Act and implementation of applicable policies, potential conflicts related to agricultural zoning and Williamson Act contracts would be minimized. The impact was determined to be less than significant; however, site-specific environmental review may be required for future development proposals.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown

Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project does not include land uses zoned for agricultural uses and, therefore, would not conflict with existing zoning for agricultural use or existing Williamson Act contracts. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact LU-6) The General Plan could involve other changes in the existing environment, due to their location or nature, could result in conversion of Important Farmland, to non-agricultural uses.

The General Plan EIR found that implementation of the General Plan could result in indirect impacts to agricultural operations, known as "edge effects," where urban development adjacent to agricultural areas may introduce conflicts such as noise, dust, odors, chemical drift, trespass, and other nuisances. These conflicts can increase costs for agricultural operations and may contribute to the conversion of farmland to urban uses. The General Plan includes policies and implementation measures to minimize these effects, such as establishing a distinct urban edge, requiring notification of agricultural activities adjacent to specific residential development for homebuyers, supporting continued agricultural use through zoning and review processes, adopting a right-to-farm ordinance, and requiring buffers between urban and agricultural uses. With implementation of these policies and measures, indirect impacts to agricultural land uses were determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The HDR, PD, and MU land use designations and the Downtown Master Plan area are not adjacent to agricultural areas and would not result in indirect impacts to agricultural operations. To the extent that higher density development, including denser mixed-use within the Downtown, may reduce the need for additional "greenfield" development at the City's edge, the project may have a beneficial impact on agricultural land. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

3.2.2 Applicable General Plan Policies and Implementation Measures

The General Plan EIR determined the following General Plan policies would reduce land use impacts and are applicable to the project:

- **LU-1.5:** Infill Development
- **LU-1.9:** Existing Assets
- **LU-2.2:** Preserve and Enhance Quality
- **LU-2.4:** Encourage Upgrading
- **LU-2.5:** Protect Historic Structures
- **LU-2.1:** Prevent Incompatible Uses
- **LU-2.7:** Compatible Uses
- **LU-2.10:** Airport Buffer
- **LU-3.5:** Mitigate Land Use Conflicts
- **LU-4.3:** Protect Existing and Future Neighborhoods
- **LU-5.1:** Rural Land Uses
- **LU-5.3:** Protect Agriculture
- **LU-5.4:** Agricultural Buffers
- **LU-5.5:** Agricultural Disclosure
- **LU-9.4:** Linkages
- **LU-9.6:** Maintain Urban Edge
- **LU-13.1:** Downtown
- **LU-13.3:** Historic Buildings and Areas
- **LU-14.1:** Subdivisions
- **LU-15.5:** Connectivity
- **LU-15.7:** Roads Support Adjacent Land Use
- **LU-15.10:** Area Infrastructure Master Plans
- **ED-2.1:** Utilize Specific Plans
- **ED-4.6:** Regional Commercial
- **OSC-1.2:** Coordinate with Placer County for Open Space Preservation
- **OSC-2.1:** Agricultural Buffers
- **OSC-2.2:** Agricultural Disclosures
- **OSC-4.1:** Identify and Protect Aquifers
- **OSC-5.3:** Placer Legacy Open Space and Conservation Program
- **OSC-6.1:** Evaluation of Historic Resources
- **OSC-6.2:** Historic Structures and Sites
- **OSC-6.5:** Mitigation Monitoring for Historical Resources
- **OSC-6.6:** State Historic Building Code
- Open Space and Conservation Implementation Measure #1
- Open Space and Conservation Implementation Measure #2
- Open Space and Conservation Implementation Measure #3
- Open Space and Conservation Implementation Measure #5
- Open Space and Conservation Implementation Measure #7
- **T-1.2:** Coordinate with Caltrans
- **T-1.3:** Coordinate with SACOG
- **T-1.4:** Coordinate with Placer County
- **T-6.2:** Runway Expansion
- Transportation Implementation Measure #7
- **HS-4.1:** Airport Land Use Compatibility Plan
- **HS-3.1:** Cooperation with Local and Regional Agencies
- **HS-3.2:** Regional Agency Review of Development Proposals
- **HS-3.3:** Placer County Air Quality Attainment Plan
- **HS-3.4:** Transportation Demand Management
- **HS-4.2:** Compliance with FAA Regulations
- **HS-4.3:** Development in Airport Vicinity
- **HS-8.6:** Development Around Airport
- **HS-9.1:** Emergency Response Plan

- **HS-9.2:** Coordinate Emergency Response Services with Local Agencies
- **HS-9.4:** Coordinate with Placer County

The General Plan EIR determined the following new General Plan policies related to land use would reduce impacts and are applicable to the project:

- **LU-7.2:** City/County Uniform Land Use Policy
- **LU-7.3:** Regional Planning
- **LU-4.6:** Adjacent Uses and Access
- **LU-13.9:** Cultural and Historic Resources Protection
- **OSC-2.3:** Coordinate with Neighboring City/County Agricultural Objectives

3.2.3 Applicable Mitigation Measures from the General Plan EIR

The General Plan EIR did not require any mitigation measures related to land use.

3.3 Transportation and Circulation

The General Plan EIR analyzed the potential increase in the amount of vehicular traffic generated by buildout of the general plan, as well as impacts to transit and bicycle facilities. Notably, the vehicular analysis is based on traffic delay, or level of service (LOS). Since certification of the General Plan EIR, the state's adoption of Senate Bill (SB) 743 and subsequent adoption of CEQA Guidelines section 15064.3 and changes to Appendix G of the CEQA Guidelines provide that traffic delay under the LOS metric is no longer considered a significant environmental impact under CEQA. The CEQA Guidelines state that the vehicle miles traveled (VMT) metric should be the normal standard for assessing transportation impacts. The VMT metric is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, while promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. Nevertheless, LOS was the accepted methodology in effect at the time. Per CEQA Guidelines Section 15007, changes to the Guidelines are not retroactive. Furthermore, the use of VMT should not be considered "new information" under Section 15162. Nonetheless, the project is expected to reduce VMT per capita by concentrating housing in infill and Downtown locations near existing services and transit, as discussed below. Therefore, this Addendum considers whether or not the other conditions of Section 15162, changes to the project or changes to the project circumstances, may render the previous transportation impact analysis insufficient.

The General Plan EIR included the following impact determinations.

3.3.1 Analysis

Existing Plus Project Conditions

Impact TC-1) The General Plan would result in a substantial increase in vehicular traffic on City of Lincoln roadways.

The General Plan EIR found that development resulting from the General Plan would cause intersections to deteriorate to unacceptable levels of service (LOS) in the City of Lincoln. The impact was determined to be potentially significant. Mitigation Measure (MM) TC-1a and MM TC-1b were included to reduce impacts to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which would contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. The project would result in a less than significant impact with implementation of MMs TC-1a and TC-1b and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact TC-2) The General Plan would result in an increase in vehicular traffic on roadways in unincorporated Placer County.

Impact TC-3) The General Plan would result in a substantial increase in vehicular traffic on City of Rocklin roadways.

Impact TC-4) The General Plan would result in a substantial increase in vehicular traffic on Town of Loomis roadways.

Impact TC-5) The General Plan would result in a substantial increase in vehicular traffic on City of Roseville roadways.

Impact TC-7) The General Plan would result in a substantial increase in vehicular traffic on State highways.

The General Plan EIR found that development resulting from the General Plan would cause intersections to deteriorate to unacceptable levels of service in unincorporated Placer County, the City of Rocklin, the Town of Loomis, the City of Roseville, and on State highways. Implementation of Policy T-2.20 requires the City to coordinate with neighboring jurisdictions to address regional transportation issues, including LOS impacts and roadway improvements, to minimize transportation and circulation problems. However, even with implementation of this policy and other policies and implementation measures designed to ensure that impacts associated with future growth and regional transportation issues are addressed, these impacts were determined to be potentially significant. The following mitigation measures would lessen the impact: MM TC-2a, MM TC-2b, MM TC-3a, MM TC-3b, MM TC-4, MM TC-5a, MM TC-5b, MM TC-7a, and MM TC-7b. However, the improvements associated with these mitigations are outside the jurisdiction of the City. If the improvements associated with these mitigation measures are not made, the roadway segments would continue to operate at an unacceptable LOS. Therefore, these impacts were determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which would contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact TC-6) The General Plan would result in a substantial increase in vehicular traffic on Sutter County roadways.

The General Plan EIR found that development resulting from the General Plan would not result in the deterioration to an unacceptable level of service for any intersections within Sutter County. This impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify

residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which could contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact TC-8) The General Plan would generate a demand for transit services and may result in unmet transit needs.

The General Plan EIR found that the General Plan would generate substantial demand for new transit services, and without a significant increase in service, unmet transit needs, as defined and monitored by the Placer County Transportation Planning Agency (PCTPA), would likely occur prior to buildout. Although the City has identified transit improvements in the 2005 PCTPA Short Range Transit Plan, the General Plan's full buildout extends beyond that plan's scope and would require additional services, including expanded local and regional routes, dial-a-ride service, fleet increases, and supporting facilities. The General Plan includes policies requiring continued support for transit, coordination with regional providers, and expansion of services to accommodate growth; however, due to uncertainty in long-term transit funding and the assumption that services would remain funding-constrained, it is unclear whether available funding would be sufficient to meet all future transit needs. Therefore, this impact is considered potentially significant. Implementation of the applicable General Plan policies would reduce the severity of this impact; however, the level of funding that would be required to implement all future required transit system improvements is substantial. Additionally, it is uncertain if the level of transit services that would be provided with additional funds would be sufficient to meet all unmet transit needs associated with the General Plan. Therefore, this impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would

add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the demand for transit services associated with the project would be within what was assessed in the General Plan EIR. It should be noted that higher residential densities, and residential mixed-use, can be a benefit to transit. Overall, there would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact TC-9) The General Plan would increase the demand for recreational and transportation related bicycle facilities.

The General Plan EIR found that the General Plan would increase demand for safe and convenient bicycle facilities, especially for recreational experiences, due to new residential development. General Plan policies would require the incorporation of bicycle lanes into new street and highway improvements and the City to support the development of established local and regional bikeway links. With continued implementation of these policies, this impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the demand for recreational and transportation related bicycle facilities associated with the project would be within what was assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Cumulative (2050) Conditions

Impact TC-10) The General Plan would result in a substantial increase in vehicular traffic on City of Lincoln roadways.

Impact TC-11) The General Plan would result in an increase in vehicular traffic on roadways in unincorporated Placer County

Impact TC-12) The General Plan would result in a substantial increase in vehicular traffic on City of Rocklin roadways.

Impact TC-14) The General Plan would result in a substantial increase in vehicular traffic on City of Roseville roadways.

Impact TC-15) The General Plan would result in a substantial increase in vehicular traffic on Sutter County roadways.

Impact TC-16) The General Plan would result in a substantial increase in vehicular traffic on State Highways.

The General Plan EIR found that development resulting from the General Plan under cumulative conditions would cause intersections to deteriorate to unacceptable levels of service in the City of Lincoln, unincorporated Placer County, the City of Rocklin, the City of Roseville, Sutter County and on State highways. Implementation of Policy T-2.20 requires the City to coordinate with neighboring jurisdictions to address regional transportation issues, including LOS impacts and roadway improvements, to minimize transportation and circulation problems. However, even with implementation of this policy and other policies and implementation measures designed to ensure that impacts associated with future growth and regional transportation issues are addressed, these impacts were determined to be potentially significant. The following mitigation measures would lessen the impact: MM TC-10, MM TC-11a, MM TC-11b, MM TC-11c, MM TC-11d, MM TC-11e, MM TC-11f, MM TC-11g, MM TC-11h, MM TC-11i, MM TC-12, MM TC-14, MM TC-16a, MM TC-16b, and MM TC-16c. However, the improvements associated with these mitigations are outside the jurisdiction of the City. If the improvements associated with these mitigation measures are not made, the roadway segments would continue to operate at an unacceptable LOS. Therefore, these impacts were determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which would contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips under cumulative conditions

resulting from development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact TC-13) The General Plan would result in a substantial increase in vehicular traffic on Town of Loomis roadways.

The General Plan EIR found that development resulting from the General Plan under cumulative conditions would not result in the deterioration to an unacceptable level of service for any intersections within the Town of Loomis. This impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which could contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Cumulative Conditions without Placer Parkway

Impact TC-17) The General Plan would result in a substantial increase in vehicular traffic on City of Lincoln roadways.

Impact TC-18) The General Plan would result in an increase in vehicular traffic on roadways in unincorporated Placer County

Impact TC-19) The General Plan would result in a substantial increase in vehicular traffic on City of Rocklin roadways.

Impact TC-20) The General Plan would result in a substantial increase in vehicular traffic on Town of Loomis roadways.

Impact TC-21) The General Plan would result in a substantial increase in vehicular traffic on City of Roseville roadways.

Impact TC-22) The General Plan would result in a substantial increase in vehicular traffic on Sutter County roadways.

Impact TC-23) The General Plan would result in a substantial increase in vehicular traffic on State Highways.

The General Plan EIR found that development resulting from the General Plan under cumulative conditions without Placer Parkway would cause intersections to deteriorate to unacceptable levels of service in the City of Lincoln, unincorporated Placer County, the City of Rocklin, the Town of Loomis the City of Roseville, Sutter County and on State highways. Implementation of Policy T-2.20 requires the City to coordinate with neighboring jurisdictions to address regional transportation issues, including LOS impacts and roadway improvements, to minimize transportation and circulation problems. However, even with implementation of this policy and other policies and implementation measures designed to ensure that impacts associated with future growth and regional transportation issues are addressed, these impacts were determined to be potentially significant. The following mitigation measures would lessen the impact: MM TC-10, MM TC-16a, MM TC-16b, MM TC-16c, MM TC-17, MM TC-18a, MM TC-18b, MM TC-18c, MM TC-18d, MM TC-18e, MM TC-18f, MM TC-18g, MM TC-18h, MM TC-19, MM TC-20, MM TC-21, and MM TC-22. However, the improvements associated with these mitigations are outside the jurisdiction of the City. If the improvements associated with these mitigation measures are not made, the roadway segments would continue to operate at an unacceptable LOS. Therefore, these impacts were determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which could contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

2025 Plus Project Conditions

Impact TC-24) The General Plan would result in a substantial increase in vehicular traffic on City of Lincoln roadways.

The General Plan EIR found that development resulting from the General Plan under 2025 plus project conditions would cause intersections to deteriorate to unacceptable levels of service in the City. The impact was determined to be potentially significant. Implementation of MM TC-24a, MM TC-24b, MM TC-24c, MM TC-24d, and MM TC-24e would reduce the traffic impact in the City to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which could contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. The project would result in a less than significant impact with mitigation and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact TC-25) The General Plan would result in an increase in vehicular traffic on roadways in unincorporated Placer County

Impact TC-26) The General Plan would result in a substantial increase in vehicular traffic on City of Rocklin roadways.

Impact TC-27) The General Plan would result in a substantial increase in vehicular traffic on Town of Loomis roadways.

Impact TC-28) The General Plan would result in a substantial increase in vehicular traffic on City of Roseville roadways.

Impact TC-29) The General Plan would result in a substantial increase in vehicular traffic on Sutter County roadways.

Impact TC-30) The General Plan would result in a substantial increase in vehicular traffic on State Highways.

The General Plan EIR found that development resulting from the General Plan under 2025 plus project conditions would cause intersections to deteriorate to unacceptable levels of service in unincorporated Placer County, the City of Rocklin, the Town of Loomis the City of Roseville, Sutter County and on State highways. Implementation of Policy T-2.20 requires the City to coordinate with neighboring jurisdictions to address regional transportation issues, including LOS impacts and roadway improvements, to minimize transportation and circulation problems. However, even with implementation of this policy and other policies and implementation measures designed to ensure that impacts associated with future growth and regional transportation issues are addressed, these impacts were determined to be potentially significant. The following mitigation measures would lessen the impact: MM TC-25a, MM TC-25b, MM TC-25c, MM TC-25d, MM TC-25e, MM TC-25f, MM TC-25g, MM TC-25h, MM TC-26a, MM TC-26b, MM TC-26c, MM TC-26d, MM TC-26e, MM TC-27, MM TC-28, MM TC-29, MM TC-30a, and MM TC-30b. However, the improvements associated with these mitigations are outside the jurisdiction of the City. If the improvements associated with these mitigation measures are not made, the roadway segments would continue to operate at an unacceptable LOS. Therefore, these impacts were determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would result in more vehicle trips, which could contribute to unacceptable levels of service. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the vehicle trips resulting from development of the project would be within what was assessed in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

3.3.2 Applicable General Plan Policies

The General Plan EIR determined the following General Plan policies would reduce transportation and circulation impacts and are applicable to the project:

- **T-2.20:** Coordinate with Neighboring Jurisdictions

3.3.3 Applicable Mitigation Measures from the General Plan EIR

The General Plan EIR required the following mitigation measures related to transportation and circulation, which remain applicable to the project:

TC-1a Construct second through lanes on the northbound and southbound approaches and a second left turn lane to the westbound approach to improve the intersection of Fiddyment Road and Athens Road to LOS B (V/C 0.62).

TC-1b Construct second through lane on both the northbound and southbound approaches to improve the intersection of Industrial Avenue and Athens Road to LOS C (V/C 0.75).

TC-2a Construct second through lanes on the northbound and southbound approaches to improve the intersection of Fiddyment Road and Sunset Boulevard West to LOS A.

TC-2b Construct second through lanes on the northbound and southbound approaches to improve the intersection of Industrial Avenue and Placer Corporate Drive to LOS B.

TC-3a Construct a second left turn lane on the eastbound approach to improve the intersection of Sioux Street and Sunset Boulevard to LOS B.

TC-3b Construct second through lanes on the northbound and southbound approaches to improve the intersection of Sierra College Boulevard and Granite Drive to LOS A.

TC-4 Construct a second through lane on both the northbound and southbound approaches to improve the intersection of Sierra College Boulevard and Taylor Street to LOS B.

TC-5a Construct the following improvement that is part of the City of Roseville's 2020 Capital Improvement Program (CIP).

TC-5b Construct a third through lane on the southbound approach to improve the intersection of Foothills Boulevard and Pleasant Grove Road to LOS C.

TC-7a Construct Highway 65 Wheatland Bypass to 4 lanes from Rancho Road to Riosa Road.

TC-7b Construct Highway 65 to 6 lanes from Blue Oaks Boulevard to I-80.

TC-10 Implement the Mitigated Transportation Network which includes widening Fiddyment Road to six lanes from Athens Avenue to Placer Parkway and extending Dowd Road from Athens Avenue to University Boulevard.

TC-11a	Construct separate left and right turn lanes on the westbound approach to improve the intersection of Sierra College Boulevard and English Colony Way to Los E.
TC-11b	Construct separate left and right turn lanes on the eastbound approach and a second left turn lane on the northbound approach to improve the intersection of Fiddyment Road and Sunset Boulevard West to LOS F (V/C 1.04).
TC-11c	Construct a second left turn lane on the eastbound approach to improve the intersection of Bickford Ranch Road and Sierra College Boulevard to LOS C.
TC-11d	Construct a free right turn lane on the westbound approach to improve the intersection of Fiddyment Road and Placer Ranch Road to LOS F (V/C 1.12).
TC-11e	Construct a third through lane on the northbound and southbound approaches to improve the intersection of Foothills Road and the westbound ramp of Placer Parkway to LOS D.
TC-11f	Construct a third through lane on the northbound and southbound approaches to improve the intersection of Foothills Road and the eastbound ramp of Placer Parkway to LOS D.
TC-11g	Construct a free right turn lane on the westbound approach to improve the intersection of Foothills Road and Placer Ranch Road to LOS C
TC-11h	Construct a second through lane, left turn lanes and right turn lanes on the eastbound and westbound approaches, and a second left turn lane on the northbound and southbound approaches to improve the intersection of Dowd Road and Sunset Boulevard West to LOS D.
TC-11i	Extend Placer Ranch Road to the Dowd Road extension and build the intersection with the required number of lanes to improve the intersection of Dowd Road and University Boulevard.
TC-12	Construct a second through lane on the northbound approach to improve the intersection of Sioux Street and Stanford Ranch Road to LOS C.
TC-14	Construct a road parallel to the Dowd Road Extension to mitigate the intersection of West Side Drive and Blue Oaks Boulevard.
TC-16a	Construct Highway 65 Wheatland Bypass to 4 lanes from South Beale Road to Riosa Road.
TC-16b	Construct Highway 65 to 8 lanes from Industrial Avenue to I-80.
TC-16c	Construct Highway 65 to 8 lanes from Ferrari Ranch Road to Industrial Avenue.
TC-17	Construct a right turn lane to the northbound approach to improve the intersection of old State Route 65 and McBean Park Drive to LOS D.
TC-18a	Construct Nicolaus Road to 4 lanes from Sutter County line to Lincoln City limits.

TC-18b	Construct Brewer Road to 4 lanes from Catlett Road to Baseline Road.
TC-18c	Construct a left turn lane on the eastbound and westbound approaches to improve the intersection of McCourtney Road and Wise Road to LOS C.
TC-18d	Construct separate left and right turn lanes on the westbound approach to improve the intersection of Sierra College Boulevard and English Colony Way to LOS E (V/C 0.92).
TC-18e	Construct a second left turn lane on the eastbound approach to improve the intersection of Bickford Ranch Road and Sierra College Boulevard to LOS C.
TC-18f	Construct a free right turn lane on the westbound approach to improve the intersection of Fiddyment Road and Placer Ranch Road to LOS E.
TC-18g	Construct a second through lane, left turn lanes and right turn lanes on the eastbound and westbound approaches, and a second left turn lane on the northbound and southbound approaches to improve the intersection of Dowd Road and Sunset Boulevard West to LOS E.
TC-18h	Extend Placer Ranch Road to Dowd Road and provide the required number of lane at the intersection to improve the intersection of Dowd Road and University Boulevard.
TC-19	Construct a second through lane on the northbound approach to improve the intersection of Sioux Street and Stanford Ranch Road to LOS C.
TC-19	Construct a second through lane on the northbound approach to improve the intersection of Sioux Street and Stanford Ranch Road to LOS C.
TC-20	Construct a second left turn lane on the southbound approach to improve the intersection of Sierra College Boulevard with King Road to LOS C.
TC-21	Construct a road parallel to the Dowd Road Extension to mitigate the intersection of West Side Drive and Blue Oaks Boulevard.
TC-22	Construct Pleasant Grove Road to 4 lanes south of Catlett Road.
TC-24a	Construct a right turn lane to the northbound approach to improve the intersection of old State Route 65 and McBean Park Drive to LOS D.
TC-24b	Construct a second left lane to the southbound approach to improve the intersection of Fiddyment Road and Moore Road to LOS C.
TC-24c	Construct a third through lane to the northbound and southbound approaches, aright turn lane to the northbound approach, and a second left turn lane to the northbound and southbound approaches to improve the intersection of Fiddyment Road and Athens Avenue to LOS D.

TC-24d Construct a second through lane to the northbound and southbound approaches and a second left turn lane to the eastbound approach to improve the intersection of Industrial Avenue and Athens Avenue to LOS C.

TC-24e Construct a second left turn lane to the northbound and eastbound approaches to improve the intersection of Foothill Boulevard and Athens Avenue to LOS C.

TC-25a Construct Nicolaus Road to 4 lanes. (As an alternative to these mitigation measures the construction of Placer Parkway, and Dowd Road between Catlett Road and Blue Oak Boulevard would reduce the impacts to a less-than-significant level.)

TC-25b Construct Catlett Road to 4 lanes East of Brewer Road. As an alternative to these mitigation measures the construction of Placer Parkway, and Dowd Road between Catlett Road and Blue Oak Boulevard would reduce the impacts to a less-than-significant level.)

TC-25c Construct Brewer Road to 4 lanes South of Catlett Road. (As an alternative to these mitigation measures the construction of Placer Parkway, and Dowd Road between Catlett Road and Blue Oak Boulevard would reduce the impacts to a less-than-significant level.)

TC-25d Construct a left turn lanes on the eastbound and westbound approaches to improve the intersection of McCourtney Road and Wise Road to LOS C.

TC-25e Construct separate left and right turn lanes on the westbound approach to improve the intersection of Sierra College Boulevard and English Colony Way to LOS F (V/C 1.00).

TC-25f Construct a third through lane on the northbound and southbound approaches, a separate left and right turn lanes on the eastbound approach and a second left turn lane on the northbound approach to improve the intersection of Fiddyment Road and Sunset Boulevard West to LOS C.

TC-25g Construct a second through lane on the northbound and southbound approaches, and a second left turn lane on the southbound approach to improve the intersection of Industrial Avenue and Placer Corporate Drive to LOS A.

TC-25h Construct a third through lane on the eastbound and westbound approaches and a second left turn lane on the eastbound approach to improve the intersection of Bickford Ranch Road and Sierra College Boulevard to LOS D.

TC-26a Construct a second right turn lane on the westbound approach to improve the intersection of Stanford Ranch Road and Sunset Boulevard to LOS D.

TC-26b Construct a second through lane on the northbound approach to improve the intersection of Sioux Street and Stanford Ranch Road to LOS D.

TC-26c Construct a third through turn lane on the southbound approach to improve the intersection of Park Drive and Sunset Boulevard to LOS E.

TC-26d Construct a third through lane on the northbound and southbound approach to improve the intersection of Sierra College Boulevard and Granite Drive to LOS C.

TC-26e Construct a second left turn lane on the eastbound approach to improve the intersection of Sierra College Boulevard and Valley View Parkway to LOS D.

TC-27 Construct a third through lane on the northbound and southbound approaches to improve the intersection of Sierra College Boulevard with Taylor Road to LOS D.

TC-28 Construct a third through lane on the northbound approach to improve the intersection of Foothills Boulevard and Blue Oaks Boulevard to LOS F (1.03).

TC-29 Construct Pleasant Grove Road to 4 lanes South of Catlett Road.

TC-30a Construct Highway 65 to 6 lanes from Industrial Avenue to I-80.

TC-30b Construct Highway 65 to 6 lanes from Nelson Road to Industrial Avenue.

3.4 Public Facilities and Services

3.4.1 Analysis

The General Plan EIR included the following impact determinations.

Impact PFS-1) The General Plan would require or result in the construction of new water treatment facilities or expansion of existing facilities the construction of which could cause significant environmental effects.

The General Plan EIR found that implementation of the General Plan would substantially increase water demand due to an estimated total build-out population of 132,000 residents, requiring additional potable and non-potable water supplies and new infrastructure. Several additional facilities would be required to connect with the City's existing water supply system to help meet water demands anticipated under the General Plan, which would require additional project-level CEQA environmental review and may result in potentially significant environmental impacts. Although the General Plan includes policies and implementation measures to address a variety of environmental impacts, the analysis concluded that impacts associated with water supply and infrastructure development would be potentially significant. As the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in

a potential increase of 1,282 residential units and 3,166 residents[3]. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the water demand for the project would be similar to that assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-2) The General Plan would require new or expanded water supply entitlements.

The General Plan EIR found that existing and planned water supply sources would be sufficient to meet the projected population increase associated with the General Plan. The General Plan includes policies and implementation measures requiring long-term water supply planning, coordination with water providers, demonstration of adequate supply prior to development approval, infrastructure financing and construction, and implementation of water conservation programs. These measures are intended to ensure orderly provision of water infrastructure and services to existing and planned development; however, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required a new Public Facilities and Services implementation measure, Implementation Measure #11, which would require the City to participate in forums to discuss and solve regional water supply and water quality issues. With the adoption of General Plan policies and implementation measures (including the new Public Facilities and Services implementation measure) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the water demand for the project would be similar to that assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain

[3] The General Plan EIR used a persons per household rate of 2.47. Using the same persons per household rate, 2.47 persons per household x 1,282 residential units = 3,166.54 (3,166) residents.

less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-3) The General Plan would have the potential in the long-term to deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.

The General Plan EIR found that existing and planned water supply sources would be sufficient to meet the projected population increase associated with the General Plan. Policies and implementation measures included as part of the General Plan would minimize this impact through the ongoing protection of groundwater resources. However, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required a new policy, Policy PFS-2.19, Regional Sustainability of Groundwater Supplies. With the adoption of General Plan policies and implementation measures (including the new Policy PFS-2.19, Regional Sustainability of Groundwater Supplies) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the water demand for the project would be similar to that assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-4) The General Plan would not result in the exceedance of wastewater treatment requirements of the CVRWQCB.

The General Plan EIR found that all planned City Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) improvements, which are intended to provide additional capacity, must continue to comply with Federal water quality, waste discharge, and total maximum daily load standards defined under the Clean Water Act. Implementation of the General Plan would potentially affect the quantity of runoff and other pollutant loadings to receiving waters. However, the City is served by a comprehensive sanitary sewer system

and no untreated wastewater would be discharged to surface water or groundwater resources. Therefore, no exceedances of CVRWQCB wastewater treatment requirements are anticipated. The impact was determined to be less than significant. Although no exceedances of CVRWQCB wastewater treatment requirements are anticipated, the following new policies PFS-1.4, Compliance with Federal and State Standards for Surface Water Protection, PFS-3.11, Wastewater Treatment Standards, and Public Facilities and Services Implementation Measure #11 were suggested to help ensure the impact remains at a level of less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would be served by the City's comprehensive sanitary sewer system and no untreated wastewater would be discharged to surface water or groundwater resources. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-5) The General Plan would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The General Plan EIR found that future expansion of the WWTRF would require additional project-level CEQA environmental review and may result in potentially significant environmental impacts. Although the General Plan includes policies and implementation measures to address a variety of environmental impacts, the analysis concluded that impacts associated with construction or expansion of wastewater treatment facilities would be potentially significant. As the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's

overall development remains below the level evaluated in the General Plan EIR, the wastewater demand for the project would be similar to that assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-6) The General Plan could require additional capacity to serve the Project's projected demand in addition to existing commitments.

The General Plan EIR found that the City's wastewater treatment facility (WWTRF) would be upgraded and planned for future expansion to accommodate increased demand from development proposed under the General Plan. The General Plan includes policies and implementation measures requiring long-term infrastructure planning, facility upgrades, developer responsibility for sewer improvements, and coordination of infrastructure phasing and financing through specific and master plans, along with evaluation of fiscal impacts to support public services. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3. With the adoption of General Plan policies and implementation measures (including the revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents[4]. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the wastewater demand for the project would be within what was assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

[4] The General Plan EIR used a persons per household rate of 2.47. Using the same persons per household rate, 2.47 persons per household x 1,282 residential units = 3,166.54 (3,166) residents.

Impact PFS-7) The General Plan could require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The General Plan EIR found that new stormwater drainage facilities or expansion of existing systems would be required to manage increased runoff from development proposed under the General Plan. Although the General Plan includes policies and implementation measures to address the need for additional storm drainage infrastructure, the analysis concluded that impacts associated with the new or expanded stormwater drainage facilities would be potentially significant. Mitigation for this impact required revisions to Policy PFS-4.1, Adequate Storm Drainage Facilities, and a new policy, Policy PFS-1.3, Conditions of Approval. As the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the stormwater drainage infrastructure demand for the project would be similar to that assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-8) The General Plan could violate water quality standards or waste discharge requirements, or otherwise degrade water quality

The General Plan EIR found that implementation of the General Plan could result in increased pollutant discharges to receiving waters from both point and nonpoint sources, including urban runoff, which are regulated under the federal Clean Water Act. Water quality impacts could be greater during the rainy season as development increases runoff and pollutant loadings. The General Plan includes policies and implementation measures requiring runoff control, erosion control, and the use of best management practices to reduce impacts to surface water and groundwater. However, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy OCS-4.6, Best Management Practices, and a new policy, Policy PFS-1.4, Compliance with Federal Standards for Surface Water Protections. With the adoption of General Plan policies and

implementation measures (including revisions to Policy OCS-4.6, Best Management Practices, and a new policy, Policy PFS-1.4, Compliance with Federal Standards for Surface Water Protections) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add development, in the form of residential units, beyond what was specifically accounted for in the General Plan EIR, the City's growth in residential units has lagged behind General Plan projections, and because the projected 2050 residential units remain below the approximately 34,000 residential units analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, runoff generated by the project would be similar to that assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-9) The General Plan could substantially alter the existing drainage pattern of the 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 or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding.

The General Plan EIR found that development under the General Plan would increase impervious surfaces, resulting in greater runoff volumes and flow rates that could contribute to erosion, sedimentation, and localized flooding in areas lacking adequate drainage capacity and new development would require flood control facilities. The General Plan includes policies and implementation measures requiring adequate stormwater infrastructure, erosion control, preservation of floodplain areas as open space, use of best management practices, coordination with regional flood control efforts, and preparation of detailed infrastructure plans for future development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy PFS-4.1, Adequate Storm Drain Facilities, and Policy OCS-4.6, Best Management Practices, and two new policies, Policy PFS-1.3, Conditions of Approval, and Policy PFS-1.4, Compliance with Federal Standards for Surface Water Protections. With the adoption of General Plan policies and implementation measures (including revisions to revisions to Policy PFS-4.1, Adequate Storm Drain Facilities, and Policy OCS-4.6, Best Management Practices, and the two new policies, Policy PFS-1.3,

Conditions of Approval, and Policy PFS-1.4, Compliance with Federal Standards for Surface Water Protections) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project could increase impervious surfaces, resulting in greater runoff volumes and flow rates that could contribute to erosion, sedimentation, and localized flooding in areas lacking adequate drainage capacity. While the project would add development, in the form of residential units, beyond what was specifically accounted for in the General Plan EIR, the City's growth in residential units has lagged behind General Plan projections, and because the projected 2050 residential units remain below the approximately 34,000 residential units analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Therefore, the development proposed under the project would not result in new development beyond what was analyzed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-10) The General Plan would create or contribute runoff water which would exceed the capacity of existing storm water drainage systems or provide substantial additional sources of polluted runoff.

The General Plan EIR found that flood control detention is considered the most viable option for mitigating the increase in runoff from new development areas, with the specific types and locations of these drainage facilities to be determined at the time development applications are submitted. The General Plan includes policies and implementation measures requiring adequate stormwater infrastructure, erosion control, preservation of floodplain areas as open space, use of best management practices, coordination with regional flood control efforts, and preparation of detailed infrastructure plans for future development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy PFS-4.1, Adequate Storm Drain Facilities, and Policy OCS-4.6, Best Management Practices, and two new policies, Policy PFS-1.3, Conditions of Approval, and Policy PFS-1.4, Compliance with Federal Standards for Surface Water Protections. With the adoption of General Plan policies and implementation measures (including revisions to Policy PFS-4.1, Adequate Storm Drain Facilities, and Policy OCS-4.6, Best Management Practices, and the two new policies, Policy PFS-1.3, Conditions of Approval, and Policy PFS-1.4, Compliance with Federal Standards for Surface Water Protections) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project could increase impervious surfaces, resulting in greater runoff volumes and flow rates that could exceed existing stormwater drainage infrastructure capacity. While the project would add development, in the form of residential units, beyond what was specifically accounted for in the General Plan EIR, the City's growth in residential units has lagged behind General Plan projections, and because the projected 2050 residential units remain below the approximately 34,000 residential units analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Therefore, the development proposed under the project would not result in new development beyond what was analyzed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-11) The General Plan could place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The General Plan EIR found that portions of the City remain within the 100-year floodplain, particularly along Auburn Ravine, Markham Ravine, and Coon Creek, and that buildout of the General Plan could expose additional people and structures to flood hazards if development occurs in or near these areas. The Project includes policies and implementation measures requiring engineering feasibility analyses for development in hazardous areas, preparation of master drainage plans, restrictions on development that would reduce stream capacity, construction standards to minimize flood damage, provision of adequate stormwater infrastructure, and coordination with regional flood control efforts, along with detailed infrastructure planning for future development areas. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required a new policy, Policy HS-6.6, Flood Insurance Program, and a new implementation measure, Health and Safety Implementation Measure #8. Despite the adoption of General Plan policies and implementation measures (including the new Policy HS-6.6, Flood Insurance Program, and Health and Safety Implementation Measure #8), property damage during a flood event could still occur. The impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential

development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. There are no HDR, PD, and MU land use designations within the 100-year flood hazard area and the Downtown Master Plan area is not within the 100-year flood hazard area (City of Lincoln 2025). As such, no impact would occur. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-12) The General Plan could produce substantive amounts of solid waste that would exceed the permitted capacity of a landfill serving the Study Area.

The General Plan EIR found that implementation of the General Plan would substantially increase solid waste generation due to population growth of approximately 78,000 residents and expansion of non-residential development, resulting in additional daily waste volumes and increased demand for collection services, equipment, and facilities. Solid waste services would be funded through enterprise fees and supported by a capital facilities program requiring new development to contribute to necessary infrastructure and equipment based on established service standards. The General Plan includes policies and implementation measures to ensure continued provision of solid waste services, promote waste reduction and recycling, coordinate with regional landfill operations, and plan for infrastructure, financing, and service needs associated with future growth. However, despite these measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to two policies, Policy PFS-5.2, Waste Reduction, and Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and three new policies, Policy PFS-5.9, Recycling of Hazardous Materials, Policy PFS-5.10, City Usage of Recycled Materials and Products, and Policy PFS-5.11, Private Usage of Recycled Products. With the adoption of General Plan policies and implementation measures (including revisions to Policy PFS-5.2, Waste Reduction, and Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3, and the three new policies, Policy PFS-5.9, Recycling of Hazardous Materials, Policy PFS-5.10, City Usage of Recycled Materials and Products, and Policy PFS-5.11, Private Usage of Recycled Products) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, solid waste

generated by project would be within what was assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-13) The General Plan complies with all federal, State, and Local Statutes and Regulations related to solid waste.

The General Plan EIR found that the City currently complies with all applicable federal, State, and local regulations related to solid waste and will continue to do so, including meeting AB 939 requirements through diversion programs such as recycling and composting. The General Plan includes policies and implementation measures to ensure continued provision of solid waste services, promote waste reduction and recycling, coordinate with regional landfill authorities, and maintain compatibility between land uses near waste facilities. With implementation of these policies and measures, the impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would comply with all applicable federal, State, and local regulations related to solid waste. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-14) The General Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy by residential, commercial, industrial, or public uses.

The General Plan EIR found that implementation of the General Plan would increase energy demand due to population growth associated with development proposed under the General Plan and expanded residential, commercial, and industrial development, but the City is currently served by adequate electricity and gas supplies. The General Plan includes policies and implementation measures requiring coordination with utility providers to ensure adequate service, compliance with energy conservation standards through green building practices and renewable energy use, and promotion of energy efficiency through measures such as shade tree planting and public education. With implementation of these policies, the impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown

Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residential units beyond what was specifically accounted for in the General Plan EIR, the City's growth in residential units has lagged behind General Plan projections, and because the projected 2050 residential units remain below the approximately 34,000 residential units analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project's energy consumption would be within what was assessed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-15) The General Plan may require the construction or expansion of additional energy infrastructure facilities, the construction of which could cause significant environmental effects.

The General Plan EIR found that construction of future utility infrastructure associated with the General Plan could result in a variety of environmental impacts. Although the General Plan includes policies and implementation measures to address a variety of environmental impacts, the analysis concluded that impacts associated with future utility infrastructure would be potentially significant. As the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not require the construction or expansion of additional energy infrastructure facilities beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-16) The General Plan would not result in a substantial physical deterioration of an existing fire protection facility through increased need or use of the facility.

The General Plan EIR found that implementation of the General Plan would increase demand for fire protection services due to population and employment growth, resulting in the need for additional personnel, facilities, and equipment, including new fire stations and apparatus. Funding for these services would be provided through City revenues and a capital facilities fee program requiring new development to contribute to necessary infrastructure based on established standards. The General Plan includes policies and implementation measures to plan for and expand fire protection services, establish building and safety requirements, support emergency response coordination, and ensure infrastructure planning and financing for future development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3. With the adoption of General Plan policies and implementation measures (including the revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not result in the physical deterioration of existing fire protection facilities not already discussed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-17) The General Plan would not result in a substantial physical deterioration of an existing law enforcement facility through increased need or use of the facility.

The General Plan EIR found that implementation of the General Plan would increase demand for law enforcement services due to population and employment growth, resulting in the need for additional personnel, facilities, and equipment, including expanded police station space and vehicles. Funding for these services would be supported by City tax

revenues and a capital facilities fee program requiring new development to contribute based on established standards. The General Plan includes policies and implementation measures to plan for and expand law enforcement services, maintain centralized facilities, promote crime prevention through design and community programs, coordinate emergency response, and ensure infrastructure planning and financing for future development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and a new policy, Policy PFS-8.14, Police Response Time. With the adoption of General Plan policies and implementation measures (including the revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and new Policy PFS-8.14, Police Response Time) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not result in the physical deterioration of existing law enforcement facilities not already discussed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-18) The General Plan would include fire protection/law enforcement facilities or require the construction or expansion of facilities which would have an adverse physical effect on the environment.

The General Plan EIR found that construction of future required fire protection/law enforcement facility infrastructure associated with the General Plan could result in a variety of environmental impacts. Although the General Plan includes policies and implementation measures to address a variety of environmental impacts, the analysis concluded that impacts associated with future fire protection/law enforcement facility infrastructure would be potentially significant. As the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not require the construction or expansion of fire protection/law enforcement facility infrastructure beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-19) The General Plan would not result in a substantial physical deterioration of an existing school facility through increased need or use of the facility.

The General Plan EIR found that implementation of the General Plan would increase student generation due to population growth of approximately 101,000 residents and a total build-out population of 132,000, resulting in the need for additional elementary, junior high, and high school facilities, as well as associated personnel. Although the Western Placer Unified School District has plans for new school construction, continued funding through developer fees and dedication of school sites would be necessary to accommodate future demand. The General Plan includes policies and implementation measures requiring coordination with the school district for facility planning, siting, and construction, collection of developer fees, and joint use of school sites with other community facilities, along with broader policies for infrastructure planning, phasing, and fiscal analysis. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and a new policy, Policy PFS-9.9, School Funding. With the adoption of General Plan policies and implementation measures (including the revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and new Policy PFS-9.9, School Funding) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in

a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not result in the physical deterioration of existing school facilities not already discussed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-20) The General Plan would not result in a substantial physical deterioration of an existing library facility through increased need or use of the facility.

The General Plan EIR found that implementation of the General Plan would increase demand for library services due to projected population and employment growth, resulting in the need for additional staff, facilities, and equipment, including expanded library space. Funding for these services would be provided through City tax revenues and a capital facilities fee program requiring new development to contribute based on established standards. The General Plan includes policies and implementation measures to plan for and expand library services, provide funding mechanisms, and encourage co-location or joint use of library facilities with other community services, along with broader policies requiring infrastructure planning, phasing, and evaluation of fiscal impacts. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy PFS-9.3, Expand Library Services, Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3. With the adoption of General Plan policies and implementation measures (including the revisions to Policy PFS-9.3, Expand Library Services, Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's

overall development remains below the level evaluated in the General Plan EIR, the project would not result in the physical deterioration of existing library facilities not already discussed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-21) The General Plan would not result in a substantial physical deterioration of an existing City administrative facility or service through increased need or use of the facility.

The General Plan EIR found that implementation of the General Plan would increase demand for City administrative services due to projected population and employment growth, resulting in the need for additional personnel and office space. Funding for these services would be provided through City revenues, enterprise funds, and special districts, and supported by a capital facilities fee program requiring new development to contribute based on established standards. The General Plan includes policies and implementation measures requiring infrastructure planning, phasing, and financing for future development, encouraging co-location of community facilities, and evaluating fiscal impacts to support public services. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and a new policy, Policy PFS-9.9, School Funding. With the adoption of General Plan policies and implementation measures (including the revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and new Policy PFS-9.9, School Funding) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not result in the physical deterioration of existing City administrative facilities not already discussed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact PFS-22) The General Plan would include community facilities or require the construction or expansion of facilities which could have an adverse physical effect on the environment.

The General Plan EIR found that construction of future required community facilities (including City administrative facilities and libraries) associated with the General Plan could result in a variety of environmental impacts. Although the General Plan includes policies and implementation measures to address a variety of environmental impacts, the analysis concluded that impacts associated with future utility infrastructure would be potentially significant. As the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not require the construction or expansion of community facilities beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

3.4.2 Applicable General Plan Policies and Implementation Measures

The General Plan EIR determined the following General Plan policies would reduce public facilities and services impacts and are applicable to the project:

- **PFS-1.1:** Maintain Adequate Public Services
- **PFS-1.2:** Annexation Requirements
- **PFS-2.1:** Reliable Supply of Water
- **PFS-2.3:** Adequate Water Supply for New Development
- **PFS-2.5:** Development in Annexation Areas
- **PFS-2.6:** Coordinate with PCWA and NID
- **PFS-2.11:** Fire Flows
- **PFS-2.13:** Connection Fees
- **PFS-2.14:** Development Requirements
- **PFS-2.16:** Water Conservation Program
- **PFS-2.17:** Water Conservation Measures for New Development
- **PFS-3.1:** Provision of Wastewater Services
- **PFS-3.6:** Disposal of Treated Water
- **PFS-3.8:** State Regional Water Quality Control Board Standards
- **PFS-3.10:** Sewer Lines for New Development

- **PFS-4.1:** Adequate Storm Drainage Facilities
- **PFS-4.2:** Development Requirements
- **PFS-4.3:** Facilities Management
- **PFS-4.4:** Storm water Detention Basins
- **PFS-4.5:** Regional Drainage and Flood Control Efforts
- **PFS-4.8:** Discharge of Urban Pollutants
- **PFS-4.9:** 100-year Floodplain
- **PFS-4.10:** Erosion Control Measures
- **PFS-5.1:** Solid Waste Collection
- **PFS-5.2:** Waste Reduction
- **PFS-5.3:** Recycling of Construction Debris
- **PFS-5.4:** Provisions for Solid Waste Storage, Handling and Collection Pickup
- **PFS-5.5:** Solid Waste Reduction Programs
- **PFS-5.6:** Commercial and Industrial Land Uses
- **PFS-5.7:** Cooperation with Western Regional Landfill Authority
- **PFS-5.8:** Provision of Buffers for Regional Landfill
- **PFS-6.1:** Gas and Electric Service
- **PFS-6.2:** Renewable Energy
- **PFS-8.2:** Fire Protection
- **PFS-8.3:** Public Awareness of Fire and Emergency Procedures
- **PFS-8.4:** Fire Response Times
- **PFS-8.5:** Provision of Fire Station Facilities and Equipment
- **PFS-8.6:** Emergency Access
- **PFS-8.7:** Sprinkler Requirements
- **PFS-8.8:** Police Protection
- **PFS-8.9:** Building Design and Security
- **PFS-8.10:** Citizen Participation Programs
- **PFS-8.11:** Provision of Police Facilities
- **PFS-8.12:** Centralized Police Station
- **PFS-8.13:** Neighborhood Watch
- **PFS-9.1:** Adequate School Facilities
- **PFS-9.2:** Development of New Schools
- **PFS-9.3:** Expand Library Services
- **PFS-9.4:** Funding Mechanism for Libraries
- **PFS-9.5:** Siting of Libraries
- **PFS-9.6:** Community Facilities
- **PFS-9.7:** Developer Fees for School Districts
- **PFS-9.8:** Collocation of Schools and Recreational Facilities
- PFS Implementation Measure #3
- PFS Implementation Measure #4
- PFS Implementation Measure #5
- **LU-5.3:** Protect Agriculture
- **LU-11.3:** Control of Light and Glare
- **LU-15.1:** Village Specific Plans/General Plan Amendments
- **LU-15.9:** Infrastructure Master Plans
- **LU-15.10:** Area Infrastructure Master Plans
- **LU-15.12:** Collocation of Facilities
- **LU-15.15:** Collocation with Schools
- **OSC-1.1:** Protect Natural Resources
- **OSC-1.4:** 100-year Floodplains
- **OSC-3.1:** Energy Conservation Measures
- **OSC-3.2:** Landscape Improvements for Energy Conservation
- **OSC-3.3:** Promote Energy Conservation Awareness
- **OSC-3.4:** Local and State Programs
- **OSC-4.2:** Development Groundwater Management Plan
- **OSC-4.3:** Protect Surface Water and Groundwater
- **OSC-4.5:** Best Management Practices
- **OSC-4.6:** Best Management Practices
- Open Space and Conservation Implementation Measure #1
- **HS-1.1:** Engineering Analysis of Potential Hazards
- **HS-3.8:** Air Quality Analysis
- **HS-6.1:** Flood Protection

- **HS-6.2:** Drainage and Flood Control Facilities
- **HS-6.3:** Master Drainage Plans
- **HS-6.4:** New Residential Construction
- **HS-6.5:** Stream Channels
- **HS-8.1:** Sensitive Receptors
- **HS-8.2:** Protect Residential Areas
- **HS-8.9:** Noise Compatibility Guidelines
- **HS-8.14:** Noise Analysis
- **HS-9.1:** Emergency Response Plan
- **HS-9.2:** Coordinated Emergency Response Services with Local Agencies
- **HS-9.4:** Coordinate with Placer County
- Health and Safety Implementation Measure #6
- Health and Safety Implementation Measure #7
- **ED-1.2:** Evaluate Fiscal Impacts
- Economic Development Implementation Measure #2
- Economic Development Implementation Measure #3
- **T-2.2:** New Development
- **T-2.3:** Level of Service for Local Streets and Intersections

The General Plan EIR determined the following new General Plan policies and implementation measures related to public facilities and services would reduce impacts and are applicable to the project:

- **PFS-1.3:** Conditions of Approval
- **PFS-1.4:** Compliance with Federal and State Standards for Surface Water Protection
- **PFS-2.19:** Regional Sustainability of Groundwater Supplies
- **PFS-3.11:** Wastewater Treatment Standards
- **PFS-5.9:** Recycling of Hazardous Material
- **PFS-5.10:** City Usage of Recycled Materials and Products
- **PFS-5.11:** Private Usage of Recycled Products
- **PFS-8.14:** Police Response Time
- **PFS-9.9:** School Funding
- PFS Implementation Measure #8
- PFS Implementation Measure #11
- **HS-6.6:** Flood Insurance Program

3.4.3 Applicable Mitigation Measures from the General Plan EIR

The General Plan EIR did not require any mitigation measures related to economic development.

3.5 Open Space and Conservation

3.5.1 Analysis

The General Plan EIR included the following impact determinations.

Impact OSC-1) The General Plan could result in substantial soil erosion or the loss of topsoil.

The General Plan EIR found that erosion is a natural process that can be accelerated by development, particularly through construction activities and an increase in impervious surfaces associated with buildout of the General Plan, which could result in damage to structures, drainage systems, and water quality through sedimentation. Certain areas within the City are especially susceptible to erosion. The General Plan includes policies and implementation measures to protect open space and agricultural lands. In addition, project sites encompassing an area of one or more acres would require compliance with all applicable erosion control measures or best management practices (BMPs) specified in a National Pollutant Discharge Elimination System (NPDES) General Construction Permit and consequently the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). However, even with implementation of these policies and requirements, the impact was determined to be potentially significant. Mitigation for this impact required two new policies, Policy OSC-1.6, Soil Erosion, and Policy OSC-1.7, Soil Erosion and Site Planning. With the adoption of General Plan policies and implementation measures (including the two new policies, Policy OSC-1.6, Soil Erosion, and Policy OSC-1.7, Soil Erosion and Site Planning) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project could involve development in areas with erosion potential and risk. Similar to the General Plan EIR, construction activities associated with the project that disturb areas that are greater than one acre are required to obtain a NPDES General Construction Permit which must include a SWPPP. These SWPPPs typically contain numerous erosion control measures that effectively reduce the potential for erosion and loss of topsoil. Projects that are less than one acre, with implementation of the General Plan Policies OSC-1.6 and OSC-1.7, would reduce the potential impact from erosion and loss of topsoil, which require implementation of measures to minimize soil erosion. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-2) The General Plan would not result in the loss of availability of a known mineral resource that would add value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

The General Plan EIR found that the General Plan includes policies and implementation measures to protect key mineral resources and reduce land use conflicts through the use of buffer areas and zoning to separate incompatible uses; however, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required two new policies, Policy OSC-3.5, Minimize Land Conflicts, and Policy OSC-3.6, Existing Clay Operations. With the adoption of General Plan policies and implementation measures (including the two new policies, Policy OSC-3.5, Minimize Land Conflicts, and Policy OSC-3.6, Existing Clay Operations) the impact was reduced to less than significant.

The City is designated as Mineral Resource Zone (MRZ)-4. Areas designated as MRZ-4 are areas considered inadequate for mineral resource potential classification due to a lack of available information (City of Lincoln 2006). As such, the project would not result in the loss of availability of a known mineral resource. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-3) The General Plan could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The General Plan EIR found that the General Plan EIR would result in impacts to biological resources through the conversion of sensitive habitats, including annual grasslands, blue oak woodlands, wetlands, vernal pools, and riparian areas, as well as impacts to special-status plant and wildlife species associated with these habitats. Development would introduce urban uses into largely agricultural areas, leading to habitat loss, fragmentation, increased human disturbance, erosion, invasive species, and effects from light and glare, with additional indirect impacts to wildlife movement and ecological functions. The General Plan includes policies and implementation measures to protect biological resources, such as preserving habitat areas, maintaining no net loss of wetlands, requiring biological studies, establishing buffers, promoting native vegetation, and coordinating with regional conservation efforts like the PCCP; however, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy OSC-5.11, Requirements for Biological Studies, and two new policies, Policy OSC-5.12, Appropriate Mitigation Measures, and Policy OSC-5.13, Minimize Lighting Impacts. Although the adoption of General Plan policies and implementation measures (including the revised Policy OSC-5.11, Requirements for Biological Studies and the two new policies,

Policy OSC-5.12, Appropriate Mitigation Measure, and Policy OSC-5.13, Minimize Lighting Impacts) would protect a variety of open space resources, the General Plan EIR found that implementation of the General Plan would still result in the conversion of open space, resulting in the reduction of plant or wildlife species habitat. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development in the Downtown Master Plan area is not likely to occur on land supporting plant or wildlife species habitat since the residential units that would be developed would primarily be located on infill sites in an urban area. Development of undeveloped land that is designated HDR, PD, or MU would potentially result in effects to candidate, sensitive, or special-status species. However, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to candidate, sensitive, or special-status species beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-4) The General Plan would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The General Plan EIR found that riparian habitats along Markham Ravine, Auburn Ravine, and other waterways, as well as other sensitive communities such as annual grassland, oak woodland, and wetlands, would be subject to both direct and indirect significant adverse impacts from development associated with the General Plan. Similar to Impact OSC-3, the General Plan includes policies and implementation measures intended to minimize these impacts; however, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy OSC-5.11, Requirements for Biological Studies, and two new policies, Policy OSC-5.12, Appropriate Mitigation Measures, and Policy OSC-5.13, Minimize Lighting Impacts. Although the adoption of General Plan policies and implementation measures (including the revised Policy OSC-5.11, Requirements for Biological Studies and the two new policies, Policy OSC-5.12, Appropriate Mitigation Measure, and Policy OSC-5.13, Minimize Lighting Impacts) would protect a variety of open space resources, the General Plan EIR found that implementation of the General Plan would still result in the conversion of some sensitive natural communities (including riparian areas), resulting in the reduction of plant or wildlife species habitat. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development in the Downtown Master Plan area is not likely to occur on land supporting riparian habitat or other sensitive natural communities since the residential units that would be developed would primarily be located on infill sites in an urban area. Development of undeveloped land that is designated HDR, PD, or MU would potentially result in effects to riparian habitat or other sensitive natural communities. However, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to riparian habitat or other sensitive natural communities beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-5) The General Plan would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means.

The General Plan EIR found that development associated with buildout of the General Plan would result in both direct and indirect significant adverse impacts to wetlands and other sensitive natural communities within the City. The General Plan includes policies and implementation measures to protect natural resources, including preserving habitat areas, maintaining a no net loss of wetlands on a project-by-project basis, dedicating wetland areas, and coordinating with federal regulations related to wetland protection. Mitigation for this impact required revisions to one policy, Policy OSC-5.11, Requirements for Biological Studies, and two new policies, Policy OSC-5.12, Appropriate Mitigation Measures, and Policy OSC-5.13, Minimize Lighting Impacts. However, even with implementation of these policies and measures, the impact was determined to remain potentially significant. Although the adoption of General Plan policies and implementation measures (including the revised Policy OSC-5.11, Requirements for Biological Studies and the two new policies, Policy OSC-5.12, Appropriate Mitigation Measure, and Policy OSC-5.13, Minimize Lighting Impacts) would protect a variety of open space resources, the General Plan EIR found that implementation of the General Plan would still result in the conversion of some sensitive natural communities (including wetlands), resulting in the reduction of plant or wildlife species habitat. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development in the Downtown Master Plan area is not likely to occur on land with wetlands since the

residential units that would be developed would primarily be located on infill sites in an urban area. Development of undeveloped land that is designated HDR, PD, or MU would potentially result in effects to wetlands. However, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to wetlands beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-6) The General Plan would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The General Plan EIR found that waterways and associated riparian areas within the study area function as wildlife movement corridors but are already affected by existing urban and agricultural uses. Development associated with the General Plan would remove habitat cover, increase distances for wildlife movement, and introduce additional barriers such as increased traffic and nighttime lighting, further limiting wildlife movement. The General Plan includes policies and implementation measures to minimize these impacts, consistent with those identified under Impact OSC-3; however, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy OSC-5.11, Requirements for Biological Studies, and two new policies, Policy OSC-5.12, Appropriate Mitigation Measures, and Policy OSC-5.13, Minimize Lighting Impacts. Although the adoption of General Plan policies and implementation measures (including the revised Policy OSC-5.11, Requirements for Biological Studies and the two new policies, Policy OSC-5.12, Appropriate Mitigation Measure, and Policy OSC-5.13, Minimize Lighting Impacts) would protect a variety of open space resources, the General Plan EIR found that implementation of the General Plan would still result in the conversion of some open space areas, resulting in the reduction of plant or wildlife species habitat. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development in the Downtown Master Plan area is not likely to occur on land with wildlife movement corridors or habitat that would support migratory species since the residential units that would be developed would primarily be located on infill sites in an urban area. Development of undeveloped land that is designated HDR, PD, or MU would potentially interfere with the movement of migratory species, migratory wildlife corridors, or native wildlife nursery sites. However, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to migratory species, migratory wildlife corridors, or native wildlife nursery sites beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-7) The General Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The General Plan EIR found that the General Plan includes policies and implementation measures to protect biological resources, including trees, and requires future development under the General Plan would be required to comply with all relevant tree preservation or biological resources policies and ordinances. With implementation of these policies and measures, the impact was determined to be less than significant. The General Plan includes policies and implementation measures to minimize these impacts, consistent with those identified under Impact OSC-3; however, even with implementation of these policies, the impact was determined to be potentially significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would be required to comply with all relevant policies related to tree preservation and biological resources. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC[5]) Implementation of the Proposed Project would result in the loss of native and landmark trees.

The General Plan EIR found that trees within the General Plan area provide important habitat, aesthetic value, and environmental benefits, and that would protect landmark and oak trees in the City as well as large wooded areas and urban trees. Impacts to non-native trees within the City would be less than significant. However, even with implementation of these policies, the impacts related to the loss of native trees was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy OSC-5.11, Requirements for Biological Studies, and two new policies, Policy OSC-5.12, Appropriate Mitigation Measures, and Policy OSC-5.13, Minimize Lighting Impacts. Although the adoption of General Plan policies and implementation measures (including the revised Policy OSC-5.11, Requirements for Biological Studies and the two new policies, Policy OSC-5.12, Appropriate Mitigation Measure, and Policy OSC-5.13, Minimize Lighting Impacts) would protect a variety of open space resources, the General Plan EIR found that implementation of the General Plan would still result in the conversion of some open space areas, resulting in the reduction of plant or wildlife species habitat. The impact is significant and unavoidable.

5 This impact determination was added in the Recirculated Draft EIR. To maintain the numbering for subsequent impact determinations that were not included in the Recirculated Draft EIR, this impact determination has not been numbered.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development in the Downtown Master Plan area is not likely to occur on land with native trees since the residential units that would be developed would primarily be located on infill sites in an urban area. Development of undeveloped land that is designated HDR, PD, or MU would potentially result in the loss of native trees. However, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to native trees beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-8[6]) The General Plan would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

The General Plan EIR found that no adopted Habitat Conservation Plan or Natural Community Conservation Plan currently covers the City, although the City is actively participating in the development of the Placer County Conservation Plan (PCCP). The General Plan includes policies that promote consistency with regional conservation planning efforts and require coordination with Placer County's Legacy Open Space and Agricultural Conservation Program. Additional General Plan policies and implementation measures support the preservation and conservation of natural resources that may ultimately be protected under the PCCP. With implementation of these policies and measures, the analysis concluded that impacts related to conflicts with a Habitat Conservation Plan or Natural Community Conservation Plan would be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would implement the General Plan policies and implementation measures discussed in Impact OSC-8 in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

6 Note that this impact determination is Impact OSC-9 in the Recirculated Draft EIR. To maintain the numbering for subsequent impact determinations that were not included in the Recirculated Draft EIR, this impact determination has not been re-numbered in accordance with the numbering the Recirculated Draft EIR

Impact OSC-9) The General Plan would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

The General Plan EIR found that historic structures and sites eligible for listing on the National Register, particularly in the downtown area, may be vulnerable to impacts from infill and redevelopment associated with the General Plan. The General Plan includes policies and implementation measures to preserve and enhance historic resources, including requirements for preservation and adaptive reuse, incorporation of historic context into new development, coordination with preservation groups, development of a citywide historic resources inventory, and compliance with State and federal standards and the State Historic Building Code. These policies and implementation measures also include construction standards to reduce potential impacts to historic resources and efforts to promote public awareness of the City's cultural heritage; however, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy OSC-6.2, Historic Structures and Sites, and a new policy, Policy LU-13.9, Cultural and Historic Resources Protection. With the adoption of General Plan policies and implementation measures (including the revised Policy OSC-6.2, Historic Structures and Sites, and new Policy LU-13.9, Cultural and Historic Resources Protection) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project proposes development located on infill sites and/or in the Downtown Master Plan area and would have the potential to impact eligible listings on the National Register. The project would implement the General Plan policies and implementation measures discussed in Impact OSC-9 in the General Plan EIR, as well as Policy LU-13.9. The project would occur entirely within the study area that was analyzed in the General Plan EIR. As such, the project would not impact any built environment historical resources outside of what was assessed in the General Plan EIR and impacts would be less than significant with mitigation. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-10) The General Plan would cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or disturb any human remains, including those interred outside of formal cemeteries.

The General Plan EIR found that prehistoric and historic archaeological resources are likely present throughout the City, particularly near waterways such as Auburn Ravine and Orchard Creek, and that ground-disturbing activities associated with the General Plan could damage or uncover such resources, including artifacts and human remains. Because previously

undiscovered resources could be encountered almost anywhere in the study area, construction-related activities pose a risk to these resources. The General Plan includes policies and implementation measures requiring protection and recovery of archaeological resources and establishing procedures to address discoveries during construction; however, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy OSC-6.7, Discovery of Archaeological/Paleontological Resources, and three new policies, Policy OSC-6.8, Archaeological Resource Surveys, Policy OSC-6.9, Native American Resources, and Policy OSC-6.10, Discovery of Human Remains. With the adoption of General Plan policies and implementation measures (including the revised Policy OSC-6.7, Discovery of Archaeological/Paleontological Resources, and three new policies, Policy OSC-6.8, Archaeological Resource Surveys, Policy OSC-6.9, Native American Resources, and Policy OSC-6.10, Discovery of Human Remains) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Construction would occur as a result of the project; thus, the project would potentially impact archaeological and paleontological resources and human remains. The project would implement the General Plan policies and implementation measures discussed in Impact OSC-10 in the General Plan EIR, as well as Policy OSC-6.8, Policy OSC-6.9, and Policy OSC-6.10. The project would occur entirely within the study area that was analyzed in the General Plan EIR. As such, the project would not impact any archaeological or paleontological resources or human remains outside of what was assessed in the General Plan EIR and impacts would be less than significant with mitigation. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-11) The General Plan would substantially degrade the existing visual character or quality of the site and its surroundings.

The General Plan EIR found that construction-related visual impacts would be less than significant since construction-related activities are relatively short-term in nature and would in temporary changes to local visual conditions. The General Plan EIR found that the General Plan includes policies and implementation measures aimed at enhancing the City's visual quality through comprehensive design standards, preservation of open space and historic resources, integration of parks and trails, and promotion of high-quality architectural design and pedestrian-friendly development. These measures are intended to improve both existing conditions and future development, including the creation of cohesive "Village" areas. However, buildout of the General Plan would introduce new development into areas currently characterized by rural residential, agricultural, and open space uses, resulting in permanent changes to views and visual character and creating contrasts with surrounding open space areas. Therefore, the impact was determined to be

potentially significant. Although the adoption of General Plan policies and implementation measures would preserve the existing visual character and quality of the City, the General Plan EIR found that new development along the periphery of the existing City boundary would substantially degrade the existing visual character or quality of the site and its surroundings through the introduction of developed uses within areas currently used for open space/agricultural activities. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. As discussed previously, implementation of the HDR density increase does not require any changes to the implementing zoning district, R-3. Thus, the height, bulk, and setback requirements of residential structures would not be affected by the proposed changes. Therefore the increase in potential units does not change the development standards of the zoning ordinance, and thus the visual changes associated with new residential structures would not exceed those considered in the General Plan EIR

In the Downtown Master Plan area, the project would allow residential on CC, BP, and LI land use designations and would increase the FAR for LDR, MDR, HDR, CC, BP, and LI land use designations. While these standards may result in more building intensity, as compared to these same land use categories outside of the Downtown, this is consistent with the objectives of the Downtown Master Plan to create a thriving mixed-use core. Objective Design and Development Standards would be implemented as part of the Downtown Master Plan, which would regulate the physical form and character of new development to support compatibility with existing Downtown character. The Downtown Master Plan would also incorporate the use of "transects" whereby the denser development would be in the central core of the Downtown, and the scale of development would decrease further from the core. The project would also implement the General Plan policies and implementation measures discussed in Impact OSC-11. in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-12) The General Plan would have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The General Plan EIR found that there are no state-designated or eligible scenic routes within the City, although roadways such as SR 65 and SR 193 provide views of open space features including oak woodlands, riparian areas, grasslands, vernal pools, and distant Sierra Nevada landscapes. Buildout of the General Plan would introduce new development into areas currently characterized by rural residential, agricultural, and open space uses, resulting in permanent changes to existing views and potential alteration of scenic vistas. Although the General Plan includes policies aimed at enhancing visual quality, these changes could affect

existing scenic resources; therefore, the impact was determined to be potentially significant. Although the adoption of General Plan policies and implementation measures would preserve the existing visual character and quality of the City, the General Plan EIR found that new development along the periphery of the existing City boundary would substantially degrade the existing visual character or quality of the City and may affect an existing scenic vista or resource. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The Downtown Master Plan area is not visible from SR 65 or SR 193 due to topography and intervening development; therefore, visual changes associated with the changes to the land use designations within the Downtown Master Plan area would not affect scenic vistas or damage scenic resources. There is vacant land along SR 193 in the eastern portion of the City with MU and HDR land use designations. If these lands are developed with uses consistent with the MU and HDR land use designations, scenic vistas along SR 193 would be affected. The project would occur entirely within the study area that was analyzed in the General Plan EIR. As such, the project would not impact scenic vistas or damage scenic resources beyond what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-13) The General Plan would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The General Plan EIR found that buildout of the General Plan would increase light and glare due to new development requiring streetlights, building illumination, and lighting for recreation areas, particularly in peripheral "Village" areas that currently have little to no lighting. The General Plan includes policies and design standards to address lighting and glare through buffering, screening, and guidance on building materials, pedestrian lighting, and signage. However, because urban development would introduce new and expanded sources of light and glare into previously undeveloped areas, resulting in increased spill light onto surrounding areas, the impact was determined to be potentially significant. Mitigation for this impact required revision to Policy LU-11.3, Control of Light and Glare. Although the City would adopt General Plan policies and implementation measures (including the revised Policy LU-11.3, Control of Light and Glare) to preserve the existing visual character and quality, the General Plan EIR determined that new development along the periphery of the existing City boundary would still result in substantial new sources of light and glare within areas currently used for a variety of open space/agricultural activities. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would have the potential to create a new source or light or glare which would adversely affect day or nighttime views in the area. However, these potential sources of light and glare are consistent with the analysis in the General Plan EIR. As such, the project would not create a new source substantial light or glare beyond what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-14) The General Plan would result in the substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities through increased use.

The General Plan EIR found that implementation of the General Plan would increase demand for park facilities and recreation programs due to population growth, requiring new parks, expanded services, and additional resources to serve both new and existing communities. Funding for these facilities and programs would be supported through increased revenues, park dedication requirements, and fees associated with new development. The General Plan includes policies and implementation measures establishing standards for park provision, guiding facility design, identifying funding mechanisms, promoting shared use with other public entities, requiring parkland dedication, and encouraging community participation in recreation services. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3. With the adoption of General Plan policies and implementation measures (including the revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not result in the physical deterioration of existing neighborhood and regional parks

not already discussed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-15) The General Plan would include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

The General Plan EIR found that construction of park and recreational facilities associated with the General Plan could result in a variety of environmental impacts. Although the General Plan includes policies and implementation measures to address a variety of environmental impacts, the analysis concluded that impacts associated with park and recreational facilities would be potentially significant. Mitigation for this impact required revisions to two policies, Policy LU-11.3, Control of Light and Glare, and Policy OSC-7.3, Recreational Needs. Although the adoption of General Plan policies and implementation measures (including the revised Policy LU-11.3, Control of Light and Glare, and Policy OSC-7.3, Recreational Needs) would address potential impacts, since the ability to mitigate potential future impacts is uncertain, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not require the construction or expansion of recreational facilities beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-16) The General Plan would increase the potential risk of fire hazards along open space corridors or other recreational facilities through increased use.

The General Plan EIR found that implementation of the General Plan could increase the risk of wildland fires due to expanded recreational use in open space areas and trail corridors. Increased human access to these areas could elevate the potential for fire

ignition from both accidental and intentional sources. The General Plan includes policies and implementation measures supporting maintenance of recreational facilities and public education on wildfire risks. However, even with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required two new policies, Policy OSC-7.20, Design of Waterway and Trail Corridors, and Policy OSC-7.21, Maintenance of Waterways and Trail Corridors. With the adoption of General Plan policies and implementation measures (including the two new policies, Policy OSC-7.20, Design of Waterway and Trail Corridors, and Policy OSC-7.21, Maintenance of Waterways and Trail Corridors) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not increase the potential risk of fire hazards along open space corridors or other recreational facilities through increased use beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact OSC-17) The General Plan would increase the potential for crime to occur within and adjacent to open space corridors or other recreational facilities through increased use.

The General Plan EIR found that implementation of the General Plan could increase the potential for criminal activity in areas adjacent to waterways and trail corridors due to improved access to previously isolated locations and proximity to residential areas. Although trails themselves would not create crime, increased use could elevate public safety concerns. Maintenance practices and law enforcement measures, such as active policing and emergency call boxes, can help address these issues. The General Plan includes policies and implementation measures requiring the design and siting of recreational areas to enhance public safety and ongoing maintenance of City-owned facilities; however, even with implementation of these measures, the impact was determined to remain potentially significant. Mitigation for this impact required revisions

to Policy LU-11.3, Control of Light and Glare, and Policy OSC-7.2, Recreational Needs, and two new policies, Policy PFS-8.13, Security along Waterway and Trail Corridors, and Policy OSC-7.21, Maintenance of Waterways and Trail Corridors. With the adoption of General Plan policies and implementation measures (including the revisions to Policy LU-11.3, Control of Light and Glare, and Policy OSC-7.2, Recreational Needs and the two new policies, Policy LU-11.3, Control of Light and Glare, and Policy OSC-7.21, Maintenance of Waterways and Trail Corridors) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units and 3,166 residents. While the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the project would not increase the potential for crime to occur within or adjacent to open space corridors or at other recreational facilities through increased use beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

3.5.2 Applicable General Plan Policies and Implementation Measures

The General Plan EIR determined the following General Plan policies would reduce open space and conservation impacts and are applicable to the project:

- **OSC-1.1:** Protect Natural Resources
- **OSC-1.2:** Coordinate with Placer County for Open Space Preservation
- **OSC-1.3:** Creation of Buffers
- **OSC-1.5:** Protection of Minerals
- **OSC-4.1:** Identify and Protect Aquifers
- **OSC-5.1:** Protect Significant Vegetation
- **OSC-5.2:** Management of Wetlands
- **OSC-5.3:** Placer Legacy Open Space and Conservation Program
- **OSC-5.4:** Encourage Planting of Native Vegetation.
- **OSC-5.5:** New Development in Sensitive Areas

- **OSC-5.6:** No Net Loss of Wetlands
- **OSC-5.7:** 404 Permit Requirements
- **OSC-5.8:** Corps of Engineers Disclaimers
- **OSC-5.9:** Wetlands Dedication
- **OSC-5.10:** Native Vegetation for Landscaping
- **OSC-5.11:** Requirement for Biological Studies
- **OSC-6.1:** Evaluation of Historic Resources
- **OSC-6.2:** Historic Structures and Sites
- **OSC-6.3:** Archaeological Resources
- **OSC-6.4:** Historical Resources Inventory
- **OSC-6.5:** Mitigation Monitoring for Historical Resources
- **OSC-6.6:** State Historic Building Code
- **OSC-6.7:** Discovery of Archaeological Resources
- **OSC-7.1:** Park Facilities
- **OSC-7.2:** Recreational Needs
- **OSC-7.3:** Volunteer Organizations
- **OSC-7.4:** Maintenance of Recreational Facilities
- **OSC-7.5:** Funding for Recreational Areas and Facilities
- **OSC-7.6:** Dedication of Park Land
- **OSC-7.7:** In-Lieu Fees
- **OSC-7.10:** Park User Fees
- **OSC-7.11:** Capital Improvement Program
- **OSC-7.12:** Recreational Equipment
- **OSC-7.14:** Lighting and Landscape District
- **OSC-7.16:** Linear Parks and Trail Systems
- **OSC-7.17:** Capital Improvement Fees
- **OSC-7.18:** Park Construction
- **OSC-7.19:** Pocket Parks
- Open Space and Conservation Implementation Measure #1
- Open Space and Conservation Implementation Measure #2
- Open Space and Conservation Implementation Measure #3
- Open Space and Conservation Implementation Measure #4
- Open Space and Conservation Implementation Measure #5
- Open Space and Conservation Implementation Measure #6
- **HS-3.8:** Air Quality Analysis
- **HS-7.2:** Educate Residents of Fire Hazards
- **HS-7.3:** Wildland Fire Management Plans
- **HS-8.1:** Sensitive Receptors
- **HS-8.2:** Protect Residential Areas
- **HS-8.9:** Noise Compatibility Guidelines
- **LU-1.4:** Buffer
- **LU-1.11:** Natural Resource Conservation
- **LU-1.12:** Quality Design
- **LU-2.2:** Preserve and Enhance Quality
- **LU-2.3:** Code Enforcement
- **LU-2.5:** Protect Historic Structures
- **LU-2.7:** Compatible Uses
- **LU-3.6:** Buffer Commercial Land Use
- **LU-3.7:** Innovative Development
- **LU-4.1:** Buffer Incompatible Uses
- **LU-4.2:** Protect Environment
- **LU-4.3:** Protect Existing and Future Neighborhoods
- **LU-4.4:** Innovative Design
- **LU-5.3:** Protect Agriculture
- **LU-9.1:** Character and Identity
- **LU-9.2:** Existing Urban Design Plan
- **LU-9.3:** Spatial Attributes
- **LU-9.4:** Linkages
- **LU-9.5:** Gateways
- **LU-9.7:** Visual Compatibility
- **LU-9.8:** Integrate Natural Features
- **LU-11.2:** Lighting and Landscaping
- **LU-11.3:** Control of Light and Glare

- **LU-12.1:** Hillside Visual Access
- **LU-12.3:** Open Space Views
- **LU-13.2:** Adaptive Reuse
- **LU-13.3:** Historic Buildings and Areas
- **LU-13.4:** Contextual and Compatible Design
- **LU-13.5:** Architectural and Design Excellence
- **LU-13.6:** Public Awareness
- **LU-13.7:** Historic Preservation
- **LU-13.8:** Downtown Gateways
- **LU-14.5:** Entrances
- **LU-15.4:** Village Land Use Design
- **LU-15.13:** Interconnected/Usable Open Space
- **LU-15.17:** Trail and Open Space Connections
- Land Use and Design Implementation Measure #2
- **PFS-9.6:** Community Facilities
- **PFS-9.8:** Collocation of Schools and Recreational Facilities
- PFS Implementation Measure #5
- **T-2.8:** Landscaping

The General Plan EIR determined the following new General Plan policies related to open space and conservation would reduce impacts and are applicable to the project:

- **OSC-1.6:** Soil Erosion
- **OSC-1.7:** Soil Erosion and Site Planning
- **OSC-3.5:** Minimize Land Conflicts
- **OSC-3.6:** Existing Clay Operations
- **OSC-5.12:** Appropriate Mitigation Measures
- **OSC-5.13:** Minimize Lighting Impacts
- **OSC-6.8:** Archaeological Resource Surveys
- **OSC-6.9:** Native American Resources
- **OSC-6.10:** Discovery of Human Remains
- **OSC-7.20:** Design of Waterway and Trail Corridors
- **OSC-7.21:** Maintenance of Waterway and Trail Corridors
- **OSC-8.13:** Security along Waterway and Trail Corridors
- **OSC-8.14:** Maintenance of Waterway and Trail Corridors
- **LU-13.9:** Cultural and Historic Resource Protection

3.5.2 Applicable Mitigation Measures from the General Plan EIR

The General Plan EIR did not require any mitigation measures related to open space and conservation.

3.6 Health and Safety

The General Plan EIR included the following impact determinations.

3.6.1 Analysis

Impact HS-1) The General Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault; 2) strong seismic groundshaking; 3) seismic-related ground failure, including liquefaction; or 4) landslides

The General Plan EIR found that the City is relatively flat, not located within an Alquist-Priolo Earthquake Fault Zone, and has a low potential for soil liquefaction, although some risk remains and should be considered in the design of structures and levees. The General Plan includes policies and implementation measures to address geologic hazards, including compliance with building codes, restrictions on development in hazardous areas, preparation of engineering studies for areas with potential instability, and adoption of guidelines for evaluating and mitigating geologic risks. With implementation of these policies and adherence to applicable regulations, impacts related to geologic hazards, including liquefaction, landslides, subsidence, or collapse, were determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project is included in the study area analyzed in the General Plan EIR and would not result in impacts to related to geologic hazards, including liquefaction, landslides, subsidence, or collapse beyond what was analyzed in the General Plan EIR. The project would also implement the General Plan policies and implementation measures discussed in Impact HS-1 in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact HS-2) The General Plan would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

As discussed in Impact HS-1, the General Plan EIR found that the City is not within an Alquist-Priolo Earthquake Fault Zone and has a low potential for soil liquefaction, although some areas in the eastern portion of the City are near foothill terrain. The General Plan includes policies and implementation measures to reduce risks associated with geologic hazards, including limitations on development in steep slope areas, requirements for engineering studies in areas of potential instability, and adoption of guidelines for evaluating and mitigating geologic hazards as part of project approval. With adherence to

applicable building codes and implementation of these General Plan policies and measures, impacts related to landslides, subsidence, liquefaction, or collapse would be minimized and the impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development on land designated as HDR and MU in the eastern portion of the City may be near foothill terrain; however, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to related to landslides, subsidence, liquefaction, or collapse beyond what was analyzed in the General Plan EIR. The project would also implement the General Plan policies and implementation measures discussed in Impact HS-2 in the General Plan EIR. The project would result in a less than significant impact and no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact HS-3) The General Plan could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), but would not create substantial risks to life or property.

The General Plan EIR found that expansive soils, which can shrink and swell with moisture changes, are present in the City and can adversely affect structures and infrastructure, particularly in less developed areas. The General Plan includes policies and implementation measures to address geologic hazards, including compliance with applicable building codes, restrictions on development in hazardous areas, requirements for engineering studies in areas of potential soil instability, and adoption of guidelines to evaluate and mitigate geologic risks. With adherence to these regulations and implementation of the policies and measures in the General Plan, impacts related to expansive soils and associated geologic hazards would be minimized and this impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development on land designated as HDR, PD and MU may occur in less developed areas where expansive soils are present. However, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts to related to expansive soils and associated geologic hazards beyond what was analyzed in the General Plan EIR. The project would also implement the General Plan policies and implementation measures discussed in Impact HS-3 in the General Plan EIR. The project would result in a less than significant impact and

no new mitigation measures would be required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impact in the General Plan EIR.

Impact HS-4) The General Plan would result in a cumulatively considerable net increase of criteria pollutants. Future growth in accordance with the Proposed Project would exceed the daily PCAPCD thresholds for NOx, ROG, CO, and PM_{10}.

The General Plan EIR found that implementation of the General Plan would generate short-term construction-related air pollutant emissions from ground disturbing activities such as grading, excavation, and building demolition, and long-term operational emissions from increased vehicle trips, stationary sources, and commercial and industrial activities associated with population and development growth. Modeling indicated that operational emissions would exceed Placer County Air Pollution Control District (PCAPCD) thresholds for certain criteria pollutants, and some construction activities could also exceed thresholds, with project-specific impacts to be evaluated during future reviews. The General Plan includes policies and implementation measures to reduce air pollutant emissions through transportation demand management, support for regional air quality planning, project design to minimize emissions, and required air quality analysis for new development; however, with implementation of these policies, the impact was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy HS-3.1, Cooperation with Local and Regional Agencies, 12 new policies, Policy HS-3.9, Dust Suppression Measures; Policy HS-3.10, Travel Demand Measures; Policy HS-3.11, Woodburning; Policy HS-3.12, Employment-Intensive Development; Policy HS-3.13, Location of Support Services; Policy HS-3.14, Parking Controls; Policy HS-3.15, Infill Near Employment; Policy HS-3.16, Planning Programs; Policy HS-3.17, Street Design; Policy HS-3.18, Design for Transportation Alternatives; Policy HS-3.19, Working with Employers; and Policy HS-3.20, Transportation Management Associations; and three new implementation measures, Implementation Measure #8, Implementation Measure #9, and Implementation Measure #10. Although the adoption of General Plan policies and implementation measures (including the revised policy and new policies and implementation measures discussed above) would reduce air quality emissions associated with future individual projects, the General Plan EIR found that implementation of the General Plan would still exceed daily PCAPCD thresholds for NOx, ROG, PM_{10}, and CO. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would generate construction and operational emissions. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout

population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the construction and operational air pollutant emissions generated by development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-5) The General Plan would conflict with or obstruct implementation of an applicable air quality plan.

The General Plan EIR found that the General Plan was designed to achieve and promote consistency with the planning documents of neighboring jurisdictions and agencies, including regional air quality and transportation demand management programs administered by PCAPCD and SACOG. The General Plan includes policies and implementation measures supporting regional air quality plans, encouraging transportation alternatives to reduce vehicle use, requiring transportation management programs for new development, and maintaining coordination with regional agencies to address air quality issues. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Similar to Impact HS-4, mitigation for this impact required revisions to one policy, Policy HS-3.1, Cooperation with Local and Regional Agencies, 12 new policies, Policy HS-3.9, Dust Suppression Measures; Policy HS-3.10, Travel Demand Measures; Policy HS-3.11, Woodburning; Policy HS-3.12, Employment-Intensive Development; Policy HS-3.13, Location of Support Services; Policy HS-3.14, Parking Controls; Policy HS-3.15, Infill Near Employment; Policy HS-3.16, Planning Programs; Policy HS-3.17, Street Design; Policy HS-3.18, Design for Transportation Alternatives; Policy HS-3.19, Working with Employers; and Policy HS-3.20, Transportation Management Associations; and three new implementation measures, Implementation Measure #8, Implementation Measure #9, and Implementation Measure #10. Although the adoption of General Plan policies and implementation measures (including the revised policy and new policies and implementation measures discussed above) would reduce air pollutant emissions, the General Plan EIR found that buildout of the General Plan would result in a net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ROG or ozone precursors). Thus, the General Plan would conflict with or obstruct implementation of an applicable air quality plan. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would generate construction and operational emissions, contributing to increases of criteria air pollutant in the region. Although the project would add residents

beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the construction and operational air pollutant emissions generated by development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-6) Buildout of the General Plan would generate emissions above the daily PCAPCD significance thresholds for a variety of pollutants, primarily due to emissions related to increased traffic.

As discussed in Impact HS-4, the General Plan EIR found that implementation of the General Plan would increase air pollutant emissions from motor vehicle trips, as well as stationary and area sources such as natural gas use, landscaping equipment, consumer products, and wood-burning devices, with modeling indicating that emissions of NOx, ROG, PM_{10}, and CO would exceed established significance thresholds. The General Plan includes policies and implementation measures to reduce emissions through transportation alternatives, transportation management programs, support for regional air quality planning, improved project design to minimize pollutants, coordination with existing industrial uses, and required air quality analyses for new development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Similar to Impact HS-4, mitigation for this impact required revisions to one policy, Policy HS-3.1, Cooperation with Local and Regional Agencies, 12 new policies, Policy HS-3.9, Dust Suppression Measures; Policy HS-3.10, Travel Demand Measures; Policy HS-3.11, Woodburning; Policy HS-3.12, Employment-Intensive Development; Policy HS-3.13, Location of Support Services; Policy HS-3.14, Parking Controls; Policy HS-3.15, Infill Near Employment; Policy HS-3.16, Planning Programs; Policy HS-3.17, Street Design; Policy HS-3.18, Design for Transportation Alternatives; Policy HS-3.19, Working with Employers; and Policy HS-3.20, Transportation Management Associations; and three new implementation measures, Implementation Measure #8, Implementation Measure #9, and Implementation Measure #10. Although the adoption of General Plan policies and implementation measures (including the revised policy and new policies and implementation measures discussed above) would reduce air pollutant emissions, the General Plan EIR found that buildout of the General Plan would result in a net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ROG or ozone precursors). The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown

Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would generate operational emissions, contributing to increases of criteria air pollutant in the region. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the operational air pollutant emissions generated by development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-7) The General Plan would expose sensitive receptors to substantial pollutant concentrations.

The General Plan EIR found that development (in particular infill development) resulting from buildout of the General Plan could place sensitive land uses near local intersections or roadways associated with air pollutant emissions. Existing sensitive land uses near local roadways that experience increased levels of traffic resulting from buildout of the General Plan could also be exposed to air pollutant emissions. The General Plan includes policies and implementation measures to reduce these effects by promoting compatible land use siting, locating industrial uses near existing industrial areas, designing developments to minimize pollutant generation, coordinating with existing industrial facilities to improve emissions, and requiring air quality analysis and consideration of alternatives for new development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy LU-2.1, and one new policy, Policy LU-1.14, Land Use Conflicts. Given the uncertainty as to whether future air quality impacts associated with the potential exposure of sensitive receptors to substantial pollutant concentrations could be adequately mitigated, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development in the Downtown Master Plan area would likely be infill development that could place sensitive land uses near intersections or roadways associated with air pollutant emissions, as described in the General Plan EIR. In addition, the residential development that would occur under the project could result in increased levels of traffic. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's

actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Additionally, the project is included in the study area analyzed in the General Plan EIR and would not expose sensitive receptors to substantial pollutant concentrations beyond what was analyzed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-8) The General Plan would create objectionable odors affecting a substantial number of people.

The General Plan EIR found that construction activities associated with buildout of the General Plan would generate temporary odors from equipment exhaust, painting, and paving, which would be short-term and disperse quickly, and that future residential and commercial uses would generate typical minor odors not considered significant. The General Plan includes policies and implementation measures to reduce odor-related impacts by promoting compatible land use siting, clustering industrial uses near existing industrial areas, providing buffers near facilities such as the regional landfill, designing developments to minimize emissions, and requiring air quality analysis for new development. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to one policy, Policy LU-2.1, Prevent Incompatible Uses, and two new policies, Policy LU-1.14, Land Use Conflicts, and Policy PFS-3.11, Provisions of Buffers for Wastewater Treatment Facility. With the adoption of General Plan policies and implementation measures (including revisions to Policy LU-2.1, and new policies, Policy LU-1.14, Land Use Conflicts, and Policy PFS-3.11, Provisions of Buffers for Wastewater Treatment Facility) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Odors generated by construction activities associated with the project would be short-term and temporary. Odors associated with residential uses developed under the project would be minor and would be considered less than significant. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-9) The General Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials to the environment.

The General Plan EIR found that several sites within the City are known or potential sources of hazardous materials contamination, including industrial facilities, the Lincoln Regional Airport, the Lincoln Wastewater Treatment Plant, as well as dry cleaners, gas stations, and railroad corridors. The General Plan includes policies and implementation measures addressing hazardous materials management, including designation of transport routes, appropriate siting of facilities, promotion of non-polluting industries, public education on disposal, protection of soil and water resources, and coordination with regulatory agencies. However, even with implementation of these policies and measures, potential impacts associated with existing hazardous materials sources or contamination were determined to be potentially significant. Mitigation for this impact required a new policy, Policy HS-5.13, Hazardous Materials Studies. With the adoption of General Plan policies and implementation measures (including the new Policy HS-5.13, Hazardous Materials Studies) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, solvents, and architectural coatings would be used during construction associated with the project. These materials are used routinely throughout urban environments for construction projects. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management of, spill prevention, and spill response, related to hazardous materials. The project would also newly allow residential uses within the LI and BP designations in the Downtown Master Plan area, which could place residents near existing industrial operations that use, store, or transport hazardous materials. Consistent with Policy HS-5.13, Hazardous Materials Studies, Policy LU-1.14, Land Use Conflicts, and Policy LU-2.1, Prevent Incompatible Uses, residential development proposed on or adjacent to LI- or BP-designated properties would be required to evaluate proximity to existing hazardous materials users and, where warranted, incorporate siting, buffering, or design measures. The project would also implement the General Plan policies and measures described in Impact HS-9. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-10) The General Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The General Plan EIR found that buildout of the General Plan would increase population and the number of school-age children, resulting in the need for new school facilities, which must be carefully sited to avoid exposure to hazardous materials and other hazards. School site selection would be subject to CEQA and specific State requirements under the California Education Code and California Code of Regulations to address potential hazards including hazardous materials, soils, seismicity, and flooding. The General Plan includes policies and implementation measures addressing hazardous materials management, including siting considerations, transport routes, coordination with regulatory agencies, and protection of environmental resources. However, even with implementation of these policies and measures, the impact was determined to remain potentially significant. Mitigation for this impact required two new policies, Policy HS-5.13, Hazardous Materials Studies and Policy HS-5.14, School Siting and Hazards. With the adoption of General Plan policies and implementation measures (including the new Policy HS-5.13, Hazardous Materials Studies, and Policy HS-5.14, School Siting and Hazards) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would have no impact on the selection of school sites as school site selection is subject to CEQA and specific State requirements under the California Education Code and California Code of Regulations. Additionally, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts beyond what was analyzed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-11) Development under the General Plan could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, could create a significant hazard to the public or the environment.

As described under Impact HS-9, the General Plan EIR found that several sites within the City are known or potential sources of hazardous materials contamination, including industrial facilities, the Lincoln Regional Airport, the Lincoln Wastewater Treatment Plant, as well as dry cleaners, gas stations, and railroad corridors. The General Plan includes policies and implementation measures addressing hazardous materials management, including designation of transport routes, promotion of non-polluting industries,

appropriate siting of hazardous facilities, coordination with regulatory agencies, protection of soil and water resources, public education on proper disposal, and development of siting and enforcement criteria for hazardous materials uses. However, even with implementation of these policies and measures, the impact was determined to remain potentially significant. Mitigation for this impact required a new policy, Policy HS-5.13, Hazardous Materials Studies. With the adoption of General Plan policies and implementation measures (including the new Policy HS-5.13, Hazardous Materials Studies) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. In compliance with Policy HS-5.13, Hazardous Materials Studies, and the other policies discussed in General Plan EIR Impact HS-11, any development under the project would be required to prepare Phase I or Phase II hazardous materials studies to ensure impacts related to hazardous materials sites are reduced. Additionally, the project is included in the study area analyzed in the General Plan EIR and would not result in impacts beyond what was analyzed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-12) The General Plan could result in development located within an airport land use plan area or/and could result in a safety hazard for people residing or working in the study area.

The General Plan includes several policies and implementation measures that have been developed to address land use compatibility and safety issues associated with the Lincoln Regional Airport. These policies include measures to ensure consistency with the Placer County Airport Land Use Compatibility Plan, including restrictions on residential development near the Lincoln Regional Airport runway, compliance with Federal Aviation Administration regulations, and requirements to avoid conflicts related to noise, safety, and land use compatibility. With implementation of these policies and measures, the impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project could occur within the vicinity of the Lincoln Regional Airport. However, the project is included in the study area analyzed in the General Plan EIR and would not result

in impacts related to development being located within an airport land use plan beyond what was analyzed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-13) The General Plan could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The General Plan EIR found that implementation of the General Plan would substantially increase vehicle trips and miles traveled, causing several roadway segments to operate at unacceptable levels of service. Although the General Plan includes policies and planned roadway improvements to address these impacts, some roadway segments outside the City's jurisdiction would continue to operate at unacceptable levels due to factors beyond the City's control. This could affect the effectiveness of emergency response and evacuation plans. The General Plan includes policies to support emergency preparedness, including maintaining updated disaster plans and coordinating with regional emergency service providers; however, even with implementation of these policies, the impact was determined to remain potentially significant. Mitigation for this impact required revisions to Policy HS-9.1, Emergency Response Plan, and a new policy, Policy HS-9-5, Siting of Critical Emergency Response Facilities. Although the adoption of General Plan policies and implementation measures (including the revised Policy HS-9.1, Emergency Response Plan, and a new Policy HS-9-5, Siting of Critical Emergency Response Facilities) would ensure conformance with local emergency response programs and continued cooperation with emergency response service providers, roadways operating at unacceptable levels of service (through increased vehicle traffic associated with the General Plan) could physically impede the response times of emergency response vehicles or delay implementation of an evacuation plan. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The project would result in a potential increase of 1,282 residential units. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR. Therefore, the project would not result in new development or vehicle trips that contribute to physically impeding the response times of emergency response vehicles beyond what was analyzed in the General Plan EIR. There

would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-14) The General Plan could expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The General Plan EIR found that wildland fire hazards would continue to pose a risk to the City, particularly in the northern, eastern, and western portions where vegetation provides fuel, and that effective fire response can be limited during peak fire season. The General Plan includes policies and implementation measures to expand fire protection services, enforce building standards for fire prevention, promote public fire safety education, and coordinate emergency response planning with regional agencies, along with requirements for infrastructure planning and fiscal analysis to support service needs. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and three new policies, Policy OSC-7.21, Maintenance of Waterways and Trail Corridors, Policy HS-7.4, Buffer Zones for Fire Protection, and Policy HS-7.5, Weed Abatement. With the adoption of General Plan policies and implementation measures (including the revised Policy ED-1.2, Evaluate Fiscal Impacts, and Economic Development Implementation Measure #3 and three new policies, Policy OSC-7.21, Maintenance of Waterways and Trail Corridors, Policy HS-7.4, Buffer Zones for Fire Protection, and Policy HS-7.5, Weed Abatement) the impact was reduced to less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project could be located in areas where wildland fire hazards could expose people or structures to a significant risk of loss, injury, or death. However, the project is included in the study area analyzed in the General Plan EIR. Additionally, although fire hazard severity mapping has been updated since certification of the General Plan EIR, the project remains within the area analyzed by General Plan EIR, and the updated mapping does not identify a new or substantially more severe impact. The Downtown Master Plan area consists primarily of urban infill sites. Development in any mapped zone would be subject to current California Building Code Chapter 7A and defensible-space requirements. With these requirements, the project would not result in impacts related to wildland fire hazards beyond what was analyzed in the General Plan EIR. Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant with mitigation, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-15) The General Plan would result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The General Plan EIR found that implementation of the General Plan would generate noise from multiple sources, including short-term construction activities, increased roadway traffic, railroad operations, and industrial uses, which could expose nearby sensitive receptors to elevated noise levels that may exceed acceptable standards. Construction noise would be temporary but could be significant, while long-term operational noise from traffic, rail, and industrial activities could also increase, particularly where sensitive land uses are located nearby. The General Plan includes policies and implementation measures to address noise through construction controls, land use compatibility, required noise studies, and the use of attenuation features such as sound walls and buffers, along with coordination with transportation and rail agencies. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy HS-8.11, Noise Buffering, Policy HS-8.13, Coordinate with Caltrans, and Policy HS-8.14, Noise Analysis and a new policy and implementation measure, Policy HS-8.16, State Noise Insulation Standards, and Health and Safety Implementation Measure #11. Given the uncertainty as to whether future noise impacts could be adequately mitigated, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would generate construction and operational noise, contributing to generation of noise in excess of standards. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the noise associated with development of the project would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-16) The General Plan will result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

The General Plan EIR found that buildout of the General Plan could increase exposure of people to groundborne vibration and noise from construction, traffic, rail, and industrial sources, particularly where residential or employment uses are located near these activities. Future project-level analyses would be required to assess and, where feasible, mitigate vibration and noise impacts through measures such as shielding, sound walls, and building treatments, although feasibility depends on site-specific conditions. The General Plan includes policies and implementation measures addressing noise and land use compatibility, including construction noise controls, identification of acceptable noise levels, required noise studies, use of attenuation features, and coordination with transportation and rail agencies, as well as policies promoting compatible siting of land uses. However, even with implementation of these policies and measures, the impact was determined to be potentially significant. Mitigation for this impact required revisions to Policy HS-8.11, Noise Buffering, Policy HS-8.13, Coordinate with Caltrans, and Policy HS-8.14, Noise Analysis and a new policy and implementation measure, Policy HS-8.16, State Noise Insulation Standards, and Health and Safety Implementation Measure #11. Given the uncertainty as to whether future noise and vibration impacts could be adequately mitigated, the impact was determined to be significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project could generate construction vibration. The project would also increase the number residential units, thus increasing the number of people that could be exposed to vibration impacts. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, construction vibration associated with development of the project and the number of new people that could be exposed to vibration would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-17) The Proposed Project will be located within an airport land use plan area or within the vicinity of a private airstrip and could expose people residing or working within the study area to excessive noise levels.

The General Plan EIR found that development near the Lincoln Regional Airport, including areas within Special Use Districts A and B, could expose some planned land uses to airport-related noise and compatibility concerns. The General Plan includes policies and implementation measures to ensure consistency with these requirements, including restrictions on residential development near the runway, compliance with Federal Aviation Administration regulations, adherence to noise standards, and implementation of noise monitoring, mitigation, and planning measures. With implementation of these policies and measures, the impact was determined to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. The Downtown Master Plan area and HDR, PD, and MU land use designations are not located within Airport Land Use Compatibility Plan for the Lincoln Regional Airport (City of Lincoln 2025). Therefore, no new or more severe impacts would occur, the level of impact would remain less than significant, and no new mitigation measures are required. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-18) Development of the General Plan could potentially result in a cumulatively considerable incremental contribution to global climate change in the form of GHG emissions as a result of GHG emissions.

The General Plan EIR found that the General Plan incorporates guidelines, strategies, and policies aimed at reducing the environmental footprint of development under the General Plan, including measures to decrease transportation and energy-related impacts and reduce greenhouse gas (GHG) emissions through smart growth, reduced vehicle use, and lower fossil fuel consumption. Although these policies would help decrease emissions within the Planning Area, it cannot be determined with certainty that the General Plan's contributions to GHG emissions would not be cumulatively considerable in the context of global climate change; therefore, the impact was determined to be potentially significant. Mitigation for this impact required 11 new policies: Policy HS-3.21, Shade Tree Informational Packet; Policy LU-15.9, Alternative Fuels Vehicle Parking; Policy OSC-3.7, Passive and Active Solar Devices; Policy OSC-3.8, Solar Orientation and Building Site Design; Policy OSC-3.9, Shade Tree Planting; Policy OSC-3.10, Shade Tree Parking Lot Requirements; Policy OSC-3.11, Energy Efficient Buildings; Policy OSC-3.12, Solar Photovoltaic Systems; Policy OSC-3.13, Energy Efficient Master Planning; Policy OSC-3.14, Early Planning for Energy Efficiency; and Policy OSC-3.15, California Title 24 Energy Efficiency Standards. Although the adoption of General Plan policies and implementation

measures (including the revised policy and new policies and implementation measures discussed above) would minimize and reduce GHG emissions associated with the General Plan. However, given the size of the General Plan and the uncertainties associated with determining the precise amount of GHG emissions that would occur at buildout, total GHG emissions associated with buildout of the General Plan are expected to make a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change. The impact is significant and unavoidable.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use designation areas and within the Downtown Master Plan area. Development associated with the project would generate GHG emissions. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the GHG emissions generated by development of the project would be within what was assessed in the General Plan EIR. In addition, since the General Plan EIR was certified, the state has adopted further GHG reduction targets and regulations (including more stringent Title 24 building energy standards and CALGreen requirements) that apply to new residential construction and would reduce per-unit emissions relative to those assumed in the General Plan EIR. Higher-density infill housing is also consistent with the land use strategies of the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy, which seeks to reduce per capita passenger-vehicle emissions. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

Impact HS-19) The impacts of global climate change on water supply and availability could affect future water supply and availability in the proposed Planning Area.

The General Plan EIR found that there is considerable uncertainty regarding the effects of global climate change on California's future water supply and, specifically, the City of Lincoln's long-term water availability. Although the extent of potential impacts remains unclear, consideration of recent regional and local climate change studies indicates that effects on the City's water supply are expected to be less than significant.

The project would amend the City's land use standards to increase maximum residential density within the HDR, PD, and MU land use designations. The project would also modify residential intensity and FAR standards for applicable designations in the Downtown Master Plan area. Collectively, these amendments would increase the maximum residential development capacity and potential buildout within the affected land use

designation areas and within the Downtown Master Plan area. Development associated with the project would generate GHG emissions, which would contribute to global climate change and, thus, affect future water supply and availability. Although the project would add residents beyond those specifically accounted for in the General Plan EIR, the City's actual growth has lagged behind General Plan projections, and because the projected 2050 population remains below the approximately 132,000-resident buildout population analyzed in the General Plan EIR, the project's incremental growth would not exceed the level of development previously evaluated in the General Plan EIR. Because the City's overall development remains below the level evaluated in the General Plan EIR, the GHG emissions generated by development of the project, which would contribute to global change and impact the availability of future water supply and availability, would be within what was assessed in the General Plan EIR. There would be no new significant impacts and no substantial increase in the severity of any previously identified significant impacts in the General Plan EIR.

3.6.2 Applicable General Plan Policies and Implementation Measures

The General Plan EIR determined the following General Plan policies would reduce health and safety impacts and are applicable to the project:

- **HS-1.1:** Engineering Analysis of Potential Hazards
- **HS-2.1:** Seismic Safety of Structures
- **HS-2.2:** Limit Hillside Development
- **HS-2.3:** Development in Areas Subject to Geologic Hazards
- **HS-2.4:** California Building Standard Code
- **HS-3.1:** Cooperation with Local and Regional Agencies
- **HS-3.2:** Regional Agency Review of Development Proposals
- **HS-3.3:** Placer County Air Quality Attainment Plan
- **HS-3.4:** Transportation Demand Management
- **HS-3.5:** Development Requirements
- **HS-3.6:** City Review of Development Proposals
- **HS-3.7:** Transportation Management Program
- **HS-3.8:** Air Quality Analysis
- **HS-3.10:** Travel Demand Measures
- **HS-3.11:** Woodburning
- **HS-3.12:** Employment-Intensive Development
- **HS-3.13:** Location of Support Services
- **HS-3.14:** Parking Controls
- **HS-3.15:** Infill Near Employment
- **HS-3.16:** Planning Programs
- **HS-3.17:** Street Design
- **HS-3.18:** Design for Transportation Alternatives
- **HS-3.19:** Working with Employers
- **HS-3.20:** Transportation Management Associations
- **HS-4.1:** Airport Land Use Compatibility Plan
- **HS-4.2:** Compliance With FAA Regulations
- **HS-4.3:** Development in Airport Vicinity
- **HS-5.1:** Transporting Hazardous Materials
- **HS-5.2:** Attraction/Retention of Clean Industries

- **HS-5.3:** Air Emissions of Existing Industries
- **HS-5.4:** Disclosure of Hazardous Materials
- **HS-5.5:** Treatment of Industrial Waste
- **HS-5.6:** Hazardous Waste Facility Siting
- **HS-5.7:** Contamination Prevention
- **HS-5.8:** Increase Public Awareness
- **HS-5.9:** Household Hazardous Waste
- **HS-5.10:** Designated Routes for Hazardous Materials
- **HS-5.11:** County Hazardous Waste Management Plan
- **HS-5.12:** Hazardous Materials Inventory
- **HS-7.2:** Educate Residents of Fire Hazards
- **HS-7.3:** Wildland Fire Management Plans
- **HS-8.1:** Sensitive Receptors
- **HS-8.2:** Protect Residential Areas
- **HS-8.3:** Railroad Noise
- **HS-8.4:** Controlling Truck Traffic
- **HS-8.5:** Noise Monitoring
- **HS-8.6:** Development Around Airport
- **HS-8.7:** Update Airport Master Plan
- **HS-8.8:** Construction Noise
- **HS-8.9:** Noise Compatibility Guidelines
- **HS-8.10:** Sound Attenuation Features
- **HS-8.11:** Noise Buffering
- **HS-8.12:** Coordinate with Railroad Companies
- **HS-8.13:** Coordinate with Caltrans
- **HS-8.14:** Noise Analysis
- **HS-8.15:** Limiting Construction Activities
- **HS-9.1:** Emergency Response Plan
- **HS-9.2:** Coordinate Emergency Response Services with Local Agencies
- **HS-9.3:** Educate Public on Emergency Response
- **HS-9.4:** Coordinate with Placer County
- Health and Safety Implementation Measure #1
- Health and Safety Implementation Measure #2
- Health and Safety Implementation Measure #3
- Health and Safety Implementation Measure #4
- Health and Safety Implementation Measure #6
- Health and Safety Implementation Measure #7
- **LU-1.2:** Mixed Use Development
- **LU-1.6:** Transportation Choices
- **LU-1.8:** Compact Development
- **LU-1.10:** Mixed Land Uses
- **LU-2.1:** Prevent Incompatible Uses
- **LU-2.10:** Airport Buffer
- **LU-3.6:** Buffer Commercial Land Uses
- **LU-4.1:** Buffer Incompatible Uses
- **LU-4.2:** Protect Environment
- **LU-5.1:** Rural Land Uses
- **LU-7.3:** Regional Planning
- **LU-15.1:** Village Specific Plans/General Plan Amendments
- **LU.15.2:** Village Components
- **LU-15.4:** Village Land Use Design
- **LU-15.5:** Connectivity
- **LU-15.9:** Infrastructure Master Plans
- **LU-15.17:** Trail and Open Space Connections
- **LU-15.10:** Area Infrastructure Master Plans
- **PFS-2.11:** Fire Flows
- **PFS-3.3:** Industrial Operations
- **PFS-3.4:** Reuse of Treated Water
- **PFS-4.8:** Discharge of Urban Pollutants
- **PFS-5.2:** Waste Reduction
- **PFS-5.7:** Cooperation with Western Regional Landfill Authority
- **PFS-5.8:** Provisions of Buffers for Regional Landfill
- **PFS-8.2:** Fire Protection
- **PFS-8.3:** Public Awareness of Fire and Emergency Procedures
- **PFS-8.4:** Fire Response Times

- **PFS-8.5:** Provision of Fire Station Facilities and Equipment
- **PFS-8.6:** Emergency Access
- **PFS-8.7:** Sprinkler Requirements
- **T-2.12:** Promote Ridesharing
- **T-4.2:** Regional Transit
- **T.4-3:** Promote Public Transit
- **T-4.4:** Funding for Public Transit
- **T-4.5:** ADA Compatible Transit
- **T-4.6:** Expansion of Transit Service Areas
- **T-4.7:** Electric Golf Carts
- **T-4.8:** Neighborhood Electric Vehicles
- **T-5.1:** Develop Bike Lanes
- **T-5.2:** Promote Regional Bikeway
- **T-5.3:** Promote Bicycle Safety
- **T-5.4:** Bicycle and Pedestrian Crossing
- **T-5.5:** Traffic Control Devices for Bicyclists
- **T-5.6:** Trails and Pathways to Retail and Employment Centers
- **T-5.7:** Trails and Pathways along Creeks and Wetland Areas
- **T-5.9:** Pedestrian Access
- **T-5.10:** Review Site Plans for Pedestrian Accessibility
- **T-6.2:** Runway Expansion
- **ED-1.2:** Evaluate Fiscal Impacts
- **ED 3.2:** Workplace Alternatives
- **ED-3.4:** Provide Live/Work Environment
- **ED 6.7:** Alternative Modes of Transportation
- Economic Development Implementation Measure #2
- Economic Development Implementation Measure #3
- **OSC-3.2:** Landscape Improvements for Energy Conservation
- **OSC-3.4:** Local and State Programs

The General Plan EIR determined the following new General Plan policies and implementation measures related to health and safety would reduce impacts and are applicable to the project:

- **HS-3.9:** Dust Suppression Measures
- **HS-3.10:** Travel Demand Measures
- **HS-3.11:** Woodburning
- **HS-3.12:** Employment-Intensive Development
- **HS-3.13:** Location of Support Services
- **HS-3.14:** Parking Controls
- **HS-3.15:** Infill Near Employment
- **HS-3.16:** Planning Programs
- **HS-3.17:** Street Design
- **HS-3.18:** Design for Transportation Alternatives
- **HS-3.19:** Working with Employers
- **HS-3.20:** Transportation Management Associations
- **HS-3.21:** Shade Tree Informational Packet
- **HS-5.13:** Hazardous Materials Studies
- **HS-5.14:** School Siting and Hazards
- **HS-7.4:** Buffer Zones for Fire Protection
- **HS-7.5:** Weed Abatement
- **HS-8-16:** State Noise Insulation Standards
- **HS-9.5:** Siting of Critical Emergency Response Facilities
- Health and Safety Implementation Measure #8
- Health and Safety Implementation Measure #9
- Health and Safety Implementation Measure #10
- Health and Safety Implementation Measure #11
- **LU-1.14:** Land Use Conflicts
- **LU-15.9:** Alternative Fuels Vehicle Parking
- **PFS-3.11:** Provisions of Buffers for Wastewater Treatment Facility
- **OSC-3.7:** Passive and Active Solar Devices
- **OSC-3.8:** Solar Orientation and Building Site Design

- **OSC-3.9:** Shade Tree Planting
- **OSC-3.10:** Shade Tree Parking Lot Requirements
- **OSC-3.11:** Energy Efficient Buildings
- **OSC-3.12:** Solar Photovoltaic Systems
- **OSC-3.13:** Energy Efficient Master Planning
- **OSC-3.14:** Early Planning for Energy Efficiency
- **OSC-3.15:** California Title 24 Energy Efficiency Standards
- **OSC-7.21:** Maintenance of Waterway and Trail Corridors

3.6.2 Applicable Mitigation Measures from the General Plan EIR

The General Plan EIR did not require any mitigation measures related to health and safety.

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4 References and Preparers

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4.2 List of Preparers

City of Lincoln

Rommel “Mel” Pabalinas – Planning Manager, Community Development Department, Planning Division
Efren Sanchez – Senior Planner

Dudek

Brian Grattidge – Senior Project Manager
Hayley Rundle, AICP – Environmental Planner

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PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT A RESOLUTION APPROVING THE PROPSOED GENERAL PLAN AMENDMENT TO AMEND THE LAND USE AND COMMUNITY DESIGN ELEMENT OF THE CITY OF LINCOLN GENERAL PLAN 2050 ASSOCIATED WITH THE RESIDENTIAL DENSITY INCREASE AND CHANGES TO THE FLOOR AREA RATIO (FAR) STANDARD – GENERAL PLAN AMENDMENT PROJECT (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, on May 11, 2021, the City Council of the City of Lincoln adopted the 2021-2029 Housing Element (known as the 6th Cycle Housing Element), which includes a range of policies and program to accommodate the city's anticipated Regional Housing Needs Assessment (RHNA); and

WHEREAS, the 2021-2029 Housing Element contains Program Action 2.12, which states that, "The City will consider increasing the maximum density in the High-Density Residential (HDR) designation and R-3 Zoning District from 20 units per acre to 30 units per acre. This density is consistent with the state's recommended default density for the development of affordable housing. If the City determines that increasing the density is not feasible, the City will consult with HCD"; and

WHEREAS, the General Plan Amendment would amend the Land Use and Community Design Element Section 4.2 of the General Plan increasing the allowable densities in the High-Density Residential (HDR), Planned Development (PD), and Mixed-Use (MU) land use designations identified in Table 4-1 (General Plan Land Use Designations and Development Standards), and to increase allowable residential densities within the separately proposed City-Initiated Downtown Master Plan area. This proposed density increases are consistent with and implements Program Action 2.12 of the adopted 2021-2029 Housing Element in support of affordable housing efforts in the City; and

WHEREAS, the proposed General Plan Amendment would establish revised maximum floor area ratios (FAR) and residential densities for specified General Plan land use designations within the Downtown Master Plan Area only, including maximum FARs of 0.75 for Low Density Residential (LDR), 0.80 for Medium Density Residential (MDR), and 1.00 for High Density Residential (HDR); would allow residential uses within the Community Commercial (CC), Business and Professional (BP), and Light Industrial (LI) designations at maximum densities of 67.4, 20, and 40.5 dwelling units per acre, respectively; and would increase the maximum FAR within the Downtown Master Plan area to 3.50 for CC, 1.00 for BP, and 2.50 for LI, thereby supporting additional housing, mixed-use development, and the land use vision for the Downtown Master Plan; and

WHEREAS, notices describing the proposed Residential Density Increase and Changes to the Floor Area Ratio (FAR) Standard – General Plan Amendment project was published 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 of Lincoln, as Lead Agency, has determined the Project would not result in new significant environmental effects; therefore, an Addendum to the certified EIR has been prepared. CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), an Addendum to the certified City of Lincoln General Plan Final EIR (SCH No. 2005112003) was

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prepared. The Addendum concludes the proposed General Plan Amendment would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts in the General Plan EIR. While the residential units and residents generated by the General Plan Amendment would be in addition to the total build-out population analyzed in the General Plan EIR, the population of the City has grown at a slower rate than what was analyzed in the General Plan EIR and the 2050 population projection for the City is below the total build-out population of 132,000 residents that was analyzed in the General Plan EIR. As such, the City's current level of development is well below that estimated in the General Plan EIR, and the moderate increase facilitated by the General Plan Amendment would not exceed the level of development assumed in the General Plan EIR. There is no substantial evidence requiring the preparation of a subsequent or supplemental EIR (Section 15162) to the existing City of Lincoln General Plan EIR (SCH No. 2005112003), adopted by the City of Lincoln on March 25, 2008; and

WHEREAS, the Planning Commission of the City of Lincoln, on November 18, 2026, did hold a duly notice 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 adopted the proposed Residential Density Increase – General Plan Amendment Addendum for the certified General Plan Final EIR (SCH No. 2005112003).

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

Section 1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the 2050 General Plan Environmental Impact Report (EIR) continues to apply and by this reference the mitigation in the MMRP will carry forward by Residential Density Increase – General Plan Amendment project.

Section 2. All mitigation measures contained within the Mitigation Monitoring Plans for the General Plan Final EIR shall apply to the project.

Section 3. Based upon the provisions of CEQA Guidelines Section 15168 and 15162 and the documentation provided in the Addendum to the General Plan Final EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed General Plan Amendment.

Section 4. The Residential Density Increase and Changes to the Floor Area Ratio (FAR) Standard – General Plan Amendment is approved subject to the text set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 18th day of November 2026, by the following roll call vote:

AYES: COMMISSIONERS:

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NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:

A. Residential Density Increase and Changes to the Floor Area Ratio (FAR) Standard – General Plan Amendment

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Exhibit A – Residential Density Increase and Changes to the Floor Area Ratio (FAR) Standard - General Plan Amendment

Amend the *Land Use & Community Design Element*, Section 4.2 – Land Use Diagram and Standards of the City of Lincoln General Plan as follows:
(Note: Additions are shown as red text and deletions are shown in ~~strikeout~~)

Table 4.1. General Plan Land Use Designations and Development Standards

Land Use Designation	Label	Residential Intensity (DU/gross acre)	Non-Residential Intensity – Floor Area Ratio (FAR)
Rural Residential	RR	1 DU per 2 to 5 acres	n/a
Country Estates	CE	1-2.9	n/a
Low Density Residential	LDR	3-5.9	n/a
Medium Density Residential	MDR	6-12.9	n/a
High Density Residential	HDR	~~13-20~~ 13-30	n/a
Planned Development	PD	~~4-20~~ 4-30	2.00
Village	V	Varies (see Village policies)	Varies (see Village policies)
Neighborhood Commercial	NC	n/a	0.35
Community Commercial	CC	n/a	0.35
Mixed Use	MU	~~13-20~~ 13-30	4.00
Regional Commercial	RC	n/a	0.36
Special Use District	SUD	Varies see SUD policies	Varies see SUD policies
Business and Professional	BP	n/a	0.45
Light Industrial	LI	n/a	0.50
Industrial	I	n/a	0.50
Industrial Planned Development	IPD	n/a	0.50
Parks and Recreation	PR	n/a	0.25
Open Space	OS	n/a	0.10
Agricultural	AG	n/a	0.05
Public Facilities	PF	n/a	0.40

Residential Land Use Designations

Low Density Residential (LDR)

The purpose of this designation is to provide areas for single family detached residential uses and activities normally associated with single family neighborhoods. Where found appropriate, innovative single family design alternatives are encouraged. This designation

provides for single family detached and attached homes, secondary residential units, public and quasi- public uses, and similar and compatible uses. Residential densities shall be in the range of 3.0 to 5.9 units per gross acre.

This designation allows a FAR of 0.75 in the Downtown Master Plan area.

Medium Density Residential (MDR)

The purpose of this designation is to provide areas for a variety of moderate intensity single family uses including detached and attached single family housing, mobile home parks, and cluster developments. This designation is applied in areas of predominantly single family character where a greater diversity of housing type is intended. This designation is located in transitional areas between higher intensity uses and lesser intensity single family areas. Residential densities shall be in the range of 6.0 to 12.9 units per gross acre.

This designation allows a FAR of 0.80 in the Downtown Master Plan area.

High Density Residential (HDR)

The purpose of this designation is to allow for multifamily housing at densities greater than other residential designations. This designation is intended to allow for those structural forms that promote moderate and higher density living styles. This designation provides for condominiums, townhouses, triplexes, fourplexes, multi - family residential units, group quarters, and similar and compatible uses. Residential densities shall be in the range of 13.0 to ~~20.0~~ 30.0 units per gross acre.

This designation allows a FAR of 1.00 in the Downtown Master Plan area.

Commercial

Community Commercial (CC)

The purpose of this designation is to provide commercial areas serving multiple neighborhoods or the entire community, including retail and service uses, restaurants, banks, entertainment, and offices. These areas should primarily be developed in shopping center configurations or as infill commercial uses in established community commercial areas. The FAR shall not exceed 0.35.

This designation also allows residential units within the Downtown Master Plan area up to 67.4 dwelling units per acre and an increased FAR of 3.50 in the Downtown Master Plan area.

Business and Professional (BP)

The purpose of this designation is to provide areas for professional and administrative services and offices. Uses permitted under this designation generally include: medical offices and clinics; law firms; accountant offices; insurance, real estate, and financial; governmental offices; social services; and non-profit organizations. Retail commercial

activities that complement or are accessory to the primary uses of the designation are also appropriate. The FAR shall not exceed 0.45.

This designation also allows residential units up to 20 dwelling units per acre within the Downtown Master Plan area and an increased FAR of 1.00 in the Downtown Master Plan area. Residential units in this designation in the Downtown Master Plan Area will meet the requirements for HDR.

Industrial

Light Industrial (LI)

The purpose of this designation is to provide space for manufacturing and industrial uses which show evidence of no or very low nuisance characteristics. The designation is applied to areas where nuisance characteristics of noise, odor, unsightliness, or hazardous materials manufacturing or storage are undesirable. Light Industrial areas typically include high-quality industrial park developments. Uses permitted under this designation include small-scale manufacturing, fabrication, packaging, storage, equipment repair, and similar related uses resulting in a high number of truck traffic. The FAR shall not exceed 0.50.

This designation also allows residential units up to 40.5 dwelling units per acre within the Downtown Master Plan area and an increased FAR of 2.50 in the Downtown Master Plan area.

STAFF REPORT

Item Number 8.C

SUBJECT: Downtown Master Plan + Objective Design and Development Standards (Efren Sanchez)

SUBMITTED BY: Efren Sanchez

DEPARTMENT: Community Development

DATE: November 18, 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 to the City Council:

1. Approve a resolution recommending City Council adopt the proposed Addendum determining that no further environmental analysis is required pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) as there is substantial evidence that an addendum to the City of Lincoln General Plan Update EIR (SCH No. 2005112003) is the sufficient CEQA document (Attachment 1);
2. Approve a resolution recommending City Council adopt a resolution approving the Downtown Master Plan (DMP) (Attachment 2);
3. Approve a resolution recommending City Council adopt a resolution approving the Objective Design and Development Standards (ODDS) (Attachment 3);
4. Approve a resolution recommending City Council adopt a resolution approving the Regulating Plan associated with the Downtown Master Plan Area (Attachment 4); and
5. Approve a resolution recommending City Council adopt an Ordinance approving text amendments to Division VII – Design Review of Title 18 (Zoning) of Lincoln Municipal Code (LMC) associated with the Downtown Master Plan project (Attachment 5).

BACKGROUND/INTRODUCTION:

On August 22, 2022, the City Council authorized Resolution 2022-206 to designate Downtown Lincoln as a Green Zone under Sacramento Area Council of Government (SACOG)Green Means Go Program, and for staff to apply for future grant fund opportunities. Green Means Go is a multi-year pilot program, which originates from the Regional Early Action Planning Grant Program (REAP 2). Green Means Go aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle miles traveled, and electrifying vehicle trips.

Green Means Go allocated state funding to projects that create more infill housing, increases mobility, and reduces vehicle emissions. Green Means Go funding was directed to locally-

nominated Green Zones, which are areas that cities and counties have identified for infill development in respective local plans that are within a center, corridor, or established community as identified in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy. In addition to reducing vehicle emissions, the pilot program was designed to stimulate economic development and improve quality of life in the region. To support the pilot program, the SACOG Board has directed that eligible future state funds be used on the Green Means Go program.

On October 27, 2022, staff submitted on behalf of the City of Lincoln a grant application for the 2022 Green Means Go Funding Program with the intent of securing funding for the Downtown Lincoln Green Zone. The application was received and reviewed by SACOG and their Green Means Go working group, which found that the project met both the category objectives and performance outcomes. As a result, the working group recommended a full funding award to the SACOG Board of Directors.

On March 16, 2023, the directors authorized and awarded our grant application in the amount of $400,000 with the expectation that the funds would be fully committed and available to the City of Lincoln by June 2024.

On June 13, 2023, the City Council approved the City Council Strategic Plan for 2023-2025, which highlighting the Downtown Master Plan as Goal #4.

On August 22, 2023, the City Council authorized Resolution 2023-148 for the City of Lincoln to accept SACOG's Green Means Go Funding in the amount of $400,000 to be utilized for the Downtown Lincoln Green Zone. Authorizing the City Manager to enter into an agreement and execute any and all necessary documents associated with acceptance and administration of said funds.

On January 12, 2024, staff released the request for proposals (RFP) for professional services for the Downtown Lincoln Green Zone. The request was published on PlanetBids and the City's website with proposals due February 16, 2024. The review panel selected the bid from Opticos Design, Inc as the winning proposal. During the RFP process, staff was informed by SACOG that the Governor's January budget proposal targeted cuts to Regional Early Action Planning Grant Program (REAP 2) funding by $300 million or 50%.

On June 29, 2024, Governor Newsom signed the 2024 State Budget, which resulted in REAP 2 program funds decrease from $600 million to $560 million. As a result, the City's original $400,000 grant award reduced by 6.25% for a total of $375,000.

On July 23, 2024, City Council approved Resolution 2024-153 authorizing the City Manager to execute a contract for professional services with Opticos Design, Inc (Consultant) for the Downtown Lincoln Green Zone in the amount of $443,796 for the entire project. The SACOG grant funding would cover 85% of the budget and the rest would be covered by Standard Allowance and American Recovery Act (ARPA) and Community Development Department (CDD) funds.

On August 15, 2024, Staff and Opticos (consultant) initiated work of the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project for the Downtown Lincoln Green Zone.

On November 13, 2024, City Staff and Opticos conducted public engagement process by hosting Community Workshop #1. The workshop introduced community members to the project team, project goals, and scope, and began a discussion about a potential vision for Downtown Lincoln. On that same day, City staff and Opticos held Stakeholder Meeting #1 with individuals whose decisions, properties, operations, or lived experiences could provide insight into the challenges and opportunities facing Downtown Lincoln.

On February 25, 2025, City Council approved Resolution 2025-023 authorizing the City Manager to execute Contract Amendment #1 with Opticos for additional services. These additional services included a Downtown Lincoln expanded project area and include a multiday charette to establish the vision for the Downtown Master Plan. The contract amendment authorized $193,425 in additional funding for the project, increasing the total contract of professional services with Opticos from $443,796 to $637,221. Task 5 – Environmental Documentation anticipated an Environmental Checklist with Rincon as the environmental subconsultant to Opticos.

On March 25th through 27th, 2025, City staff and Opticos conducted a three-day design charrette and open-house process. The charrette included a poster gallery, opening and closing public presentations, and an open studio where members of the public could provide input throughout the process. Input received during the charrette helped refine the project goals and direction, which served as guiding principles for preparation of the Downtown Master Plan. Approximately 80 community members, 10 local property owners, and 10 local developers participated in the charrette.

On May 5, 2025, the City of Lincoln was awarded an Engage, Empower, Implement (EEI) grant award for $374,931. The City of Lincoln, in partnership with the Chamber, was selected to implement this grant to support meaningful community engagement in the Downtown Master Plan project. The updated scope of work included dividing up the $374,931 grant award as follows: City would obtain $51,921 (14%), Professional Service Consultant would obtain $125,410 (33%), and the CBO – Chamber would obtain $197,600 (53%) to carry out additional outreach for the Downtown Master Plan.

On March 10, 2026, City Staff and Opticos held Stakeholder Meeting #2. This was the first time presenting the first draft of the Downtown Master Plan and Opticos was able to gather feedback and direction for the next draft. The Stakeholder invites were managed by Drago Vantage (Consultant) and the Lincoln Area Chamber of Commerce (Chamber) as part of EEI grant partnership.

On March 14, 2026, the Outreach Team, comprised of City Staff, Drago Vantage, and Opticos, conducted two workshops, one in English and one in Spanish. The workshops presented the first draft of the Downtown Master Plan and solicited feedback to inform preparation of the next draft. The Outreach Team also presented and reviewed the lot-testing results with workshop participants to confirm direction regarding the desired level of regulation for key development topics. The Outreach Team was established through the EEI grant partnership. Key comments from the workshops included:

- A strong desire to preserve Lincoln’s village like, small town character as the city grows.
- Support for guiding principles that help shape the architectural character of new development.
- A need for additional parking and improved signage to help residents and visitors identify and use existing parking options.

On March 24, 2026, City Staff, Opticos, and Rincon Consultants held a CEQA kick-off meeting to review the project and scope of work. During that meeting, the team determined that the project would require more than an Environmental Checklist and that a CEQA Addendum would provide the necessary environmental coverage. However, preparation of the CEQA Addendum required additional funding; therefore, staff requested Contract Amendment #2.

On June 9, 2026, City Council approved Resolution 2026-085 authorizing Contract Amendment #2, which resulted in a revenue and expenditure budget augmentation in the amount of $38,738 in Fund 2480 to support the contract amendment and cover the additional services associated with preparation of a CEQA Addendum for the Downtown Master Plan.

On July 9, 2026, as part of Stakeholder Meeting #3, Opticos presented the first draft of the Objective Design and Development Standards (ODDS), and gathered feedback and direction for the next draft of the ODDS. As the regulatory framework that implements the Downtown Master Plan, the ODDS establish objective standards within the Plan Area. This in-person meeting was held at the Chamber Office with 25 people in attendance. The stakeholders had questions regarding zoning and regulations. Overall, stakeholders were very supportive of the ODDS and the concept of drawing more business to Lincoln while preserving what makes their town feel special.

On September 19, 2026, the Outreach Team held the last in-person Community Workshop #3. This was the first time City Staff and Opticos presented the first public draft of the ODDS in two sessions, one in English and one in Spanish. We had approximately 30 participants in each session. Key comments and feedback received from the workshop included:

- Preserve Lincoln's small-town character through lower-scale, context sensitive development that complements existing architecture.
- Address parking, safety, walkability, and accessibility concerns, including sidewalks gaps, wheelchair access, and shaded pedestrian features such as arcades.
- Continue providing clear, plain-language updates and community forums to support transparency, trust, and ongoing public input.

Overall, the engagement process expanded the City's outreach to Spanish-speaking residents through tailored strategies and partnership with a trusted community-based organization. English- and Spanish-speaking residents participated in comparable numbers, and Spanish-speaking participants expressed appreciation for the opportunity to provide input. Participants broadly expressed pride in Lincoln, support for balancing growth with preservation of community character, and appreciation for a transparent process. Several residents who participated throughout the multi-year engagement process expressed satisfaction with the final product.

City-Initiated Residential Density Increase and Changes to Floor Area Ratio (FAR) Standard - General Plan Amendment- (Separate Project)

The City's current Housing Element is the 2021-2029 Housing Element (known as the 6th Cycle Housing Element), which was adopted by the City Council on May 11, 2021. Action 2.12 of the adopted 2021-2029 Housing Element state that the City will consider increasing the maximum density in the High-Density Residential (HDR) designation and R-3 Zoning District from 20 units per acre to 30 units per acre. This density is consistent with the state's recommended default density for the development of affordable housing.

In fulfilling Action 2.12, the City-initiated General Plan Amendment would amend Section 4.2 of the Land Use and Community Design Element of the General Plan increasing the allowable densities in the High-Density Residential (HDR), Planned Development (PD), and Mixed-Use (MU) land use designations identified in Table 4-1 (General Plan Land Use Designations and Development Standards), and to increase allowable residential densities within the proposed Downtown Master Plan area. This proposed density increases are consistent with implementation Action 2.12 of the adopted 2021 Housing Element in support of affordable housing efforts in the City. The proposed General Plan Amendment would also result in revisions to the maximum Floor Area Ratio (FAR) for specific land uses in the Downtown Master Plan area. Currently, the General Plan does not designate FAR for residential land uses; however, in the Downtown Master Plan area, the proposed General Plan Amendment project would increase the allowable building intensity and the maximum housing density. The General Plan Amendment and Downtown Master Plan would increase the FAR for the following land use designations: 1.00 for the HDR land use, 0.75 for the Low Density Residential (LDR) land use, and 0.80 for the Medium Density Residential (MDR) land use.

Furthermore, the Downtown Master Plan would allow residential uses in the Community Commercial (CC), Business and Professional (BP), and Light Industrial (LI) land use designations with the Downtown Master Plan area. The residential intensity for the CC land use designation would be 67.4 dwelling units per acre, 20 dwelling units per acre for the BP land use, and 40.5 dwelling units per acre for the LI land use. Correspondingly, the maximum FAR for the CC land use would increase to 3.50 from the General Plan maximum of 0.35, 1.00 from 0.45 for the BP land use, and 2.50 from 0.50 for the LI land use. The General Plan Amendment would make revisions to the Community Commercial (CC) and Business and Professional (BP) commercial land use designations and the Light Industrial (LI) land use designation in the General Plan Land Use Element specifically for development within the Downtown Master Plan area. Amending the General Plan will not only allow more housing choices and opportunities in the Downtown Plan Area, but it will also enable additional businesses and the amenities the community envisions for the Downtown.

Project Description

The DMP is a high-level policy and vision document that provides the framework to transform the downtown and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing options.

The Plan Area (Attachment 6), is approximately 2 square miles and encompasses the downtown core and residential areas to the west and east of Lincoln Boulevard. The Plan Area is generally defined by 9th Street to the north, East Avenue to the East, Auburn Ravine to the south, and R Street to the west. Lincoln Boulevard serves as a central feature of the Plan Area, offering a pedestrian-oriented environment with a traditional grid pattern, pedestrian amenities, and landscaping elements. Street widths are proportionate to surrounding building heights, enhancing the pedestrian experience. Service access is facilitated along Lincoln Boulevard and a north-to-south alleyway behind commercial businesses on the eastern portion of Lincoln Boulevard, which allows rear access to businesses. The built environment consists of one- to two-story structures with traditional storefronts positioned at the sidewalk edge, creating a consistent street wall. These elements collectively establish Downtown as a distinctive community hub that contributes to Lincoln's community character. The Plan Area contains a diverse mix of land uses, including residences, offices, light industrial, retail, restaurants, salons, parking, grocery stores,

recreational areas and public streets.

The Plan Area, expands the initial Green Zone identified by the Sacramento Area Council of Governments (SACOG) to include surrounding parcels that are currently not governed by a General Development Plan (GDP) or a Specific Plan (SP). This ensures consistent planning and design guidance for parcels that currently lack coverage under an existing GDP or SP, while promoting cohesive urban form, walkability, and high-quality infill development throughout the Plan Area.

The DMP establishes land use designations and the circulation network within the Plan Area and sets forth design principles and implementation strategies to direct the future development of Downtown Lincoln. The DMP is implemented through the Downtown Objective Design and Development Standards (ODDS), which work together to realize the community's vision for Downtown Lincoln.

FINDINGS/ANALYSIS:

The DMP provides a policy-level framework for future change within the Plan Area. It identifies a vision for strengthening downtown Lincoln through mixed-use infill, housing opportunities, walkability, connections among neighborhoods and community amenities, and improvements to the public realm. The proposed DMP would provide a unified blueprint for the Plan Area, that would establish a clear framework for how land uses, building forms, and commercial spaces should evolve to complement the historic character of Downtown Lincoln. The DMP envisions balancing new mixed-use development, combining housing, retail, offices, and community amenities, with enhancement to the public realm, including civic spaces and amenities that are easy to reach by transit, pedestrians, and bicyclists. Beyond land use and design, the plan aims to facilitate mixed-use infill housing, expand affordable housing options, integrate placemaking, mobility, economic vitality, sustainability, and cultural programming into a unified, multi-pronged strategy. It describes a pedestrian-focused environment.

The DMP's implementation strategy identifies the ODDS and Regulating Plan as regulatory tools intended to translate the DMP's vision into day-to-day development decision-making. The DMP is organized to serve a broad audience, including prospective developers, City staff, elected officials, and community members. The structure of the plan is designed to guide both long-term visioning and near-term decision-making, with each chapter building upon the previous to provide a comprehensive and user-friendly framework for downtown development and improvements.

Objective Design and Development Standards (ODDS)

The ODDS establish objective design and development standards for projects using the ODDS framework. The standards are intended to increase predictability and transparency in the development process, support a livable downtown, respect the context of existing built and natural environments, and align with applicable State Laws related to streamlining review of affordable housing projects. For example, the ODDS would help ensure that qualifying housing projects are reviewed using clear, objective standards consistent with the General Plan, Zoning, Subdivision Map, and Design Review requirements under the Housing Crisis Act of 2019 (SB 330). The ODDS would be adopted by reference into the LMC and would supplement the development standards in Title 18 (Zoning).

These objective standards reflect the community's vision for the downtown area and reinforce the highly valued character and scale of Downtown Lincoln's walkable downtown core,

neighborhood, and corridors. The ODDS work in conjunction with the LMC and applicable GDPs. However, the ODDS are optional and applicants may continue to use the base zone (e.g. C - Commercial) for future development. It is important to keep in mind that the ODDS are optional and offer an alternative pathway for obtaining planning entitlements. The advantage of pursuing the ODDS route is a more streamlined process. By replacing subjective standards and design guidelines with predictable, objective criteria, the ODDS provide greater certainty for applicants. Projects complying with the modified standards will be able to move through the process more efficiently and with fewer discretionary reviews in the Planning Process.

The ODDS are structured to address development form and character, including building placement and height, pedestrian access, parking, open space, landscaping, lighting, building types, entry types, and architectural features. Historically, the City's planning review process has included both ministerial and discretionary approvals and has relied on a combination of zoning standards that establish the maximum building envelope and the more subjective design guidelines in the 1992 Downtown Urban Design Plan. To replace the City's subjective design guidelines, the new ODDS are consolidated into a single regulatory document that will be referenced in the Lincoln Municipal Code (Title 18 - Zoning) to regulate the form of new buildings at a sufficient level of detail so the community can be confident that what will be built will be appropriate. The proposed ODDS does not completely replace existing zoning standards or other applicable objective standards of the Lincoln Municipal Code. Rather, they serve as additional standards to the Zoning Ordinance to include objective design standards. Because the ODDS will set clear expectations for building form and style, they will offer a predictable outcome and streamlined review process.

Goals of the ODDS

The ODDS will provide a process that promotes the following goals:

- **Increase predictability** and transparency in the development process with consistent expectation for intended results.
- **Promoting a livable downtown** by supporting diverse housing types that engage the streetscape to create vibrant and walkable environments.
- **Respect the context** of existing built and natural environment through development that is sensitive to and complements adjacent land uses and development.
- **Aligning with state legislation** for streamlined reviews of housing projects.

Regulating Plan

The Regulating Plan is a component of the ODDS form-based regulatory framework. It maps the transect zones that establish the physical framework for applying the ODDS. The form-based transect zones are land development regulations intended to promote predictable development outcomes and a high-quality public realm. Form-based zones are used where physical form, community character, and walkability are primary priorities. This approach can support a variety of housing types near retail and services while guiding the desired relationship among buildings, blocks, streets, and neighborhoods. Form-based standards address the relationship between building facades and the public realm; building form, scale, and massing; and, for larger sites, the design and arrangement of streets, blocks, and open spaces.

The ODDS document proposes the following form-based transect zones:

- **T3 Neighborhood (T3N)** would integrate house-scale detached building types (houses,

duplexes, cottage courts) within predominantly single-family residential neighborhoods, with driveways accessed from the street.

- **T4 Neighborhood (T4N)** would integrate appropriate multi-family housing types (duplexes, triplexes, fourplexes, and townhouses) within predominately single-family residential neighborhoods, within walking distance of Downtown and neighborhood-servicing commercial areas.
- **T4 Neighborhood Open Sub-Zone (T4N-O)** would accommodate active ground floors in multi-family building and mix with other house-scale building types within walking distance of Downtown and neighborhood-serving commercial.
- **T4 Maker Zone (T4M)** would accommodate small-scale manufacturing, fabrication, packaging, storage and equipment repair uses on the ground floors of multi-family housing types, of primarily block-scale (five-plexes and above, townhouses, courtyards).
- **T4 Main Street (T4MS)** would integrate block-scale buildings (multiplexes of above five units, main street buildings and courtyards) within downtown blocks providing locally and regionally servicing commercial, retail and entertainment uses, civic and public uses as well as offices.
- **T4 Main Street Open Sub-Zone (T4MS-O)** would provide locally serving retail, services, and offices within mixed-use building and accommodate a variety of housing choices scaled to transition and be compatible with neighboring homes.

General Plan Consistency

The City of Lincoln's General Plan 2050 has land use policies that encourage mixed-use development and high density multi-family housing in the Downtown. For example, Policy ED-6.4 – Infill and Replacement Housing in Downtown, states "The City and/or its Redevelopment Agency will promote housing opportunities in the downtown through infill projects and replacement housing." The Land Use Element has similar policies to promote infill development within the downtown. For instance, Policy LU-1.1 – Mixed Use Development, "The City shall promote efficient use of larger vacant parcels and vacant areas of the city by encouraging mixed use development." Policy LU-1.5 – Infill Development, "The City shall pursue the development of vacant infill parcels in and around the Downtown area." The goals of the Economic Development and Land Use and Community Design Elements of the 2050 General Plan are to guide development to the Downtown area as infill and redevelopment, which is exactly what the Downtown Master Plan aims to accomplish.

Furthermore, the Housing Element include actions to increase housing supply and encourage higher density and mixed-use development. For example, Action 2.5, 2.12, and 3.2 outlined below:

- **Action 2.5** "Facilitate the development of market rate rental housing through regulatory incentives, such as expediting permit processing, deferred fees, and/or reduced parking requirements based on the bedroom mix of the project.
- **Action 2.12** "The City will consider increasing the maximum density in the High-Density Residential (HDR) designation and R-3 Zoning District from 20 units per acre to 30 units per acre. This density is consistent with the state's recommended default density for the development of affordable housing."
- **Action 3.2** "Utilize its mixed-use land use designation to limit trips between commercial and residential land uses. The mixed-use land use category provides for creative infill projects that include the functional integration of retail or service commercial, professional office, or recreational uses with residential units. This category allows for both vertical (different uses stacked above one another) and horizontal (different ground-level uses on a single parcel) mixed-use opportunities.

The Downtown Master Plan is consistent with the City of Lincoln's General Plan 2050, because it advances the General Plan's goals, policies, and implementation actions.

LMC Title 18 Cleanup Amendments

The proposed amendments to Division VII—Design Review of Title 18 (Zoning) of the LMC to incorporate references to the Downtown Master Plan (DMP) and Objective Design and Development Standards (ODDS), and to clarify their relationship to the City's Design Review regulations. The proposed amendments are non-substantive cleanup text amendments intended to update terminology and ensure consistency among the LMC, DMP, and ODDS. The DMP and ODDS would be adopted as separate City documents and maintained outside the codified LMC. Accordingly, the proposed LMC amendment would reference those documents and clarify their applicability within the Downtown Plan Area. The ODDS are intended to implement the DMP through objective standards addressing development form, site design, building design, and public realm. The Regulating Plan is adopted by reference as part of the ODDS and identifies the applicable ODDS zones within the Downtown Plan Area.

CONCLUSION:

The proposed Downtown Master Plan, ODDS, Regulating Plan, and related LMC Title 18 (Zoning) amendments would establish a coordinated framework for future development in Downtown Lincoln and surrounding neighborhoods. The DMP provides policy direction for land use, housing, mobility, public-realm improvements, and economic vitality, while the optional ODDS and Regulating Plan provide objective, form-based standards for building design, site planning, and development character. Together, the documents are intended to support mixed-use and affordable housing, walkability, high-quality infill, and preservation of Downtown Lincoln's character. The proposed Title 18 (Zoning) amendments would clarify the relationship between the City's Design Review regulations and the separately adopted DMP and ODDS documents. The CEQA Addendum concludes that no additional environmental analysis is required.

ENVIRONMENTAL REVIEW:

Pursuant to the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City, the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR. Therefore, in accordance with CEQA Guidelines § 15164, no further environmental analysis is required beyond the EIR Addendum prepared for this project.

A comparative analysis of the potential impacts associated with the proposed DMP and those of the approved 2050 General Plan analyzed in the certified Final General Plan EIR has been prepared using the CEQA checklist as a guide. This checklist is consistent with the format and environmental topics and questions of the checklist used in the Final General Plan EIR but also includes recent updates to reflect the most recently adopted checklist provided in Appendix G of the CEQA Guidelines.The DMP would refine and implement the General Plan's existing land use designations for the Downtown area through transect zoning, redesignates three parcels within the Plan Area, and increases the maximum buildout potential within the Plan Area by approximately 1,056 dwelling units relative to existing zoning. This buildout increase remains within the regional growth projections identified in the Sacramento Area Council of Governments' Blueprint Transportation and Land Use Study (as discussed in Section 4.14, Population and Housing) (Attachment 1). The DMP's physical and

environmental consequences fall within the categories of impacts analyzed on a programmatic basis in the General Plan EIR.

ATTACHMENTS:

8.C. Attach 1 DMP Addendum PC Resolution

8.C. Attach 1 DMP Addendum PC Resolution Exhibit

8.C. Attach 2 DMP PC Resolution

8.C. Attach 2 DMP PC Resolution Exhibit

8.C. Attach 3 ODDS PC Resolution

8.C. Attach 3 ODDS PC Resolution Exhibit

8.C. Attach 4 Regulating Plan PC Resolution

8.C. Attach 4 Regulating Plan PC Resolution Exhibit

8.C. Attach 5 Zoning Amendment PC Resolution

8.C. Attach 5 Zoning Amendment PC Resolution Exhibit

8.C. Attach 6 Downtown Master Plan Area

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT THE PROPOSED ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR) (STATE CLEARINGHOUSE #2005112003) FOR THE CITY OF LINCOLN GENERAL PLAN 2050. THIS ADDENDUM, ALONG WITH THE EIR, SERVE AS THE ENVIRONMENTAL REVIEW FOR THE DOWNTOWN MASTER PLAN PROJECT (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, the proposed Downtown Master Plan (DMP) is a high-level policy and vision document that provides a framework to transform downtown Lincoln and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing opportunities. The proposed amendments to Title 18 (Zoning) of the LMC are non-substantive, cleanup amendments intended to clarify, update, and ensure consistency between the City's Design Review regulations, the DMP, and the ODDS. This project is a coordinated effort with a separate City-Initiated General Plan Amendment project that will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Plan Area; and

WHEREAS, On August 22, 2022, the City Council authorized Resolution 2022-206 to designate Downtown Lincoln as a Green Zone under Sacramento Area Council of Government (SACOG) Green Means Go Program, and for staff to apply for future grant fund opportunities. Green Means Go is a multi-year pilot program that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle miles traveled, and electrifying vehicle trips; and

WHEREAS, On August 22, 2023, the City Council authorized Resolution 2023-148 for the City of Lincoln to accept SACOG's Green Means Go Funding in the amount of $400,000 to be utilized for the Downtown Lincoln Green Zone. Authorizing the City Manager to enter into an agreement and execute any and all necessary documents associated with acceptance and administration of said funds; and

WHEREAS, On August 15, 2024, Staff and Opticos (consultant) initiated work of the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project for the Downtown Lincoln Green Zone; and

WHEREAS, On May 5, 2025, the City of Lincoln was awarded an Engage, Empower, Implement (EEI) grant award for $374,931. The City of Lincoln, in partnership with the Chamber, was selected to implement this grant to support meaningful community engagement in the Downtown Master Plan project. The updated scope of work included dividing up the $374,931 grant award as follows: City would obtain $51,921 (14%), Professional Service Consultant would obtain $125,410 (33%), and the CBO – Chamber would obtain $197,600 (53%) to carry out additional outreach for the Downtown Master Plan; and

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project would not result in new significant environmental effects; therefore, an Addendum to the certified EIR has been prepared (provided as Exhibit A). CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that subsequent analysis is not required when the lead agency (City) determines that no substantial changes are proposed in the project, no substantial changes have occurred with respect to the circumstances under which the project was undertaken, and no

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new information of substantial importance has been identified. Pursuant to the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City, the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR. Therefore, in accordance with CEQA Guidelines § 15164, no further environmental analysis is required beyond the EIR Addendum prepared for this project; and

WHEREAS, Senate Bill (SB) 18 consultation with the tribes was initiated by the City of Lincoln on September 1, 2026 and was conducted in accordance with the procedures and timelines set forth in Public Resource Code Sections 21080.3.1 and 21080.3.2. SB 18 letters were sent to the following four tribes: Colfax-Todds Valley Consolidated Tribe, Nevada City Rancheria Nisenan Tribe, TSI-AKIM Maidu of the Taylorsville Rancheria, and the United Auburn Indian Community of the Auburn Rancheria. As of the date of this document, no request for additional consultation have been received; and

WHEREAS, the Planning Commission of the City of Lincoln, on November 18, 2026, did hold a duly notice 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 adopted Addendum for the certified General Plan Final EIR (SCH No. 2005112003).

WHEREAS, this item will be heard pursuant to Chapter 18.92 (Amendments) of the LMC (Title 18 – Zoning). The notices describing the proposed project was published in at least one newspaper of general circulation within the City of Lincoln at least twenty calendar days before the Planning Commission's public hearing; and

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

Section 1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the 2050 General Plan Environmental Impact Report (EIR) continues to apply and by this reference the mitigation in the MMRP will carry forward by Downtown Master Plan.

Section 2. All mitigation measures contained within the Mitigation Monitoring Plans for the General Plan Final EIR shall apply to the project.

Section 3. Based upon the provisions of CEQA Guidelines Section 15168 and 15162 and the documentation provided in Exhibit A, Addendum to the General Plan Final EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed Addendum for the Downtown Master Plan.

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PASSED AND ADOPTED this 18th day of November 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibit:

A. Addendum to the City of Lincoln General Plan Update Final Environmental Impact Report for the Downtown Master Plan

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Lincoln Downtown Master Plan and Objective Design and Development Standards

Addendum to the City of Lincoln Final Environmental Impact Report

SCH #2005112003

prepared by

City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, California 95648
Contact: Efren Sanchez, MPA, Senior Planner

prepared with the assistance of

Rincon Consultants
601 University Avenue, Suite 221
Sacramento, California 95825

November 2026

RINCON CONSULTANTS

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1 Introduction

This document is an Addendum to the City of Lincoln General Plan Final Environmental Impact Report (EIR) (State Clearinghouse # 2005112003) (hereinafter referred to as the "General Plan EIR") which was prepared by the City of Lincoln. The General Plan EIR was certified and the mitigation measures within it were adopted by the City of Lincoln ("City") on March 25, 2008. Pursuant to *CEQA Guidelines* section 15150, an addendum "may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public." Accordingly, the environmental analysis and mitigation measures identified in the General Plan EIR are incorporated by reference herein. Where the analysis in this Addendum relies upon the analysis of the General Plan EIR it will be appropriately summarized and referenced. The General Plan EIR is available for public review at:

City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, California 95648

The document is also available on the City's website: https://www.lincolnca.gov/business-and-development/planning-and-development/general-plan-2050/#GeneralPlan2050.

The proposed Downtown Master Plan (hereafter referred to as "DMP") would involve changes to the approved 2050 General Plan in order to implement the DMP in the Downtown Master Plan Area (hereinafter referred to as "Plan Area", as referred to in the DMP). Specifics of the DMP, such as increased buildout, the proposed DMP goals and policies, and the public realm improvements, were not discussed. Therefore, some modifications and additions are necessary to the General Plan EIR but, as discussed in this Addendum, no subsequent or supplemental EIR is required.

Pursuant to Section 15164 of the CEQA Guidelines[1], a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Under Section 15162 (a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that substantial changes are proposed in the project, substantial changes occur with respect to the circumstances under which the project is undertaken, or new information of substantial importance, any of which require major revisions of the previous EIR due to one or more new significant impacts not discussed in the previous EIR, or a substantial increase in the severity of previously identified significant impacts.

Regarding preparation of an addendum to an EIR, Section 15164 of the CEQA Guidelines states that:

- The lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164(a)).
- An addendum need not be circulated for public review but can be included in or attached to the final EIR (Section 15164(c)).
- The decision-making body shall consider the addendum with the final EIR prior to making a decision on the project (Section 15164(d)).
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164(e))

[1] The CEQA Guidelines are found at California Code of Regulation, Title 14, Section 15000 *et seq*.

This Addendum has been prepared in accordance with CEQA (California Public Resources Code (PRC) Section 21000, *et seq.*) and the CEQA Guidelines. It describes the changes the DMP would have on the 2050 General Plan and compares the impacts of those changes to the impacts identified in the General Plan EIR. The analysis in this Addendum concludes that the DMP does not require preparation of a subsequent EIR.

1.1 Background

This section provides an overview of the 2050 General Plan and the analysis of the DMP in the General Plan EIR to provide context for this Addendum.

1.2 2050 General Plan Project Description

The 2050 General Plan was intended to update the 1988 General Plan and was adopted in 2008 and included a horizon year of 2050. The Health and Safety Element of the 2050 General Plan was amended in March 2021. The General Plan proposed a planning area encompassing approximately 45 square miles and established a land use framework intended to accommodate future housing, employment, infrastructure, and public service needs. A key feature of the plan was the use of Village and Special Use Districts designations requiring future Specific Plans to guide development. The 2050 General Plan included the elements required by State law, organized into chapters as follows: 3) Economic Development; 4) Land Use; 5) Transportation and Circulation; 6) Public Facilities and Services; 7) Open Space and Conservation; 8) Health and Safety; and 9) Housing.

The General Plan EIR was a program-level document that analyzed citywide buildout of up to 34,010 residential units and 132,000 additional residents under the 2050 General Plan's land use framework, including the Mixed-Use designation applicable to the Downtown area.

General Plan EIR

The General Plan EIR evaluated potential environmental impacts associated with the projected development under the 2050 General Plan through 2050. The Draft General Plan EIR was circulated for public review in October 2006. The General Plan EIR was recirculated in July 2007 and the General Plan EIR was certified alongside the 2050 General Plan in March 2008. As a program-level environmental review document, the General Plan EIR analyzed the broad policy direction of the 2050 General Plan, rather than site-specific development projects. The General Plan EIR included a comprehensive analysis of environmental impacts and found the following impacts to be less than significant without mitigation: economic development, agricultural resources (Williamson Act contracts and conversion of Important Farmland), and geologic and seismic hazards.

The General Plan EIR found that significant and unavoidable impacts could occur in the following impact categories:

- Land Use
- Transportation and Circulation
- Public Facilities and Services
- Biological Resources
- Aesthetics
- Recreation
- Air Quality
- Hazards and Hazardous Materials
- Noise
- Greenhouse Gas Emissions

Tribal cultural resources were not addressed as a separate environmental resource area in the General Plan EIR because this topic was not a required component of CEQA environmental review at the time the document was prepared and certified in 2008.

All impacts are discussed in Chapters 2 through 9 of the General Plan EIR.

General Plan EIR Buildout Projections

The projected growth within the city was analyzed in the General Plan EIR through 2050. Table 1 provides buildout data including the 2008 General Plan population conditions of the city in 2005 and the projected full buildout by 2050. The number of housing units was not included in the General Plan EIR, therefore, the number of residential units was sourced from the California Department of Finance *Historical Population and Housing Estimates for Cities, Counties, and the State, 2000-2010* (California Department of Finance 2012). The total projected net change buildout included several development components: ongoing development projects, anticipated buildout of designated specific plan areas, and development of additional residential units in compliance with the Regional Housing Needs Assessment and the City's required updates to the Housing Element.

Table 1 2050 General Plan Buildout Projections

	2008 General Plan (2005)	2050 General Plan (2008-2050)
Category	**Existing**	**2050 Build-Out**
Residential Units	11,700	34,010
Population	31,000	132,000

Sources: City of Lincoln 2008; California Department of Finance 2012

According to the 2050 General Plan, most new housing in Lincoln is anticipated to occur in mixed use Villages and Special Use Districts that include various residential densities. Though the Downtown area was not identified as a Village or Special Use District, the Mixed-Use Designation of the 2050 General Plan is intended to provide a wide variety of retail or service commercial, professional office, or recreational uses with residential units for the City's Downtown. Further, a goal of the Economic Development and Land Use and Community Design Elements of the 2050 General Plan is to guide development to the Downtown area as infill and redevelopment.

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2 Project Characteristics

2.1 Downtown Master Plan Location and Existing Conditions

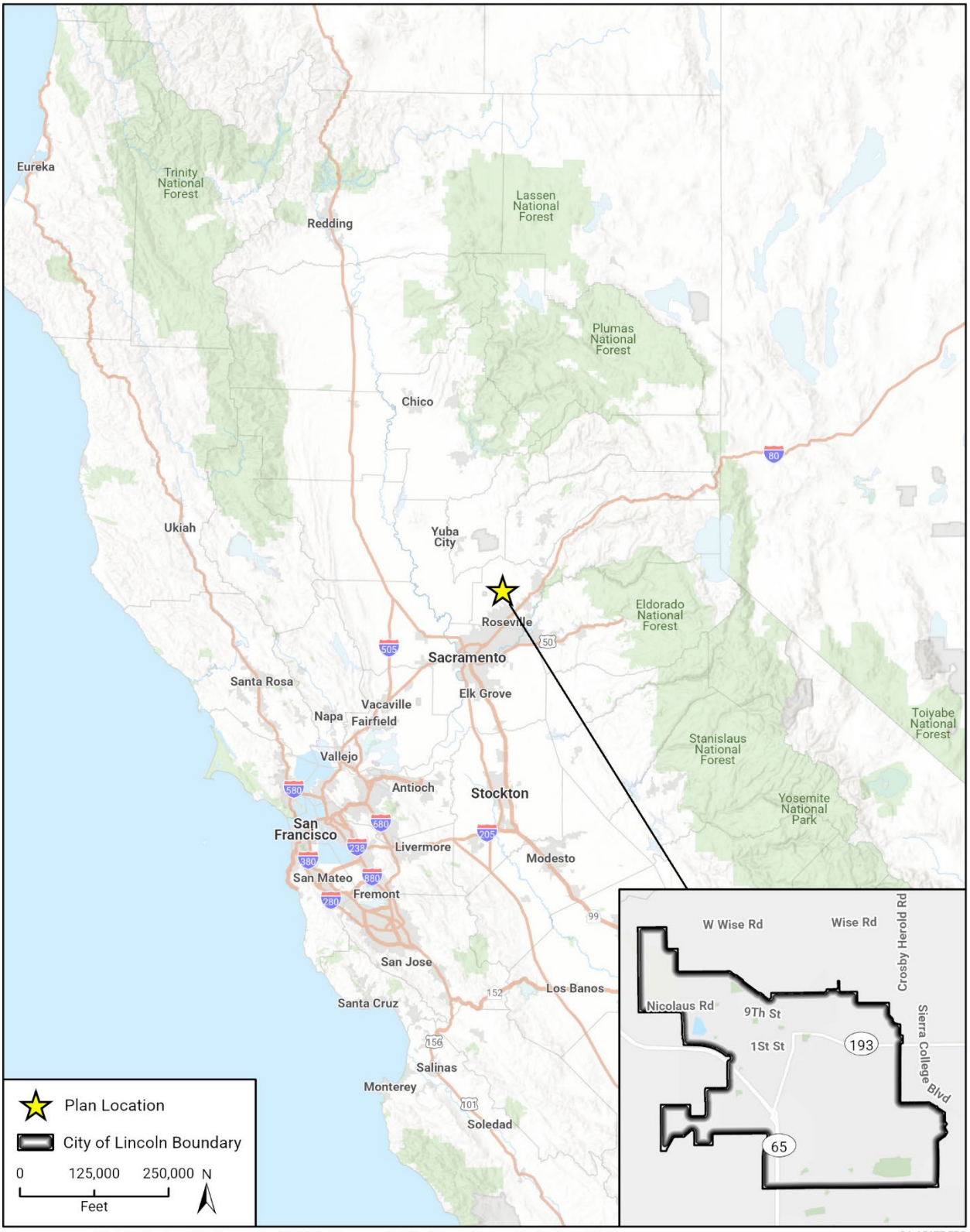
The regional location of the DMP Area (Plan Area) is shown on Figure 1 and the Plan Area boundary is shown on Figure 2. The project location encompasses approximately two square miles and encompasses the downtown core and residential areas to the east and west of Lincoln Boulevard (City of Lincoln 2026). As shown in Figure 2, the Plan Area is generally defined by 9th Street to the north, East Avenue to the east, Auburn Ravine to the south, and R Street to the west.

Lincoln Boulevard serves a central feature of the Plan Area, offering a pedestrian-oriented environment with a traditional grid pattern, pedestrian amenities, and landscaping elements. Street widths are proportionate to surrounding building heights, enhancing the pedestrian experience. Service access is facilitated along Lincoln Boulevard and a north-to-south alleyway behind commercial businesses on the eastern portion of Lincoln Boulevard, which allows rear access to businesses. The built environment consists of one- to two-story structures with traditional storefronts positioned at the sidewalk edge, creating a consistent street wall. These elements collectively establish Downtown as a distinctive community hub that contributes to Lincoln's community character.

The Plan Area contains a diverse mix of land uses, including residences, offices, light industrial, retail, restaurants, salons, parking, grocery stores, recreational areas and public streets. Commercial uses are concentrated along Lincoln Boulevard, primarily on properties directly fronting the street on both its east and west sides. Further east of Lincoln Boulevard and E Street are residential uses, parks, and open space. Further west of Lincoln Boulevard and H Street are residential uses, public facilities, parks, and open space. North of 7th Street on the east side of Lincoln Boulevard and north of 9th Street on the west side of Lincoln Boulevard are light industrial uses.

The Plan Area currently includes approximately 281 residential units and approximately 1,167,090 square feet of commercial space.

Figure 1 Regional Location



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24_15677 EPS
Fig 1 Regional Location

Figure 2 Plan Location

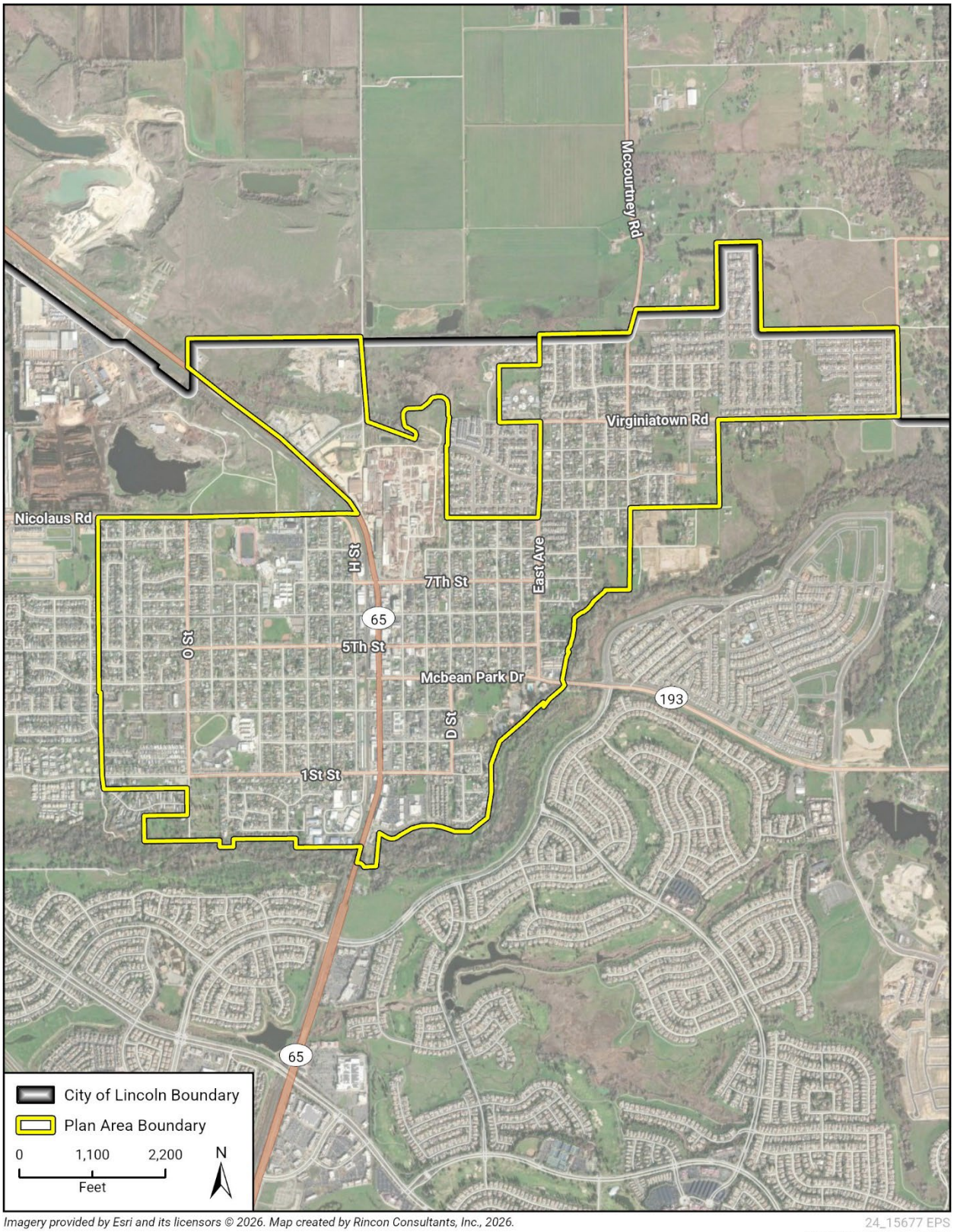

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Fig X Plan Area Location

2.2 DMP Vision and Guiding Principles

The DMP's overarching vision, supported by the goals and policies of the DMP, is to make Downtown Lincoln a vibrant, welcoming destination at the heart of a growing neighborhood, where residents and visitors can safely and enjoyably walk between community amenities and a variety of thriving local businesses.

The urban design framework is based on guiding principles identified by the community. Each of these guiding principles is intended to support the implementation of the DMP's vision with the creation of new housing, jobs, enhancements to the pedestrian and bicycle network, and improvements to civic spaces for residents and businesses in the Downtown. The guiding principles for the urban design of the DMP include:

- **Welcome and Serve the Whole Community.** Downtown Lincoln should be inclusive and accessible to everyone—residents, workers, and visitors—by offering inviting civic spaces and amenities that are easy to reach by transit, on foot, or by bike, and that are welcoming to people of all ages, backgrounds, and abilities.
- **Provide a Variety of Housing Choices.** Downtown Lincoln should offer a range of housing types—from small apartments and townhomes to live-work units—so people at different incomes and life stages can live near jobs, shops, and amenities.
- **Make Walking and Biking the Easy Choice.** Streets, crossings, and trails connecting to and within Downtown Lincoln should be designed so that everyday trips can be made safely and comfortably without a car—through continuous sidewalks, protected bikeways, traffic calming, shade, and good lighting along key routes.
- **Mix Housing, Businesses, and Civic Places.** Homes, neighborhood shops and services, and civic amenities should be located near each other to encourage walking and biking, support small businesses, and create a lively, active downtown.

2.3 Proposed Downtown Master Plan and Objective Design and Development Standards Description

The proposed DMP would provide a unified blueprint for the Plan Area, that would establish a clear framework for how land uses, building forms, and commercial spaces should evolve to complement the historic character of Downtown Lincoln.

The DMP envisions balancing new mixed-use development, combining housing, retail, offices, and community amenities, with enhancements to the public realm, including civic spaces and amenities that are easy to reach by transit, pedestrians, and bicyclists.

Beyond land use and design, the plan aims to facilitate mixed-use infill housing, expand affordable housing options, integrate placemaking, mobility, economic vitality, sustainability, and cultural programming into a unified, multi-pronged strategy. It describes a pedestrian-focused environment, with additional transit and bicycle connections.

The DMP is organized to serve a broad audience, including prospective developers, City staff, elected officials, and community members. The structure of the plan is designed to guide both long-term visioning and near-term decision-making, with each chapter building upon the previous to provide a comprehensive and user-friendly framework for downtown development and improvements. The DMP includes the following chapters:

- **Chapter 1: Downtown Vision.** This chapter presents the vision, guiding principles, illustrative vision and conceptual visualization for private development and civic space improvements within the Plan Area.

- **Chapter 2: Project Overview.** This chapter describes the purpose and overall objective of the DMP, outlines the relationship to other regulatory documents, and describes the public engagement process. This chapter also describes the project setting on a regional and local level, identifies the Plan Area boundaries, outlines the existing land uses, and describes the existing character of the Plan Area.
- **Chapter 3: Development Framework:** This chapter establishes the community framework and land use plan with associated goals, policies, actions, and development regulations of the Plan Area. This chapter also outlines the permitted and non-permitted uses for each of the land uses designations and includes the Land Use Map and Zoning Map, which govern the distribution and intensity of land uses within the Plan Area.
- **Chapter 4: Mobility and Connectivity.** This chapter presents a multimodal transportation approach that prioritizes safety, connectivity, and accessibility for all users. Goals, policies, and actions emphasize improvements to walking, biking, and transit infrastructure, and supports a balanced and multimodal street network while enhancing downtown circulation and access.
- **Chapter 5: Public Realm and Civic Space.** This chapter sets forth goals, policies, and actions to establish a strong, well-designed public realm and create a socially vibrant and economically thriving downtown through improvements to the green network, streetscapes, and gathering places. Together, these elements support community interaction, enhance walkability, and contribute to the overall appeal and success of Downtown Lincoln.
- **Chapter 6: Infrastructure and Utilities.** This chapter provides a high-level summary of infrastructure improvements serving the Plan Area, including water, sewer, and storm drainage and an approach for coordinating with utility providers during all future phases of streetscape reconstruction.
- **Chapter 7: Implementation Strategies.** This chapter describes the regulatory framework that will be utilized to implement the DMP, and recommends financing, and implementation responsibilities.

2.4 Proposed Land Use and Zone Standards

Chapter 3 of the DMP outlines a proposed community framework and land plan for the Plan Area. The DMP establishes six land use designations, consistent with the 2050 General Plan land use designations. The land use designation descriptions in the 2050 General Plan will be amended to incorporate the corresponding transect zones, which are described below. The DMP would result in the land use designation changes to three parcels in the Plan Area. Two parcels would be changed from Low Density Residential to Community Commercial. One of these parcels is located north of Virginiatown Road and west of Havenwood Drive and another parcel is located west of the intersection of East Avenue and East 5th Street abutting the Auburn Ravine to the east. Another parcel located on the northwest corner of O Street and Third Street would be changed from Business Professional to Community Commercial.

The DMP is implemented through the Downtown Objective Design and Development Standards (ODDS) which would establish new transect zones, land uses, and development standards to guide development and to achieve the physical outcomes envisioned for the Plan Area. Transect zones are intended to become walkable neighborhoods that support pedestrian access to neighborhood amenities and services. However, the ODDS are optional and applicants may continue to use the base land use (e.g., Medium Density Residential MDR) for future development.

Figure 3 shows the existing land use designations, Figure 4 shows the proposed land use designations, and Figure 5 shows the proposed zones within the DMP area.

T3 Neighborhood (T3N)

The T3 Neighborhood Zone (T3N) would integrate house-scale detached building types (houses, duplexes, cottage courts) within predominantly single-family residential neighborhoods, with driveways accessed from the street.

T4 Neighborhood (T4N)

The T4 Neighborhood Zone (T4N) would integrate appropriate multi-family housing types (duplexes, triplexes, fourplexes, and townhouses) within predominately single-family residential neighborhoods, within walking distance of Downtown and neighborhood-servicing commercial areas.

T4 Neighborhood Open Sub-Zone (T4N-O)

The T4 Neighborhood Zone Open Sub-Zone (T4N-O) would accommodate active ground floors in multi-family building and mix with other house-scale building types within walking distance of Downtown and neighborhood-serving commercial.

T4 Maker (T4M)

The T4 Maker Zone (T4M) would accommodate small-scale manufacturing, fabrication, packaging, storage and equipment repair uses on the ground floors of multi-family housing types, of primarily block-scale (fiveplexes and above, townhouses, courtyards).

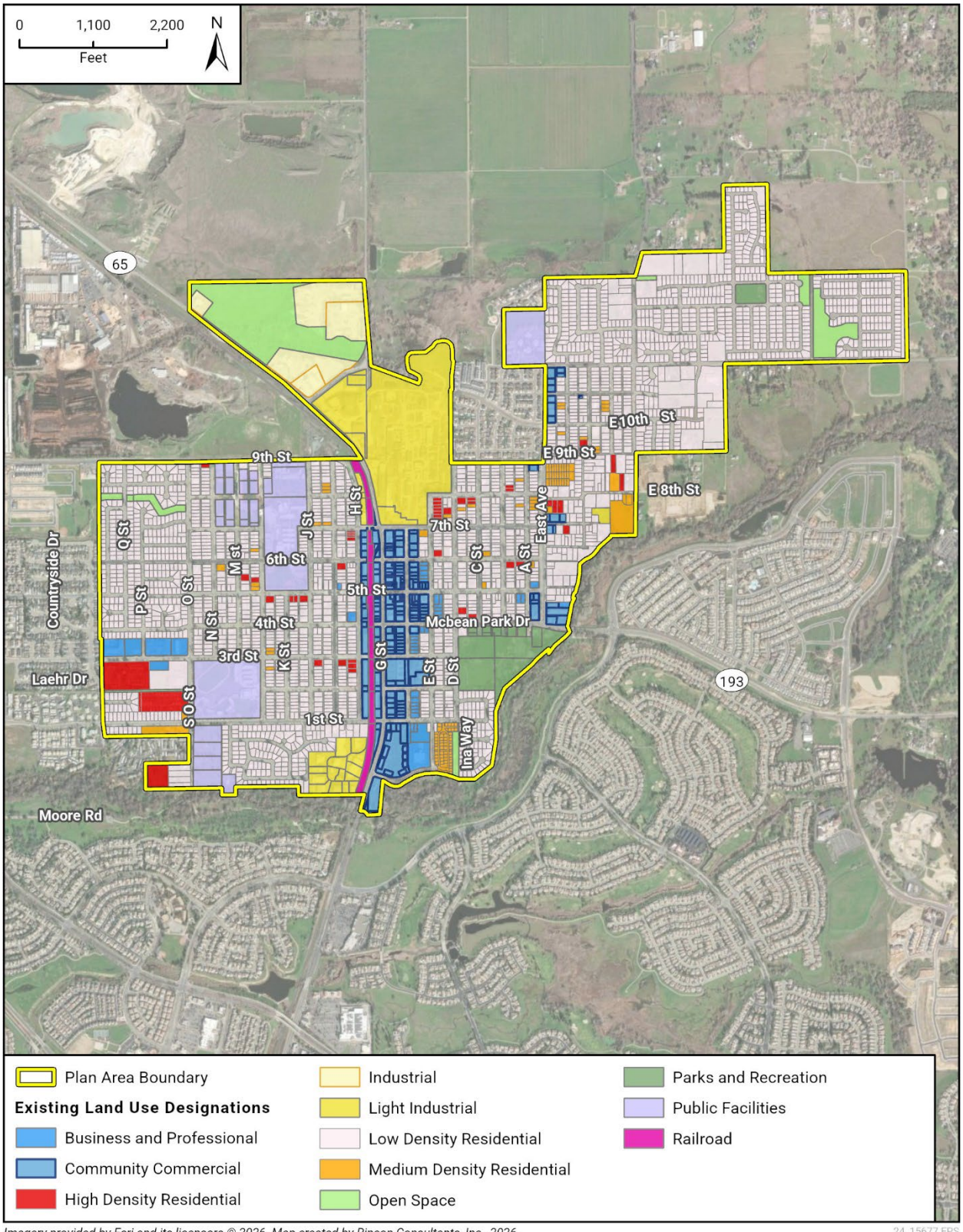
T4 Main Street (T4MS)

The T4 Main Street Zone (T4MS) would integrate block-scale buildings (multiplexes of above five units, main street buildings and courtyards) within downtown blocks providing locally and regionally servicing commercial, retail and entertainment uses, civic and public uses as well as offices.

T4 Main Street Open Sub-Zone (T4MS-O)

The T4 Main Street Open Sub-Zone (T4MS-O) would provide locally serving retail, services, and offices within mixed-use building and accommodate a variety of housing choices scaled to transition and be compatible with neighboring homes.

Figure 3 Existing Land Use



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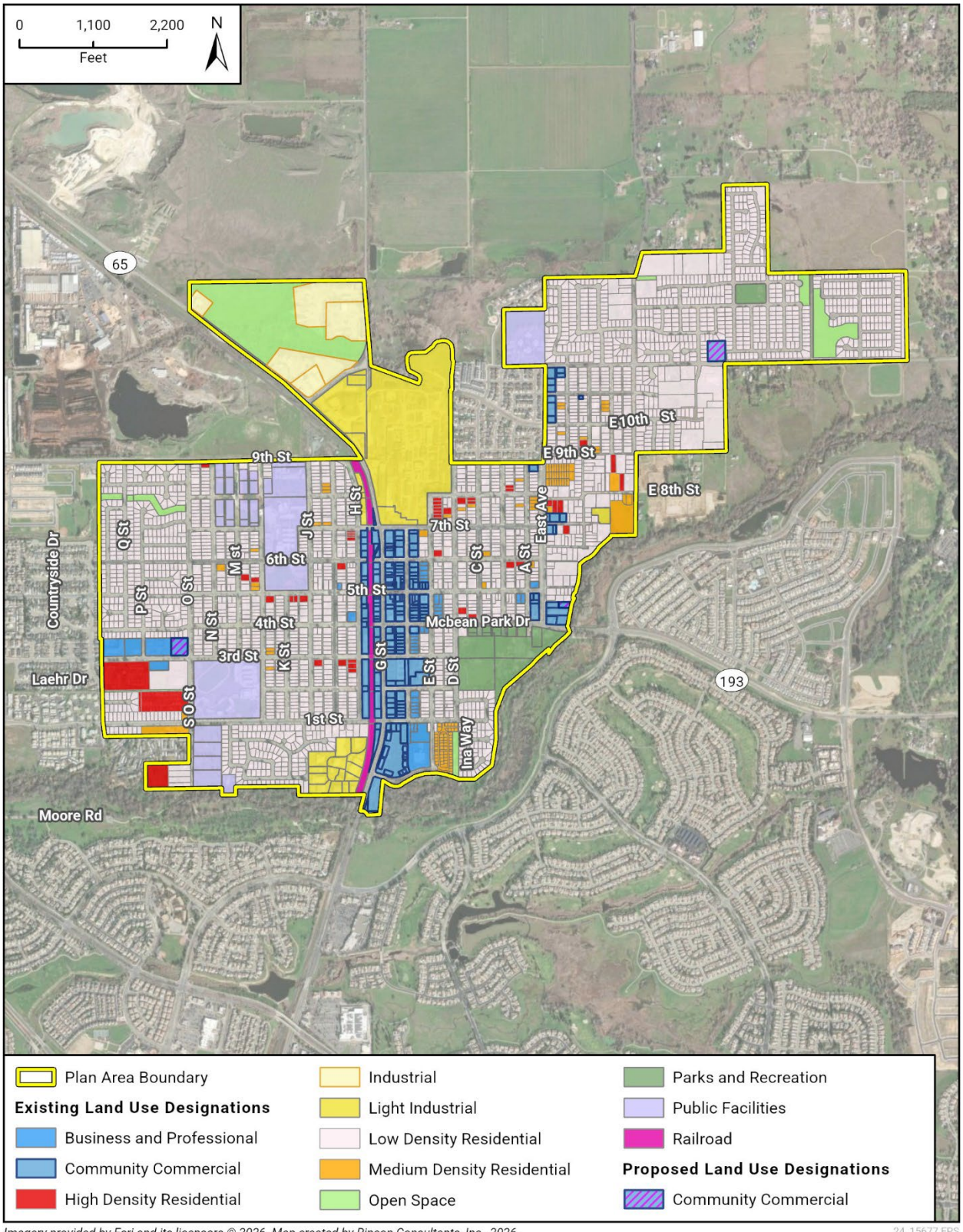
Zoning data provided by City of Lincoln, 2026.

24_15677 EPS
Fig X Existing General Plan Land Use Designation

Figure 4 Proposed Land Uses



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Zoning data provided by City of Lincoln, 2026.

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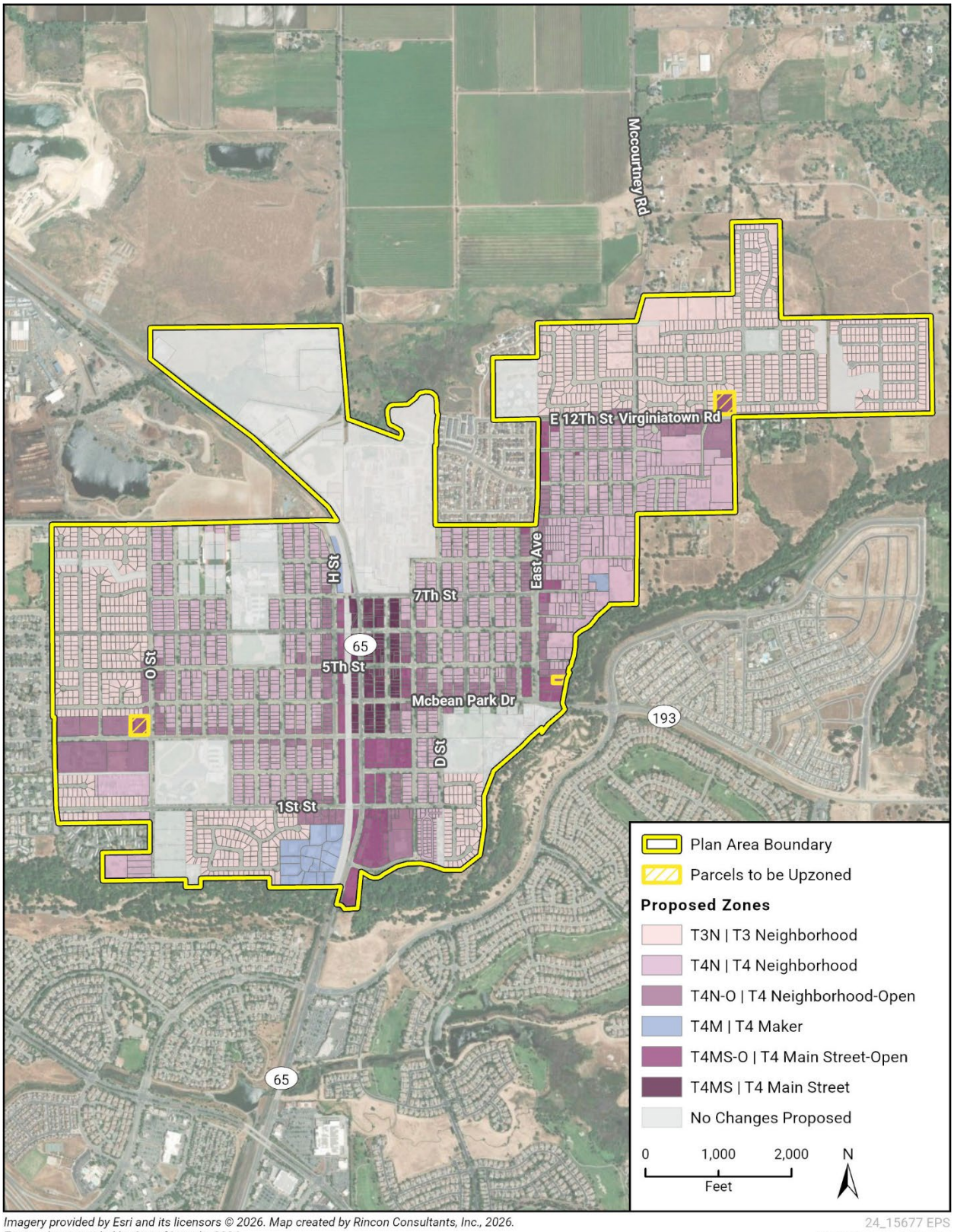
Fig X Existing General Plan Land Use Designation

Figure 5 Proposed Zones



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Zoning data provided by City of Lincoln, 2026.

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Fig X Proposed Zoning

2.5 DMP Buildout

The Plan Area is currently developed with primarily commercial buildings and established residential neighborhoods. Hence, future potential growth is likely to be directed as infill. Overall, the DMP would allow for the development of 1,337 units in the Plan Area through 2050. As shown in Table 2, the DMP envisions the maximum addition of approximately 1,056 dwelling units beyond what is currently permitted by existing land use and zoning designations. In addition, the DMP would result in an overall reduction of commercial space by 23,638 square feet in the Plan Area through 2050. Commercial square footage reductions would occur in the T4M, T4MS, and T4MS-O land use areas.

Table 2 Maximum Growth Projections for Downtown Master Plan Area

Land Use	Proposed Master Plan Residential (du)	Net Change from Existing Conditions (Residential)	Proposed Master Plan Commercial (sf)	Net Change from Existing Conditions (Commercial)
T3N	213	+84	–	–
T4M	4	+4	5,194	-371
T4MS	311	+304	14,741	-16,908
T4MS-O	183	+172	118,990	+25,290
T4N	502	+382	–	–
T4N-O	124	+110	11,508	-31,649
Non-Transect	–	–	993,019	0
Total	**1,337**	**1,056**	**1,143,452**	**-23,638**

Note: 'du' equal dwelling unit and 'sf' equals square feet, and values presented in table are approximate
Source: City of Lincoln 2025

As shown in Table 2, the DMP would allow for 1,056 additional residences to be development within the Plan Area compared to the 2050 General Plan. Based on the California Department of Finance's average estimate of 2.54 persons per household in Lincoln, implementation of the DMP could facilitate an additonal 2,682 residents in Lincoln by 2050 compared to the 2050 General Plan (California Department of Finance 2026).

3 Conclusion Regarding Preparation of an Addendum to the General Plan EIR

Pursuant to *CEQA Guidelines* Section 15164, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in *CEQA Guidelines* Section 15162 calling for preparation of a subsequent EIR have occurred.

The DMP would refine and implement the General Plan's existing land use designations for the Downtown area through transect zoning, redesignates three parcels within the Plan Area, and increases the maximum buildout potential within the Plan Area by approximately 1,056 dwelling units relative to existing zoning. This buildout increase remains within the regional growth projections identified in the Sacramento Area Council of Governments' Blueprint Transportation and Land Use Study (as discussed in Section 4.14, *Population and Housing*). The DMP's physical and environmental consequences fall within the categories of impacts analyzed on a programmatic basis in the General Plan EIR.

The General Plan EIR was certified in March 2008, approximately 18 years before this Addendum, with only the Health and Safety Element subsequently amended in March 2021. The age of the General Plan EIR does not, by itself, constitute "new information of substantial importance" or a "substantial change in circumstances" under CEQA Guidelines. Where intervening changes in law or regulatory methodology have occurred since 2008 (including the addition of Tribal Cultural Resources as a separate CEQA Guidelines Appendix G topic in 2016 and the adoption of vehicle miles traveled (VMT) as the metric for analyzing transportation impacts under CEQA Guidelines Section 15064.3 in 2019) this Addendum addresses those changes directly within the relevant topical sections below (see Sections 4.17, *Transportation*, and 4.18, *Tribal Cultural Resources*). Compliance with intervening regulatory requirements does not reflect a new or more severe significant physical environmental effect of the DMP as compared to the General Plan EIR's analysis. Similarly, changes in physical circumstances within the Plan Area since 2008, including the City's continued, incremental implementation of 2050 General Plan buildout, are reflected in the existing conditions baseline used throughout this Addendum's impact analysis and do not reflect a new or substantially more severe impact attributable to the DMP.

The impact analysis that follows in Section 5 of this Addendum, concludes, based on substantial evidence, that the DMP would not result in new or substantially more severe significant environmental impacts beyond those identified in the General Plan EIR due to substantial changes in the previously approved project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance. None of the conditions described in *CEQA Guidelines* Section 15162 that would call for preparation of a subsequent EIR have been met because of the DMP’s changes to the approved 2050 General Plan. Therefore, this Addendum is the appropriate level of environmental documentation to prepare for the DMP under CEQA. The City will consider this Addendum, along with the General Plan EIR, prior to making a decision on the DMP.

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4 Impact Analysis

A comparative analysis of the potential impacts associated with the proposed DMP and those of the approved 2050 General Plan analyzed in the certified Final General Plan EIR has been prepared using the CEQA checklist as a guide. This checklist is consistent with the format and environmental topics and questions of the checklist used in the Final General Plan EIR but also includes recent updates to reflect the most recently adopted checklist provided in Appendix G of the *CEQA Guidelines*. The checklist considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) aimed at identifying the degree to which the issue was analyzed in the Final General Plan EIR. The checklist also includes a column identifying whether the DMP constitutes new information of substantial importance relative to each environmental issue. The questions posed in each column are described below.

Where was impact analyzed?

This column provides a cross-reference to the portions of the certified Final General Plan EIR where information and analyses may be found relative to the environmental issue listed under each topic. The cross-references identified in this column correspond with page numbers and section numbers of the certified Final General Plan EIR.

Do proposed changes require major revisions to the certified Final General Plan EIR?

In accordance with Section 15162(a)(1) of the *CEQA Guidelines*, this column indicates whether the DMP would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified Final General Plan EIR.

Do new circumstances require major revisions to the certified Final General Plan EIR?

In accordance with Section 15162(a)(2) of the *CEQA Guidelines*, this column indicates whether changes to the circumstances under which the DMP is undertaken or implemented have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified Final General Plan EIR.

Is there any new information resulting in new or substantially more severe significant impacts?

In accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the *CEQA Guidelines*, this column indicates whether 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 Final General Plan EIR was certified, shows additional or substantially more severe significant impacts not discussed in the certified Final General Plan EIR.

Do mitigation measures included in the certified Final General Plan EIR address and/or resolve impacts?

In accordance with Sections 15162(a)(3)(C) and 15162(a)(3)(D) of the *CEQA Guidelines*, this column indicates whether 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 certified Final General Plan EIR was certified, shows that mitigation measures or alternatives in the certified Final General Plan EIR would now be feasible, or identifies new mitigation measures or alternatives not in the certified Final General Plan EIR that would reduce significant impacts, but which the applicant declines to adopt.

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4.1 Aesthetics

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Impact OSC-12	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Impact OSC-12	No	No	No	N/A
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impact OSC-11	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Impact OSC-13	No	No	No	Yes

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As discussed in Impact OSC-12 of the General Plan EIR, the 2050 General Plan would not facilitate development visible from a state scenic highway as no officially designated or eligible scenic routes are proximate to Lincoln. Overall buildout of the 2050 General Plan would result in several permanent changes to existing views associated with the Village development in Lincoln, which could alter existing open space views of surrounding areas and affect scenic vistas. Although the 2050 General Plan includes policies designed to help reduce visual impacts and preserve the existing visual quality of areas surrounding Lincoln, new development along the periphery of Lincoln's city limits may affect existing scenic vistas, resulting in a significant and unavoidable impact.

The closest officially designated state scenic highway, State Route 50 east of Placerville, is located approximately 41 miles southeast of the Plan Area (California Department of Transportation [Caltrans] 2018). The Plan Area is not visible from an officially designated state scenic highway and therefore the DMP would result in no impact related to substantially damaging scenic resources within a state scenic highway. Unlike the 2050 General Plan, the Plan Area is located entirely within the downtown area of

Lincoln. Foskett Regional Park is located at the northwestern edge of the Plan Area and is designated as open space. No land use changes are proposed at Foskett Regional Park or other areas designated as open space in the Plan Area that would change the characteristics of the area. The DMP is intended to facilitate infill development within the downtown area, which is currently developed with existing residential and commercial uses. The DMP would decrease the overall commercial development envisioned by the 2050 General Plan, while the additional residential development facilitated by the DMP would be concentrated in the downtown area and therefore, would not substantially alter open space views on the periphery of Lincoln's city limits. Therefore, the DMP would have a less than significant impact related to scenic vistas. The DMP would not result in new or substantially more severe significant impacts related to scenic vistas or scenic resources within a state scenic highway beyond those identified in the General Plan EIR.

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

As discussed in Impact OSC-11 of the General Plan EIR, given the temporary short-term nature of construction, construction impacts to visual character would be less than significant. However, during operation, buildout of the 2050 General Plan would result in several permanent changes to existing views associated with the Village development in Lincoln, which could alter existing open space and agricultural views of surrounding areas and affect the visual character at the periphery of the Lincoln city limits. Although the 2050 General Plan includes policies designed to help reduce visual impacts and preserve the existing visual quality of areas surrounding Lincoln, new development along the periphery of Lincoln's city limits may affect existing scenic vistas, resulting in a significant and unavoidable impact to visual character.

As stated in Checklist Questions 4.1(a) and (b), no land use changes are proposed at Foskett Regional Park or other areas designated as open space in the Plan Area; therefore, the DMP would retain the visual characteristic of existing open space in the Plan Area. The DMP would concentrate development in downtown Lincoln, with an emphasis on infill development. As such, the DMP would not alter the open space and agricultural character which defines the visual environment on the periphery of Lincoln's city limits. The DMP would increase maximum building heights in portions of the Plan Area relative to existing zoning, consistent with the DMP's transect zone standards. However, these height increases are concentrated within the already-urbanized downtown core along Lincoln Boulevard and surrounding blocks, an area the General Plan EIR already anticipated would redevelop as infill consistent with the Mixed-Use designation, rather than on the periphery of Lincoln's city limits where the General Plan EIR identified its significant and unavoidable impact to scenic vistas. Because the increased building heights would occur in an already built-up, downtown setting and would not extend into the open space and agricultural viewsheds that were the basis for the General Plan EIR's significant and unavoidable visual character finding, the DMP's impact related to visual character and quality of public views would be less than significant. The DMP would not result in new or substantially more severe significant impacts related to visual character and quality of public views beyond those identified in the General Plan EIR.

d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

As discussed in Impact OSC-13 of the General Plan EIR, as buildout facilitated by the 2050 General Plan occurs, additional sources of lighting and glare would occur in Lincoln. The 2050 General Plan includes several policies intended to minimize disturbance from new light and glare sources, and the General Plan EIR included additional revisions to Policy LU-11.3, which requires shielding of all outdoor light fixtures. However, new development along the periphery of Lincoln's city limits would result in new sources of light and glare within areas currently used for open space and agricultural activities, which would be a significant and unavoidable impact.

As stated in Checklist Questions 4.1(a), (b), and (c), the DMP would concentrate development in downtown Lincoln, with an emphasis on infill development. As such, the DMP would not substantially alter the open space and agricultural character which defines the visual environment on the periphery of Lincoln's city limits. Development facilitated by the DMP would adhere to the existing 2050 General Plan policies requiring light and glare control, including Policy LU-11.3. Therefore, the DMP would have a less than significant impact related to substantial light or glare. The DMP would not result in new or substantially more severe significant impacts related to substantial light or glare beyond those identified in the General Plan EIR.

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4.2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Impact LU-6	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Chapter 4.2	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	N/A	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	N/A	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	N/A	No	No	No	N/A

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

As discussed in Impact LU-6, the General Plan EIR could involve other changes in the existing environment, due to their location or nature, that could result in the conversion of Important Farmland, to non-agricultural uses. The General Plan EIR would result in the conversion of up to 7,110 acres of Important Farmland, including 790 acres of Farmland of Statewide Importance, 2,620 acres of Prime Farmland, and 3,700 acres of Unique Farmland. The 2050 General Plan includes several policies to minimize agricultural-related air pollution such as Policy LU-5.4, LU-9.6, and OSC-2.1, which require the

development of buffers (greenbelts, open space setbacks, etc.) and adopting a right-to-farm ordinance to protect existing agricultural operations immediately adjacent to the city, each of which was required as mitigation in the General Plan EIR. However, the General Plan EIR concluded that these policies would not prevent the overall net loss of Important Farmland, and this impact would be significant and unavoidable.

The proposed DMP Plan Area does not contain any land designated as Prime Farmland or is currently used for agricultural purposes. As such, the changes proposed by the DMP would not propose the additional conversion of Important Farmland beyond what was analyzed in the General Plan EIR and no impact would occur. Therefore, the proposed DMP would not result in new or substantially more severe impacts related to conversion of farmland than what was identified in the General Plan EIR.

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

Impacts regarding conflicts with existing zoning for agricultural use or Williamson Act contracts were analyzed in Chapter 4.2. According to the General Plan EIR, implementation would require the pre-zoning and annexation of agriculturally zoned lands within the city's Sphere of Influence. The General Plan EIR states that although certain lands zoned for agriculture may be rezoned due to implementation of the 2050 General Plan, impacts due to rezoning and conflicts with the Williamson Act are difficult to quantify at the General Plan level, and these issues need to be evaluated in a site-specific context for future development proposals. As such, adherence to all applicable State regulations related to the Williamson Act and implementation of the policies contained in the City's 2050 General Plan, potential conflicts with agricultural zoning and Williamson Act contracts would be minimized. With implementation of applicable State regulations related to the Williamson Act and 2050 General Plan policies, this impact would be less than significant.

Land under Williamson Act Contract and other land under agricultural land uses are not present within the Plan Area (DOC n.d.). As such, the proposed changes to the 2050 General Plan would not conflict with existing zoning for agricultural use or any lands containing a Williamson Act contract and no impact would occur. Therefore, the proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

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

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

The analysis in the General Plan EIR predates updates to the CEQA Guidelines requiring the evaluation of potential impacts related to forestry resources and, therefore, did not address such impacts.

The Plan Area does not contain forest lands or timberlands. Furthermore, the site is not zoned for forest land or timberland. No impact would occur related to forestry resources.

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

The analysis in the General Plan EIR predates updates to the CEQA Guidelines requiring the evaluation of potential impacts related to forestry resources and, therefore, did not address such impacts. The 2050 General Plan planning area does not currently contain forest land but does contain agricultural land and would result in the conversion of approximately 7,110 acres of Important Farmlands to non-agricultural uses. As detailed in Checklist Question a., the General Plan EIR identified significant and unavoidable impacts with regards to the conversion of farmland.

There are no forest lands or agricultural lands in the Plan Area. Therefore, the DMP has no potential to convert forest land or agricultural land into non-forest or non-agricultural uses, and there would be no impact. The proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

4.3 Air Quality

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Impact HS-5	No	No	No	Yes
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Impact HS-4	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Impact HS-7	No	No	No	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Impact HS-8	No	No	No	Yes

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

As discussed in Impact HS-5 of the General Plan EIR, the 2050 General Plan was designed to promote consistency with the Placer County Air Pollution Control District (PCAPCD) air quality attainment plan and transportation demand management programs. However, even with implementation of 2050 General Plan policies, total air pollutant emissions associated with 2050 General Plan buildout would result in a net increase of criteria pollutants (discussed in more detail in Checklist Question 4.3[b]), therefore conflicting with the PCAPCD's air quality attainment plan. This impact would be significant and unavoidable.

The Plan Area is within the Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan, which was jointly prepared by PCAPCD, Sacramento Metropolitan Air Quality Management District, El Dorado County Air Quality Management District, Feather River Air Quality Management District, Placer County Air Pollution Control District, Yolo-Solano Air Quality Management District, and Sacramento Area Council of Governments (Sacramento Metropolitan Air Quality Management District 2017). As discussed in more detail in Checklist Question 4.3(b), the DMP would result in additional residential development at full buildout compared to the 2050 General Plan but based on emissions modeling completed using the California Emissions Estimator Model (CalEEMod), daily maximum emissions at full buildout with the DMP would generally be reduced compared to the 2050 General Plan. However, given that the modeled operational emissions exceed PCAPCD emissions thresholds, the DMP would conflict with the Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan. This impact would remain significant and unavoidable; however, given that the DMP would generally reduce operational emissions compared to the 2050 General Plan, the DMP would not result in new or more severe impacts related to conflicts with an air quality plan beyond those identified in the General Plan EIR.

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

As discussed in Impact HS-4 of the General Plan EIR, the 2050 General Plan would facilitate development which could result in short-term construction emissions that could exceed PCAPCD construction thresholds. Based on CalEEMod emissions output, operational daily emissions from 2050 General Plan buildout would be 6,092 pounds per day of reactive organic matter, 1,580 pounds per day of nitrogen oxide, 5,715 pounds per day of particulate matter less than five microns in diameter, and 12,453 pounds per day of carbon monoxide. Operation of development in the Plan Area facilitated by the 2050 General Plan at full buildout would exceed PCAPCD operational thresholds for reactive organic gases (82 pounds per day), nitrogen oxide (82 pounds per day), particulate matter less than 10 micrometers in diameter (82 pounds per day), and carbon monoxide (550 pounds per day). While the 2050 General Plan includes several policies to minimize air pollutant creation such as Policy HS-3.11 encouraging the use of natural gas fireplaces rather than wood products, Policy HS-3.15 encouraging infill development, and HS-3.17 promoting street design for alternative transportation, each of which was required as mitigation in the General Plan EIR, emissions would continue to exceed PCAPCD thresholds and would remain significant and unavoidable.

Current PCAPCD operational phase cumulative thresholds are 55 pounds per day for reactive organic gases and nitrogen oxide and 82 pounds per day for particulate matter less than 10 micrometers in diameter. PCAPCD does not currently enforce a threshold for carbon monoxide (PCAPCD n.d.) The DMP would result in a reduction in overall commercial space by 23,638 square feet through 2050 but would include an additional 1,056 dwelling units at full buildout compared to the 2050 General Plan. Based on CalEEMod emissions output, existing operational daily emissions from the Plan Area with 2050 General Plan buildout would be 252 pounds per day of reactive organic matter, 246 pounds per day of nitrogen oxide, 420 pounds per day of particulate matter less than five microns in diameter, and 1,827 pounds per day of carbon monoxide (Appendix A). However, unmitigated operational emissions in the Plan Area at buildout with implementation of the DMP would be 196 pounds per day of reactive organic matter, 119 pounds per day of nitrogen oxide, 478 pounds per day of particulate matter less than five microns in diameter, and 1,386 pounds per day of carbon monoxide. Accordingly, the DMP would reduce operational emissions of reactive organic matter, nitrogen oxide, and carbon monoxide, but would increase emissions of particulate matter less than five microns in diameter due to increased dust generation from additional construction. However, fugitive dust emissions would be minimized with required compliance with PCAPCD Rule 228 which mandates fugitive dust controls during construction, including watering disturbed areas and limiting vehicle speeds. Project-specific development facilitated by the DMP would adhere to the 2050 General Plan policies regarding the minimization of air pollutant emissions. In addition, the DMP itself assists to fulfill Policy HS-3.15 by facilitating infill areas of downtown for development. Furthermore, compared to the building regulations implemented at the time of 2050 General Plan adoption, the current California Building Code and California Green Building Standards code require more stringent design of developments to promote conservation and minimize air pollutant emissions, such as the required implementation of electric vehicle parking for new residential development. Given that the modeled emissions for the Plan Area with DMP implementation would continue to exceed PCAPCD thresholds, this impact would remain significant and unavoidable, but the DMP would not result in new or more severe impacts related to criteria pollutant emissions beyond those identified in the General Plan EIR.

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

As discussed in Impact HS-7 of the General Plan EIR, development facilitated by the 2050 General Plan could be placed near local intersections or roadways that could expose sensitive receptors such as residences to air pollutants. The 2050 General Plan includes several policies to minimize air pollutants, such as Policy LU-2.1 (required as mitigation) which prevents incompatible land uses in proximity to each other and HS-3.8 which permits the City to require an air quality analysis for project-specific development. However, even with implementation of these policies, the General Plan EIR concluded that impacts would

be significant and unavoidable due to the uncertainty as to whether project-specific air quality impacts would be adequately mitigated.

The DMP would facilitate the development of additional residences in infill areas in Lincoln, which could result in additional sensitive receptors exposed to air pollutants. However, the Plan Area is primarily used for mixed-use development and as such would not include substantial development (e.g., industrial development) with the potential to result in substantial pollutant concentrations. Furthermore, the use of infill development would place residences proximate to transportation facilities, employment centers, and commercial areas which could reduce reliance on single-occupancy vehicle use and accompanying air pollutant emissions from vehicles. The DMP would facilitate approximately 1,056 additional dwelling units beyond the 2050 General Plan's buildout projections for the Plan Area, which is approximately three percent of the 34,010 total residential units and 132,000 additional residents projected citywide in the General Plan EIR. The additional sensitive receptors introduced by the DMP therefore represent an incremental increase in degree, not in kind, relative to the population growth and receptor exposure already analyzed on a citywide basis in the General Plan EIR. Assembly Bill (AB) 98 establishes requirements related to logistics development and truck routing. Lincoln Boulevard and McBean Park Drive within the Plan Area are existing truck routes. Accordingly, truck travel and associated mobile-source emissions along these roadways represent an existing condition. Implementation of the DMP would facilitate the development of additional residences in infill areas in Lincoln, which could result in additional sensitive receptors introduced along identified truck routes in the Plan Area. However, the DMP would not establish new truck routes, redirect existing truck traffic toward sensitive receptors, or alter the existing function of the Lincoln Boulevard or McBean Park Drive as truck routes. Implementation of the DMP would not create a new truck-routing condition or relocate an existing source of truck-related emissions closer to sensitive receptors. Given the uncertainty of the potential effects of project-specific development facilitated by the DMP, there is still potential that individual developments could expose receptors to substantial pollutant concentrations, consistent with the same uncertainty identified in the 2050 General Plan buildout generally. Therefore, similar to the 2050 General Plan, the DMP's impact related to sensitive receptors and substantial pollutant concentrations would be significant and unavoidable. But, because the increase in receptors is incremental and proportionate to planned citywide growth rather than a qualitatively new or geographically concentrated source of exposure, the DMP would not result in new or more severe impacts related to sensitive receptors beyond those identified in the General Plan EIR.

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

As discussed in Impact HS-8 of the General Plan EIR, construction emissions from development facilitated by the 2050 General Plan would be short-term, temporary, and would disperse rapidly therefore not affecting a substantial number of people. The 2050 General Plan includes several policies to address odor concerns, including PFS-5.8 which requires buffers for development from the Western Regional Landfill, LU-3.11 requiring the implementation of development buffers from the City's wastewater facilities, and LU-2.1 which prevents incompatible land uses in proximity to each other. With implementation of the 2050 General Plan policies, of which LU-2.1, LU-1.14, and LU-3.11 each of which was required as mitigation in the General Plan EIR, the 2050 General Plan's impact would be less than significant.

The DMP would include residential and commercial uses within the Plan Area, which are typically not land uses considered to be odor-generating (e.g., landfills, wastewater treatment plants, agricultural uses, dairies, etc.). As with development facilitated by the 2050 General Plan, construction of individual developments in the Plan Area would result in temporary, short-term emissions which would disperse rapidly. The Plan Area is located approximately 3.9 miles northeast of the Western Regional Sanitary Landfill and 1.8 miles northeast of the City's wastewater treatment plant. As such, development in the Plan Area would not be exposed to odors from these facilities. In addition, individual development in the Plan Area would be subject to applicable 2050 General Plan policies to prevent land use conflicts. The

DMP's impact related to odors would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to odors beyond those identified in the General Plan EIR.

4.4 Biological Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Impact OSC-3	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Impact OSC-4	No	No	No	N/A
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Impact OSC-5	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Impact OSC-6	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impact OSC-7	No	No	No	N/A

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact OSC-9	No	No	No	N/A

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

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed in Impacts OSC-3, OSC-4, OSC-5, and OSC-6 of the General Plan EIR, buildout facilitated by the 2050 General Plan would result in the conversion of up to 10,179 acres of annual grassland habitat, 820 acres of blue oak woodlands habitat, 8,019 acres of wetland habitat, and 614 acres of valley foothill riparian habitat which could result in the direct removal of special-status plant and wildlife species which are identified in Table 7-4 of the General Plan EIR. Furthermore, buildout could result in indirect impacts due to habitat degradation through increased human/wildlife interactions, habitat fragmentation, and changes in surface water flows. Such impacts could affect wildlife movement patterns proximate to waterways and riparian areas. The 2050 General Plan implements several policies designed to preserve sensitive habitat, and the General Plan EIR implemented mitigation requiring text revisions to Policy OSC-5.11 to define requirements for biological studies and the addition of Policies OSC-5.12 and OSC-5.13, mandating use of appropriate project-specific mitigation and minimization of lighting impacts. However, even with these policies, the General Plan EIR concluded the 2050 General Plan's impact to special-status species, riparian habitat and sensitive natural communities, wetlands, and migration would be significant and unavoidable due to habitat conversion.

The California Department of Fish and Wildlife's California Natural Diversity Database and data from the California Native Plant Society were queried in September 2026 to determine if records of special-status species not disclosed in the General Plan EIR have been recorded in proximity to the Plan Area since certification of the General Plan EIR. Based on information from the California Department of Fish and Wildlife and California Native Plant Society, five species are included that were not previously discussed in the General Plan EIR. These species are described in Table 3 (Appendix B).

Table 3 Special-Status Species Not Included in General Plan EIR

Species	Status	Potential to Occur
Special-Status Plants		
Red Bluff dwarf rush (*Juncus leiospermus var. leiospermus*)	None/None G2T2/S2 1B.1	High Potential
spicate calycadenia *(Calycadenia spicata)*	None/None G3?/S3 1B.3	Low Potential
Special-Status Animals		
Crotch's bumble bee (*Bombus crotchii*)	None/SCE G2/S2	Moderate Potential
green sturgeon - southern DPS (*Acipenser medirostris* pop. 1)	FT/None G2T1/S1 SSC	Moderate Potential
purple martin (*Progne subis*)	None/None G5/S3 SSC	Low Potential

Status (Federal/State)

FT = Federal Threatened; SCE = State Candidate Endangered; SSC = CDFW Species of Special Concern

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)

G2 or S2 Imperiled Globally or Subnationally (state)

G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)

G4/5 or S4/5 Apparently secure, common and abundant

Additional Notations

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority

? – Inexact numeric rank

Source: Appendix B

Although the species in Table 3 were identified in the database searches, none of these species have been recorded within the Plan Area (Appendix B). The closest recorded species, Red Bluff dwarf rush, has occurred within two miles of the Plan Area (Appendix B). Given the existing developed nature of the Plan Area and the DMP's emphasis on infill development, the overall potential for development facilitated by the Plan Area to adversely impact these species due to habitat loss would be less compared to the 2050 General Plan buildout. Furthermore, although the species listed in Table 3 are not identified in the General Plan EIR, the General Plan EIR identifies the potential for significant impacts to numerous special-status species, and as such the nature of potential impacts to species listed in Table 3 would not be new or unknown at the time of preparation of the General Plan EIR.

The DMP would facilitate development in the Plan Area which is primarily developed under existing conditions; therefore, as with 2050 General Plan buildout, DMP buildout would not result in substantial habitat conversion in the Plan Area. Furthermore, as development facilitated by the DMP would occur primarily in existing developed areas, potential impacts related to habitat fragmentation and increased human/wildlife interactions would be minimized. The DMP would facilitate additional residential development in the Plan Area compared to the 2050 General Plan which could adversely affect surface water flows; however, as described in further detail in Section 4.10, *Hydrology and Water Quality*, development facilitated by the DMP would be subject to the *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities,* Order No. 2022-0057-DWQ, NPDES No.

CAS000002 (Construction Stormwater General Permit) and 2050 General Plan Policy OSC-4.6 which requires the use of BMPs for stormwater control. In addition, development facilitated by the DMP would continue to be subject to 2050 General Plan requirements, including Policy OSC-5.11 requiring project-specific biological studies for developments within areas with moderate to high potential for sensitive habitat. Given that the DMP would prioritize infill development which would discourage habitat conversion and development would be subject to 2050 General Plan policies protecting special-status species and their habitats, the DMP's impact on special-status species, riparian habitat and sensitive natural communities, wetlands, and migration would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to special-status species, riparian habitat and sensitive natural communities, wetlands, or migration beyond those identified in the General Plan EIR.

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

As discussed in Impact OSC-7 of the General Plan EIR, the 2050 General Plan has been developed to include policies designed to protect a variety of biological resources, including trees. Development facilitated by the 2050 General Plan would comply with all relevant policies and ordinances relating to tree preservation or other biological resources; therefore, this impact would be less than significant.

The DMP would facilitate development generally in an urban area which has been previously developed and does not contain substantial biological resources. As with the 2050 General Plan, development facilitated by the DMP would comply with all relevant policies and ordinances related to tree preservation and the protection of other biological resources. This impact would remain less than significant. Therefore, the DMP would not result in new or more severe impacts related to conflicts with local policies or ordinances protecting biological resources beyond those identified in the General Plan EIR.

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

As discussed in Impact OSC-9 of the General Plan EIR, at the time of the General Plan EIR preparation there was no Habitat Conservation Plan, Natural Community Conservation Plan applicable to the 2050 General Plan planning area and therefore no conflicts would occur, though the General Plan EIR notes that Placer County was in the process of developing the Placer County Conservation Plan. This impact would be less than significant.

In 2020, the Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan was implemented by the Placer County Conservation Program, in which the City is listed as a Permittee (Placer County Conservation Program 2020). The Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan is a regional habitat conservation and permitting program that enables planned growth in western Placer County while protecting and restoring sensitive habitats and species through implementation of standard best management practices (BMPs) for the protection of species listed in the plan. Development facilitated by the DMP would be subject to the requirements of the plan, which is enforced by the City. Furthermore, as described in Checklist Questions 4.10(a), (b), and (c), DMP buildout would not result in substantial habitat conversion in the Plan Area and development would be subject to 2050 General Plan policies protecting special-status species and their habitats, which would be aligned with the purpose of the Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan to protect ecological diversity and function in western Placer County (Placer County Conservation Program 2020). Therefore, the DMP would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This impact would remain less than significant. Therefore, the DMP would not result in new or more severe impacts related to conflicts with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan beyond those identified in the General Plan EIR.

4.5 Cultural Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Impact OSC-9	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological pursuant to §15064.5?	Impact OSC-10	No	No	No	N/A
c. Disturb any human remains, including those interred outside of formal cemeteries?	Impact OSC-10	No	No	No	N/A

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

As discussed in Impact OSC-9, the 2050 General Plan would cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5 due to development activities accompanying infill or redevelopment activities in the city's downtown core. There are identified historic structures and sites that are eligible for National Register of Historic Places (NRHP) listing in the city's downtown area that may be vulnerable to such activities. While the 2050 General Plan could cause a substantial adverse change in the significance of historical resources occurring within the City's downtown area, the 2050 General Plan's goals and policies are designed to enhance and preserve the City's historic districts, neighborhoods, and buildings and require new development to incorporate the City's current historic context into the design of infill and redevelopment projects. With implementation of 2050 General Plan policies OSC-6.2 and LU-13.9, which aim to protect the cultural and historic value of existing places and structures, the 2050 General Plan would not result in a substantial adverse change in the significance of a historical resource and impacts would be less than significant.

As described in the Cultural Resources Assessment prepared by Rincon Consultants for the proposed DMP (Appendix C), on August 13, 2026, Rincon received California Historical Resources Information System (CHRIS) records search results (PLA-26-47) from the North Central Information Center (NCIC). The following known historical resources are located within the Plan Area: Lincoln Public Library/Lincoln Carnegie Library at 590 5th Street (P-31-003709), the Woman's Club of Lincoln at 499 E. Street (P-31-003715); the Edward Hill House at 654 H. Street (P-31-004237); the Lincoln Downtown Civic Center (P-31-007048); Jansen Block Historic District (P-31-005601); and, the 5th and G Streets Historic District (P-31-005602). The CHRIS records search and background research identified 31 previously recorded cultural resources within an 1/8 mile of the project site. Of these resources, 19 are recorded within the project site and 12 are recorded adjacent to the project site. In addition to the CHRIS search, the background research for this study included a review of the NRHP, California Register of Historical Resources (CRHR), and the California Office of Historic Preservation Built Environment Resource Directory (BERD) to identify known historical resources within the project site. The review identified two properties that are known to be listed in the NRHP: Lincoln Public Library/Lincoln Carnegie Library at 590 5th Street (P-31-003709) and the Woman's Club of Lincoln at 499 E. Street (P-31-003715). In addition to the known historical resources

identified above, additional properties in the Plan Area are at least 45 years old and may have the potential to qualify as historical resources pending further study. OHP recommends recording and evaluating resources that are 45 years or older as there is sometimes a five-year lag between resource identification and the date that planning decisions are made. Properties that are 45 years or older and have yet to have been surveyed or evaluated for potential historical significance could be eligible for historical designation on local, State, or national register pending further study (OHP 1995).

Given the historical patterns of development and existing historic resources described in the Cultural Resources Assessment, it is assumed that additional potential historical resources may be located throughout the Plan Area. Due to the presence of listed and eligible historic resources within the City's downtown area, and the Plan Area's proximity to such resources, this document incorporates an additional mitigation measure related to historical resources that was not included in the certified General Plan EIR. Mitigation Measure CUL-1 would be required to further address existing potentially significant impacts. This measure further ensures protection of historical resources during future implementation of the DMP. The addition of this measure does not reflect the identification of a new significant impact or a substantial increase in the severity of a previously identified impact. Rather, the measure provides additional environmental protection beyond that analyzed in the certified General Plan EIR and does not modify, replace, or conflict with mitigation measures included in the General Plan EIR, including compliance with 2050 General Plan policies OSC-6.2 and LU-13.9.

Accordingly, none of the conditions described in CEQA Guidelines Section 15162 have occurred, and preparation of an Addendum pursuant to CEQA Guidelines Section 15164 remains appropriate. With implementation of Mitigation Measure CUL-1 and 2050 General Plan Policies OSC-6.2 and LU-13.9, which aim to preserve, rehabilitate, and protect the integrity of historic and cultural resources within the City, impacts would be less than significant. The DMP would not result in new or substantially more severe significant impacts from substantial adverse change to a historic resource beyond what was identified in the General Plan EIR.

Mitigation Measures

CUL-1 Historical Resources

A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) in architectural history (National Park Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for review and concurrence. If the property is already listed in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), the HRE described above shall not be required.

If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall

be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Lincoln Community Development Department prior to issuance of any permits for demolition or alteration of the historical resource.

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

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

As discussed in Impact OSC-10, the 2050 General Plan would cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or disturb any human remains, including those interred outside of formal cemeteries. Archival research conducted by the City indicates that most prehistoric settlement in the area was focused along waterways, particularly Auburn Ravine and Orchard Creek, which transect the central portion of the City of Lincoln in an east-west direction. According to the General Plan EIR, it is possible to encounter previously undiscovered archaeological and/or human remains in almost any location throughout the General Plan planning area. Archaeological resources and human remains could be damaged or inadvertently unearthed during ground-disturbing activities such as grading, trenching, or use of staging areas. To address such impacts, 2050 General Plan policies OSC-6.7, OSC-6.8, OSC-6.9 and OSC-6.10 would be required. These policies involve stopping work when archaeological resources are encountered, pre-construction archaeological resource surveys, consultation with Native American representatives, following all state laws relating to the discovery and disturbance of human remains interred outside of a formal cemetery. With implementation of these 2050 General Plan policies, impacts would be less than significant.

A Cultural Resources Assessment was prepared by Rincon Consultants in September 2026 (Appendix C). On August 13, 2026, Rincon received CHRIS records search results (PLA-26-47) from the NCIC (Appendix C). The CHRIS records search and background research identified 31 previously recorded cultural resources within an 1/8 mile of the project site. Of these resources, 19 are recorded within the project site and 12 are recorded adjacent to the project site. Of the 31 previously recorded cultural resources, one of them is considered prehistoric. Development facilitated by the proposed DMP would require excavation and grading below the existing ground surface. During these construction activities there would be potential for construction equipment to encounter and potentially damage or destroy subsurface archaeological resources. Damage or destruction of archaeological resources would be a potential adverse change in the significance of archaeological resources. Development facilitated by the DMP would be subject to the policies provided in the 2050 General Plan, which include policies OSC-6.7, OSC-6.8, OSC-6.9 and OSC-6.10. These policies involve stopping work when archaeological resources are encountered, pre-construction archaeological resource surveys, consultation with Native American representatives, following all state laws relating to the discovery and disturbance of human remains interred outside of a formal cemetery. In effect, the 2050 General Plan requires that the City preserve and

protect existing archaeological and paleontological resources for their cultural values through evaluation, inventory, monitoring, survey, collection and documentation, and Native American outreach. With adherence to the 2050 General Plan policies, impacts from the proposed DMP would be less than significant. The proposed DMP would not result in new or substantially more severe significant impacts from a substantial adverse change to an archaeological resource or disturb human remains beyond what was identified in the General Plan EIR.

4.6 Energy

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No	No	No	N/A

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

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

The General Plan EIR does not include a section analyzing potential environmental impacts related to the topic of energy because the certification of the General Plan EIR predates the implementation of the energy checklist questions to CEQA Guidelines Appendix G. However, energy consumption associated with 2050 General Plan buildout is inherently considered in the General Plan EIR's evaluations of the impacts of full buildout of the 2050 General Plan and thus does not constitute a new environmental impact.

Construction facilitated by the DMP would require energy use for petroleum-based fuels used to power off-road heavy-duty vehicles and equipment, worker travel to and from a project site, and vehicles used to deliver materials to a project site. Energy use during construction would be temporary and would occur in accordance with energy efficiency regulations such as California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Development facilitated by the DMP would be required to be designed in accordance with the energy efficiency regulations within California Building Code Title 24, including the California Green Building Standards Code which are specifically crafted so that buildings are required to be energy efficient and not consume energy in a wasteful, inefficient, or unnecessary manner. While the DMP would result in additional residential development compared to the 2050 General Plan, the regulations within California Building Code Title 24 are more stringent related to energy efficiency than the California Building Code standards applicable at the time the existing on-site structures were developed. Development facilitated by the DMP would be designed in accordance with the applicable Title 24 standards which are updated every three years to include increasingly stringent energy efficiency standards for development. As a result, operation of development facilitated by the DMP is not expected to generate substantial energy consumption beyond the 2050 General Plan buildout. Furthermore, the implementation of 2050 General Plan policies related to energy conservation would continue to be implemented for new development, ensuring development facilitated by the DMP would be energy efficient. With compliance with these regulations, the DMP's impact related to energy would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to energy compared to the 2050 General Plan.

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4.7 Geology and Soils

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Impact HS-1	No	No	No	N/A
2. Strong seismic ground shaking?	Impact HS-1	No	No	No	N/A
3. Seismic-related ground failure, including liquefaction?	Impact HS-1	No	No	No	N/A
4. Landslides?	Impact HS-1	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Impact OSC-1	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Impact HS-2	No	No	No	N/A
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Impact HS-3	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Not Analyzed	No	No	No	N/A

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Impact OSC-10	No	No	No	N/A

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

   a.1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

   a.2 Strong seismic ground shaking?

   a.3 Seismic-related ground failure, including liquefaction?

   a.4 Landslides?

As discussed in Impact HS-1, the 2050 General Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault; 2) strong seismic groundshaking; 3) seismic-related ground failure, including liquefaction; or 4) landslides. The General Plan planning area is relatively flat and is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Additionally, the probability of soil liquefaction taking place in the General Plan planning area is considered to be a low hazard. However, the possibility of soil liquefaction exists within the General Plan planning area and should be considered when planning and designing levees and structures in areas of potential liquefaction. The 2050 General Plan includes policies and implementation measures to reduce potential impacts from soil liquefaction within the city. These policies and implementation measures include continued compliance with all applicable development requirements including the Uniform Building Code (Policies HS-2.1 and HS-2.4) and the restriction of development within a hazardous areas (Policies HS-2.2 and HS-2.3). Additionally, the City restricts development of areas with slopes greater than 30 percent in accordance with General Plan Implementation Measure #1. With adherence to the 2050 General Plan Policies and state regulations, geologic hazard impacts associated with on-or off-site landslides, subsidence, liquefaction, or collapse would be less than significant.

According to the 2050 General Plan, the city neither contains, nor is crossed, by a delineated Alquist-Priolo Earthquake Fault Zone. As such, the proposed DMP would not directly or indirectly cause potential adverse effects, including the loss, injury, or death involving the rupture of a known earthquake fault delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map and impacts would be less than significant. However, active faults not included on the Alquist-Priolo Earthquake Fault Zoning Map are located within the vicinity of the City of Lincoln (United States Geological Survey 2015). These faults include Deadman Fault, which is approximately 10 miles northeast of the city, and Maidu East Fault, located approximately 12 miles east of the city. According to the General Plan EIR, the city lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). Consequently, the city may be affected by regionally occurring earthquakes; however, impacts resulting from such an event would be less in nature than those experienced in the Bay Area (City of Lincoln 2008). As such, potential impacts due to strong seismic ground shaking would be less than significant.

According to the General Plan EIR, the probability of soil liquefaction occurring in the city is considered to be a low hazard, due to the substantial distance from active faults. Similarly, landslide risk in the city is considered low due to the city being topographically flat. Additionally, the proposed DMP would be subject to a number of 2050 General Plan policies that have been developed to ensure a safe environment for its residents, visitors, and businesses in the City of Lincoln including HS-2.1, HS-2.2, HS-2.3, HS-2.4, Implementation Measure #2 and Implementation Measure #3, which require the preparation of engineering studies for new development proposals within areas of soil instability, prohibit development in areas with slopes over 30 percent, compliance with the Uniform Building Code, and restriction of development in areas with geologic hazards. With adherence to 2050 General Plan policies and the Uniform Building Code, potential impacts related to landslides and seismic related ground failure, including liquefaction, would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts due to rupture of a known earthquake fault delineated on the Alquist-Priolo Earthquake Fault Zoning Map, seismic ground shaking, liquefaction or landslides beyond what was identified in the General Plan EIR.

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

As discussed in Impact OSC-1, the 2050 General Plan could result in substantial soil erosion or the loss of topsoil. Development activities resulting from buildout of the 2050 General Plan would accelerate the General Plan planning area's erosion rate through both an increase in short-term construction-related activities and an overall increase in the amount of impervious surfaces. Policies and implementation measures included as part of the proposed project that have been designed to minimize erosion impacts through the protection of existing open space and agricultural lands. Policies OSC-1.6 and OSC-1.7, which would require new development to implement measures that minimize soil erosion during construction and would also require contour grading and revegetation where appropriate. Additionally, the 2050 General Plan includes policies such as Policy PFS-4.10 which requires implementation of erosion control measures and Policy OSC-4.6, which requires the use of BMPs and use of Storm Water Pollution Prevention Plans. With implementation of 2050 General Plan policies, impacts regarding soil erosion would be less than significant.

Development facilitated by the proposed DMP would primarily consist of infill development within existing roadways and utility infrastructure. Grading and construction activities for individual development facilitated by the proposed DMP could result in soil erosion. However, development facilitated by the proposed DMP would be subject to City of Lincoln Municipal Code Section 13.30 which contains requirements and procedures for construction related erosion, including coverage under the Construction General Permit, preparation of erosion control plans, and stabilization of all disturbed soil areas during construction activities that would reduce potential impacts related to soil erosion. The Construction Stormwater General Permit would require that developers complete a risk assessment to determine pollution prevention requirements and development and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies BMPs that would be used to reduce pollution in stormwater discharges during construction. Construction BMPs would include, but are not limited to, erosion and sediment control BMPs designed to minimize erosion and retain sediment on-site, and good housekeeping BMPs to reduce the risk of spills, leaks, and off-site discharge of construction debris and waste.

Furthermore, the City is a permittee under the *General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems*, Order No. 2013-0001-DWQ, NPDES No. CAS000004 (Phase II MS4 Permit). The Phase II MS4 permit mandates post-construction stormwater control measures for individual developments that create or replace at least 2,500 square feet of impervious surfaces. Development facilitated by the DMP that would create or replace at least 2,500 square feet of impervious surfaces must include source control and low impact development measures in order to manage potential increases in runoff rates and associated erosion or pollution from runoff. Additionally, Policies OSC-1.6, OSC-1.7, OSC 4.6 and PFS-4.10 of the 2050 General Plan would continue to apply, ensuring that soil erosion control measures are implemented.

As described above, adherence to the Construction Stormwater General Permit, Phase II MS4 requirements, 2050 General Plan policies and City of Lincoln Municipal Code Section 13.30 would ensure that the implementation of the DMP would have a less than significant impact regarding soil erosion. Therefore, the DMP would not result in new or substantially more severe significant impacts from soil erosion beyond what was identified in the General Plan EIR.

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

As discussed in Impact HS-2, development facilitated by the General Plan would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of development activities, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The General Plan planning area is not located within a delineated Alquist-Priolo Earthquake Fault Zone and the probability of soil liquefaction in the General Plan planning area is considered to be a low hazard. Additionally, the 2050 General Plan includes policies and implementation measures that have been developed to reduce potential impacts related to geologic hazards, which include Policy HS-1.1, HS-2.2, Implementation #1, and Implementation Measure #2, which require the preparation of engineering studies for all new development proposals in areas of potential soil instability, prohibit development in areas with slopes over 30 percent, and require continued compliance with all applicable development requirements including the Uniform Building Code. Therefore, impacts associated with on-or off-site landslide, subsidence, liquefaction, or collapse would be less than significant.

The proposed DMP Plan Area would occur within the larger 2050 General Plan planning area. As such, the Plan Area is not located within a delineated Alquist-Priolo Earthquake Fault Zone and the probability of soil liquefaction taking place in the General Plan planning area is considered to be a low hazard. Additionally, the majority of the city's topography is considered relatively flat. 2050 General Plan policies and measures HS-2.2, Implementation #1, HS-1.1, and Implementation Measure #2 would continue to apply, and contain guidelines and procedures to prevent development within areas of soil instability and other geologic hazards, require the preparation of engineering studies for all new development proposals in areas of potential soil instability, as well as require continued compliance with the Uniform Building Code. Although the Uniform Building Code was cited in the General Plan EIR, it has since been replaced by the California Building code (CBC) (California Code of Regulations [CCR] Title 24), which all developments would be subject to. Impacts associated with on-or off-site landslide, subsidence, liquefaction, or collapse would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from unstable geologic units or soils that may result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse beyond what was identified in the General Plan EIR.

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

As discussed in Impact HS-3, the 2050 General Plan may facilitate development that could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), but would not create substantial risks to life or property. Within the General Plan planning area, expansive soils are more common in undeveloped areas, and in more developed areas, the existing layer of clay has been blended into more granular soils as a part of general site excavation, which reduces a soil's overall expansiveness. Development facilitated by the 2050 General Plan would demonstrate continued compliance with all applicable development requirements including the CBC as codified in the City of Lincoln Municipal Code Section 15.04.180 and policies and measures from the Health and Safety Element. These policies include HS-1.1, HS-2.1, HS-2.3, HS-2.4 and Implementation Measures #1 and #2. These policies and measures restrict development in areas of potential soil instability or other geologic hazards and the preparation of engineering studies for all new development proposals in areas of potential soil instability. With implementation of existing policies and measures, impacts regarding expansive soils would be less than significant.

The Plan Area described in the proposed DMP would also facilitate development in areas that could be located on expansive soil. However, with implementation of City of Lincoln Municipal Code Section 15.04.180 and 2050 General Plan policies HS-1.1, HS-2.1, HS-2.3, HS-2.4 and Implementation Measures #1 and #2, impacts would remain less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from expansive soils beyond what was identified in the General Plan EIR.

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

A discussion of the potential for soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available was not specifically evaluated in the General Plan EIR. Development facilitated by the proposed DMP would not require the installation or use of septic tanks, leach fields, or other individual wastewater treatment systems, as all development within the Plan Area would connect to the City's existing sewer system. Additionally, development facilitated by the DMP would primarily consist of infill development within existing roadways and utility infrastructure. Therefore, implementation of the proposed DMP would not create the potential for impacts related to soils unsuitable for septic tanks or other individual wastewater treatment systems and there would be no impact.

g. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

As discussed in Impact OSC-10, the 2050 General Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. According to the 2050 General Plan, the City of Lincoln's prominent geologic features include Auburn Ravine, Markham Ravine, and Ingram Slough. According to the General Plan EIR, it is possible to encounter previously undiscovered paleontological resources in almost any location throughout the 2050 General Plan planning area. Paleontological resources or unique geologic resources could be damaged or inadvertently unearthed during ground-disturbing activities such as grading, trenching, or use of staging areas. To address such impacts, 2050 General Plan policies OSC-6.7 and OSC-6.8 would be required. These policies involve stopping work when archeological and/or paleontological resources are encountered and preparation of pre-construction surveys. With implementation of these 2050 General Plan policies, impacts would be less than significant.

According to the 2050 General Plan, the city is underlain by unconsolidated older alluvium of Pleistocene and Holocene age. Pliocene to Pleistocene deposits of continentally derived sand, silt, clays and poorly sorted gravel underlie these older alluvial deposits (City of Lincoln 2008). According to the Geologic Map for the Sacramento Quadrangle (1:250,000), Quaternary-aged alluvium overlies much of the Plan Area and is divided into geologically younger and older deposits and minor portions of the city are underlain by Tertiary Sedimentary formations (DOC 1977). These deposits generally contain moderate to high paleontological sensitivity (Society of Vertebrate Paleontology 1995). Paleontological resources or unique geologic resources could be damaged or inadvertently unearthed during ground-disturbing activities such as grading, trenching, or use of staging areas. To address such impacts, 2050 General Plan policies OSC-6.7 and OSC-6.8 would be required in the case that paleontological resources are discovered during construction activities. These policies involve stopping work when archeological and/or paleontological resources are encountered and preparation of pre-construction surveys by a qualified archaeologist or paleontologist. With implementation of these 2050 General Plan policies, impacts would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts pertaining to directly or indirectly destroying a unique paleontological resource or site or unique geologic feature beyond what was identified in the General Plan EIR.

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4.8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Impact HS-18	No	No	No	N/A
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Impact HS-18	No	No	No	N/A

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in Impact HS-18 of the General Plan EIR, the 2050 General Plan has several policies that would assist to reduce fossil fuel use in Lincoln. Furthermore, the General Plan EIR implemented mitigation requiring additional policies to be added to the 2050 General Plan, including encouraging use of solar power, shade tree parking lot requirements, and providing incentives to developers who exceed Title 24 energy efficiency standards. However, due to the uncertainties associated with determining the amount of greenhouse gas (GHG) emissions that would occur at 2050 General Plan buildout, the 2050 General Plan could facilitate development that could make a cumulatively considerable contribution to GHG emissions. This impact would be significant and unavoidable.

Based on CalEEMod emissions modeling, annual GHG emissions in the Plan Area with full buildout of the 2050 General Plan would be approximately 83,440 tons per year of carbon dioxide equivalent[2] (Appendix A). Annual GHG emissions in the Plan Area with DMP buildout would be approximately 74,023 tons per year (Appendix A). Accordingly, annual GHG emissions in the Plan Area would be less with implementation of the DMP compared to the 2050 General Plan, attributed to the DMP's emphasis on providing infill development proximate to mixed-uses. Although overall GHG emissions from the DMP would be reduced compared to the 2050 General Plan, as with the 2050 General Plan there are uncertainties with determining whether individual developments facilitated by the DMP would exceed PCAPCD's project-specific greenhouse gas thresholds. Accordingly, as with the 2050 General Plan, implementation of the DMP has the potential to result in GHG emissions that would not be consistent with the California Executive Order B-55-18 goal of carbon neutrality by 2045. Therefore, this impact would remain significant and unavoidable. However, because the DMP would result in reduced GHG emissions in the Plan Area compared to the 2050 General Plan, the DMP would not result in new or more severe impacts related to GHG emissions beyond those identified in the in the General Plan EIR.

[2] Carbon dioxide equivalent is a unit that expresses the climate impact of any GHG in terms of the amount of carbon dioxide that would produce the same warming effect.

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4.9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impact HS-9	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impact HS-9	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Impact HS-10	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impact HS-11	No	No	No	N/A
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Impact HS-12	No	No	No	N/A
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Impact HS-13	No	No	No	No

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Impact HS-14	No	No	No	N/A

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

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

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

As described in Impact HS-9 and Impact HS-11 of the General Plan EIR, listed hazardous materials sites are present throughout Lincoln and are associated with existing industrial uses, the Lincoln Regional Airport, and the wastewater treatment plant. 2050 General Plan policies are intended to maintain minimal risk related to hazardous materials including Policies HS-5.1 and HS-5.10 requiring designation of routes for transport of hazardous materials and Policy HS-5.6 requiring the appropriate siting of hazardous waste producing facilities. Furthermore, the General Plan EIR implemented mitigation requiring additional policies to be added to the 2050 General Plan to ensure project proponents prepare Phase I and Phase II hazardous materials studies and implementation of recommendations as needed for individual projects to address hazardous materials concerns. With implementation of these policies, the 2050 General Plan's impact related to the transport, use, and disposal of hazardous materials, upset and accident conditions, and development located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 would be less than significant with mitigation incorporated.

The DMP would facilitate an increased overall development in the Plan Area compared to the 2050 General Plan which would result in increased use of hazardous materials for construction (i.e., fuels); however, construction contractors would be required to adhere to regulations such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Waste Control Law, and California Code of Regulations Title 22. These regulations require that only trained and certified individuals handle hazardous materials; enforce safety requirements for the transportation of hazardous materials via vehicle, aircraft, and rail; and set forth containment protocols and incident reporting procedures, among other requirements. Compliance with existing regulations governing transport, use, and disposal of hazardous materials would ensure potential impacts related to transport, use, or disposal, or accidental release of hazardous materials during construction would be less than significant.

The DMP would result in an increase in residential development in the Plan Area compared to the 2050 General Plan. Residential land use is not typically associated with the use, transportation, storage, or generation of substantial quantities of hazardous materials. Thus, the risk of impacts from transport, use, or disposal, or accidental release of hazardous materials would not be substantially greater compared to the 2050 General Plan. During operation, all hazardous material transport, use, or disposal associated with the development facilitated by the DMP would be required to comply with existing hazardous materials regulations described above, each of which prescribe measures for the safe transport, use, storage, and disposal of hazardous materials to reduce the risk of spills. Compliance with existing

regulations governing transport, use, and disposal of hazardous materials would ensure potential impacts related to transport, use, or disposal, or accidental release of hazardous materials during operation would be less than significant.

As with the 2050 General Plan, there are listed hazardous materials sites identified by the State Water Resources Control Board (SWRCB) within the Plan Area (SWRCB 2026). The DMP would increase overall development in the Plan Area compared to the 2050 General Plan and therefore may increase the potential for development to be located on or proximate to a hazardous material site; however, development would continue to be subject to Policy HS-5.13 requiring Phase I and Phase II hazardous materials studies to address potential site-specific hazardous materials concerns. Given that existing 2050 General Plan Policy HS-5.13 requires the evaluation of site-specific hazardous material concerns, potential impacts related to hazardous material sites would be less than significant.

Based on the above, the DMP's impact related to the transport, use, or disposal of hazardous materials; accidental release of hazardous materials; and locating development on a hazardous material site would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to transport, use, or disposal of hazardous materials; accidental release of hazardous materials; and hazardous materials sites beyond those identified in the in the General Plan EIR.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As discussed in Impact HS-10 of the General Plan EIR, several 2050 General Plan policies are intended to maintain minimal risk related to hazardous materials movement. In addition, General Plan EIR mitigation for Impact HS-10 required implementation of Policy HS-5.13, described in Checklist Questions 4.9(a) and (b) above, and Policy HS-5.14, which ensures future school acquisition or development is carried out in accordance with existing California Education Code requirements for school siting, including ensuring no existing hazardous materials are present. With implementation of these policies, the 2050 General Plan's impact related to the use of hazardous materials within 0.25-mile of a school would be less than significant with mitigation incorporated.

Existing schools such as the Glen Edwards Middle School, Lincoln High School, Morningstar Montessori School, and Carlin C. Coppin Elementary School are within the Plan Area. As development facilitated by the DMP would increase overall buildout compared to the 2050 General Plan, the DMP could facilitate additional use of hazardous materials for construction activities within 0.25-mile of a school within the Plan Area. However, as described in Checklist Questions 4.9(a), (b), and (d), compliance with existing regulatory requirements such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Waste Control Law, and California Code of Regulations Title 22 would minimize the potential for impacts related to the transport, use, disposal, or accidental release of hazardous materials to occur. As the increased buildout of the DMP is intended to facilitate additional residential uses, there would not be substantial risk of long-term use of hazardous materials within 0.25-mile of a school from buildout of the DMP. Accordingly, the DMP's impact related to handling hazardous materials, substances, or waste within 0.25-mile of a school would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to hazardous materials use within 0.25-mile of a school beyond those identified in the in the General Plan EIR.

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

As discussed in Impact HS-12 of the General Plan EIR, the Lincoln Regional Airport is located within Lincoln. However, the land use restrictions established in the Placer County Airport Land Use Compatibility Plan and implementation of 2050 General Plan would require compliance with the Placer County Airport Land Use Compatibility Plan, Federal Aviation Administration regulations, and restriction of new residential land uses within one mile of the airport's main runway. Therefore, the General Plan EIR concluded that this impact would be less than significant.

The Plan Area is primarily located outside of the airport influence area of the Lincoln Airport established in the Placer County Airport Land Use Compatibility Plan; however, a small portion of the Plan Area between Joiner Park and Lincoln High School is within Compatibility Zone D (Placer County Transportation Planning Agency 2021). Compatibility Zone D is defined as having only hazards to flight itself rather than noise or other safety hazards and building height restrictions at this area are 150 feet (Placer County Transportation Planning Agency 2021). Development facilitated by the DMP would not exceed 150 feet in height. As the DMP would not facilitate development which could conflict with the provisions of the Placer County Airport Land Use Compatibility Plan, the DMP would have a less than significant impact related to airport safety hazards and excessive noise. Therefore, the DMP would not result in new or more severe impacts related to airport safety hazards and excessive noise beyond those identified in the General Plan EIR.

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

As discussed in Impact HS-13 of the General Plan EIR, buildout of the 2050 General Plan would result in an increase in vehicles on roadways that could interfere with emergency response and evacuation. Although 2050 General Plan policies require evacuation planning, coordination with emergency response services, and siting of critical emergency response facilities, due to the increase in roadway use, this impact would be significant and unavoidable.

Additional construction in the Plan Area could increase temporary disruptions on roadways which could affect emergency response or evacuation. However, as required through the City's Encroachment Permit enforced through Chapter 12.02 of the City's Municipal Code, a construction contractor must submit a Traffic Control Plan for construction that would block roadways or sidewalks. The Traffic Control Plan must be designed in accordance with the standards of Caltrans' Manual on Uniform Traffic Control Devices which designates standards to maintain safe crossing for vehicles and measures to minimize disruption to existing traffic conditions. The Traffic Control Plan would be reviewed and approved by the City prior to the start of construction, which would minimize the potential for additional construction facilitated by the DMP to interfere with emergency response or evacuation.

The DMP would introduce additional residential buildout in the Plan Area compared to the 2050 General Plan. As such, the DMP would facilitate the presence of additional vehicles at buildout compared to the 2050 General Plan that could interfere with emergency response and evacuation. 2050 General Plan policies requiring evacuation planning, coordination with emergency response services, and siting of critical emergency response facilities would continue to be applicable to development in the Plan Area. Development facilitated by the DMP would be required to be designed to provide emergency access features (Policy PFS-8.6) and the City would continue to plan for emergency response and emergency evacuation throughout DMP buildout. However, as with the 2050 General Plan, the increased buildout from the DMP could potentially hinder emergency evacuation. Although the DMP would increase the potential to result in interference with emergency response and evacuation compared to the 2050 General Plan, this impact would remain significant and unavoidable. Therefore, the DMP would not result in new or more severe impacts related to emergency response and evacuation beyond those identified in the General Plan EIR.

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

As discussed in Impact HS-14 of the General Plan EIR, wildland fires could pose a risk to residents and structures in Lincoln, particularly in areas proximate to open space. The General Plan EIR implemented mitigation requiring Policies OSC-7.21, HS-7.4, and HS-7.5 which mandate maintenance of trail corridors, implementation of buffer zones for new development for fire protection, and maintenance of weed protection program. With implementation of these policies, the General Plan EIR concluded that impacts related to wildland fire would be less than significant.

The Plan Area is not within a Very High Fire Hazard Severity Zone (FHSZ) or Wildland Urban Interface (WUI) area and the closest Very High FHSZ is approximately 6 miles east of the Plan Area and the nearest State Responsibility Area (SRA) is located approximately 10 miles east of the Plan Area (California Department of Forestry and Fire Protection [CAL FIRE] 2026). The Plan Area generally does not contain characteristics such as steep topography, high fuel loads, or exposure to extreme wind conditions, that would increase wildfire risk. Since the Plan Area lacks wildfire-prone conditions, the DMP's potential to result in wildland fire impacts would be minimal. The DMP would not introduce new ignition sources or increase exposure to wildland fire hazards, as development facilitated in the Plan Area would consist primarily of infill development. Therefore, the DMP's impact related to wildland fire would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to wildland fire beyond those identified in the General Plan EIR.

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4.10 Hydrology and Water Quality

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Impact PFS-8	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Impact PFS-3	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:		No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Impact PFS-9	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Impact PFS-9	No	No	No	N/A
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Impact PFS-10	No	No	No	N/A
(iv) Impede or redirect flood flows?	Impact PFS-11	No	No	No	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Impact PFS-11	No	No	No	N/A

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Impact PFS-8	No	No	No	N/A

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

e. Would the project conflict with or obstruct implementation of a water quality control plan?

This impact discussion pertains to the potential to the degradation of surface and groundwater quality and conflicts with implementation of a water quality control plan. Conflicts with implementation of a sustainable groundwater management plan are described in Checklist Question 4.10(b).

Impact PFS-8 of the General Plan EIR discusses water quality standards and degradation of water quality. While the General Plan EIR predates the addition of Checklist Question 4.10(e) to CEQA Guidelines Appendix G, the potential to conflict with a water quality control plan is predicated, in part, on a project's potential to result in water quality degradation. Therefore, these impacts were known at the time of General Plan EIR preparation and do not constitute a new impact. As discussed in Impact PFS-8, development facilitated by the 2050 General Plan could potentially add pollutants to receiving waters. However, the 2050 General Plan includes policies such as Policy PFS-4.10 which requires implementation of erosion control measures. In addition, the General Plan EIR includes mitigation requiring both Policy OSC-4.6 which requires the use of BMPs and use of Storm Water Pollution Prevention Plans and Policy PFS-1.4 which requires compliance with Clean Water Act regulations. With these policies, the General Plan EIR concluded the 2050 General Plan would have a less than significant impact related to water quality standards and water quality degradation.

The applicable water quality control plan for the Plan Area is the Water Quality Control Plan for the California Regional Water Quality Control Board Central Valley Region (Central Valley Regional Water Quality Controls Board 2019). The plan designates beneficial uses for surface water bodies within the region, including freshwater habitat, municipal water supply, agricultural supply, migration areas, and spawning areas (Central Valley Regional Water Quality Control Board 2019). The DMP would facilitate additional residential buildout compared to the 2050 General Plan which would result in additional construction that could introduce pollutants into runoff which could degrade water quality, including in waterways identified in the Water Quality Control Plan. However, construction of individual projects greater than one acre would be subject to the Construction Stormwater General Permit. The Construction Stormwater General Permit requires that developers complete a risk assessment to determine pollution prevention requirements and development and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies BMPs that would be used to reduce pollution in stormwater discharges during construction. Construction BMPs would include, but are not limited to, erosion and sediment control BMPs designed to minimize erosion and retain sediment on-site, and good housekeeping BMPs to reduce the risk of spills, leaks, and off-site discharge of construction debris and waste. For projects facilitated by the DMP which are less than one acre, Policy OSC-4.6 of the 2050 General Plan would continue to apply, thereby ensuring that BMPs are implemented to minimize pollution during construction.

During operation, the primary sources of pollutants for development facilitated by the DMP could primarily be comprised of oil, grease, and other materials deposited on the paved surfaces of internal roads, driveways, and parking areas from vehicles. However, development would continue to be subject

to 2050 General Plan Policy OSC-4.6, which requires implementation of BMPs to protect surface water and groundwater from the adverse effects of urban runoff as well as Policy PFS-4.10 requiring adequate erosion control measures to minimize sedimentation. Furthermore, the City is a permittee under the *General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems*, Order No. 2013-0001-DWQ, NPDES No. CAS000004 (Phase II MS4 Permit). The Phase II MS4 permit mandates post-construction stormwater control measures for individual developments that create or replace at least 2,500 square feet of impervious surfaces. These measures include source control measures which require pollutant prevention measures to be implemented into project design. Adherence to City and Phase II MS4 requirements would ensure that implementation of the DMP would not result in substantial water quality degradation.

As described above, adherence to the Construction Stormwater General Permit, Phase II MS4 requirements, and 2050 General Plan policies would ensure the implementation of the DMP would have a less than significant impact related to violating water quality standards or waste discharge requirements. Therefore, the DMP would not result in new or more severe impacts related to water quality or conflicts with a water quality control plan beyond those identified in the General Plan EIR.

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

e. Would the project conflict with or obstruct implementation of a sustainable groundwater management plan?

While the General Plan EIR predates the addition of Checklist Question 4.10(e) to CEQA Guidelines Appendix G, the potential to conflict with a sustainable groundwater management plan is predicated, in part, on a project's potential to interfere with groundwater management. Therefore, these impacts were known at the time of General Plan EIR preparation and do not constitute a new impact. As discussed in Impact PFS-3, continued use of water supplies from contracts with the Placer County Water Agency and Nevada Irrigation District would ensure that Lincoln would have sufficient water throughout the 2050 General Plan horizon. However, overreliance on groundwater to meet demand could result in a lowering of the groundwater table. The General Plan EIR includes mitigation requiring implementation of Policy PFS-2.19 which mandates formation of an Integrated Regional Water Resources Management Program for sustainable groundwater management. With this policy, the General Plan EIR concluded the 2050 General Plan's impact related to groundwater supplies and management would be less than significant.

The Plan Area overlies the North American Subbasin, which is designated by the California Department of Water Resources as a High Priority basin (Appendix D). The North American Subbasin Groundwater Sustainability Plan is the applicable sustainable groundwater management plan implemented to achieve and maintain sustainable groundwater conditions in the North American Subbasin (Appendix WSA). The City's water supply, in part, includes groundwater from City-owned wells which draw water from the North American Subbasin. The DMP would result in greater buildout potential compared to the 2050 General Plan and therefore would result in approximately 190 acre-feet additional water demand compared to 2050 General Plan implementation, which was not accounted for in the projections of supply and demand presented in the City's 2025 Urban Water Management Plan. As described in the Water Supply Assessment prepared for the DMP, existing water supplies, including groundwater, would be sufficient to supply buildout of the DMP and would not exceed water supplies, including groundwater, projected in the 2025 Urban Water Management Plan (Appendix D). The City would extract water in accordance with the sustainable management requirements within the North American Subbasin Groundwater Sustainability Plan and would continue to coordinate with the County and other local water purveyors to sustainably manage groundwater supplies in accordance with 2050 General Plan Policy PFS-2.19. As described in Checklist Question 4.10(a), although the DMP may result in increased impervious surfaces, adherence to Phase II MS4 requirements would ensure that individual developments which create or replace at least 2,500 square feet of impervious surfaces manage runoff, including through the use of low-impact development which encourages hydrologic controls such as detention basins that allow for groundwater

recharge. Therefore, the DMP's impact related to groundwater supplies, groundwater recharge, and obstruction of a sustainable groundwater management plan would be less than significant. The DMP would not result in new or more severe impacts related to groundwater beyond those identified in the General Plan EIR.

c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would*:

   i. *Result in substantial erosion or situation on- or off-site?*

   ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

   iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

As stated in Impact PFS-9 and Impact PFS-10 of the General Plan EIR, development facilitated by the 2050 General Plan would increase the total amount of impervious surfaces in Lincoln which could increase runoff rates and erosion. The 2050 General Plan includes policies designed to ensure stormwater drainage systems are adequately sized for site-specific development. In addition, the General Plan EIR includes mitigation requiring Policy OSC-4.6 and PFS-1.4, summarized in Checklist Question 4.10(a) and (e) above, PFS-4.1, which requires implementation of stormwater facilities to minimize environmental impacts, and PFS-1.3, which mandates that, as a condition of approval, developers demonstrate their projects would have adequate utility infrastructure, including stormwater infrastructure. With these policies, the General Plan EIR concluded the 2050 General Plan would have a less than significant impact related to erosion, on- or off-site flooding, exceedance of stormwater drainage system capacities, and provision of additional polluted runoff.

Due to increased buildout, development facilitated by the DMP could result in increased impervious surfaces in the Plan Area compared to 2050 General Plan buildout which could cause increased runoff rates compared to 2050 General Plan buildout. Such increased runoff rates could increase rates of erosion, on- or off-site flooding, or contribute additional polluted runoff or exceed the capacity of stormwater infrastructure compared to the 2050 General Plan. However, as described in Checklist Question 4.10(a) and (b), individual developments facilitated by the DMP which create or replace at least 2,500 square feet of impervious surfaces must include source control and low impact development measures in order to manage potential increases in runoff rates and associated erosion or pollution from runoff. Furthermore, development facilitated by the DMP would be subject to 2050 General Plan Policy PFS-1.3 which requires developers to demonstrate stormwater infrastructure for proposed individual developments are adequate to reduce potential impacts associated with the development. As such, stormwater infrastructure would be adequately designed to accommodate any increased runoff rates as well as potential pollutant discharge. Accordingly, with adherence to the Phase II MS4 and 2050 General Plan policies, the DMP would not facilitate development which could substantially increase erosion or siltation, result in on- or off-site flooding, exceed the capacity of stormwater drainage systems, or provide substantial additional sources of polluted runoff. These impacts would be less than significant, and the DMP would not result in new or more severe impacts beyond those identified in the General Plan EIR.

c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

   iv. *Impede or redirect flood flows?*

d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

As discussed in Impact PFS-11 of the General Plan EIR, the 2050 General Plan could place structures in a flood hazard area along Auburn Ravine which runs east-west and is located adjacent to the southern portion of downtown Lincoln, Markham Ravine which runs east-west and is located proximate to the northern City limits, and Coon Creek which runs east-west and is located north of the Lincoln Regional Airport. 2050 General Plan policies such as Policy HS-6.1, HS-6.4, and PFS-4.5 mandate flood protection standards and consideration of regional flood control efforts to prepare a Drainage Management Plan. In addition, the General Plan EIR includes mitigation requiring Policy HS-6.6 and Implementation Measure 8 which requires participation in the National Flood Insurance Program and creation of an emergency management plan for areas at risk of flooding.

As with the 2050 General Plan, the Plan Area is located approximately 112 miles east of the coastline and is not subject to tsunami risk. No large reservoirs or other enclosed bodies of water are present in the Plan Area and therefore the Plan Area is not subject to seiche. The Plan Area contains areas primarily defined by the Federal Emergency Management Agency as Zone X, meaning an area not subject to flood hazards; however, there are areas adjacent to Auburn Ravine and Markham Ravine in the Plan Area which are designated as flood hazard areas (Federal Emergency Management Agency 2026). Given that the DMP would facilitate additional residential development in the Plan Area compared to the 2050 General Plan, there is increased potential the DMP could impede or redirect flood flows or risk release of pollutants in flood zones. However, development facilitated by the DMP would be subject to 2050 General Plan policies such as Policy HS-6.4 which requires new residential construction to have its lowest habitable floor elevated above the base flood level elevation. Furthermore, Chapter 15.32 of the City's Municipal Code sets forth standards for flood damage prevention for residential and non-residential construction, including minimum building elevations, installation of flood openings, and standards for floodproofing utility infrastructure. Adherence to 2050 General Plan policies and the City's Municipal Code standards for flood protection would ensure that development would not risk release of pollutants due to inundation. As described in Checklist Question 4.10(c.i), compliance with the Phase II MS4 permit and 2050 General Plan Policy PFS-1.3 would ensure that post-construction stormwater runoff measures are implemented for individual projects to accommodate runoff rates, thereby ensuring flood flows are not substantially impeded or redirected. Therefore, the DMP's impact related to impeding or redirecting flood flows or releasing pollutants as a result of inundation would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to flooding beyond those identified in the General Plan EIR.

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4.11 Land Use and Planning

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Impact LU-1	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impact LU-2	No	No	No	N/A

a. Would the project physically divide an established community?

Land use and planning topics are analyzed under Impact LU-1 of the General Plan EIR. The General Plan EIR includes planning for several large infrastructure features including a State Route (SR) 65 Bypass and a variety of utility pipelines and facilities throughout the city of Lincoln. These features were identified as potentially dividing the existing arrangement of an established community. However, implementation of 2050 General Plan policies LU-7.2, LU-7.3, LU-4.5 and LU-13.9 would encourage the continued development of cohesive neighborhood patterns and reduce potential impacts regarding the division of an established community. The General Plan EIR concluded that with implementation of 2050 General Plan policies LU-7.2, LU-7.3, LU-4.5, and LU-13.9 which coordinate compatible land uses in the City's sphere of influence, coordinate City plans and programs with the Sacramento Area Council of Governments, discourage industrial development near residential land uses, and provide code enforcement that protects cultural and historic value of historic places, impacts would be reduced to less than significant.

The proposed DMP would establish new transect zones, land uses, and development standards to guide development for the Plan Area. Transect zones are intended to become walkable neighborhoods that support pedestrian access to neighborhood amenities and services. The proposed DMP aims to facilitate mixed-use infill housing, expand affordable housing options, and enhance mobility. The DMP would facilitate a pedestrian-focused environment, with additional transit and bicycle connections. Unlike the General Plan EIR's Impact LU-1 analysis, which addressed the potential for major infrastructure features such as the highways or other SR 65 Bypass and utility corridors to physically divide an established community, the DMP does not propose any new highway, bypass, or utility corridor through the Plan Area. The DMP's transect zoning does introduce new height and massing standards at the boundaries between zones; however, the DMP's design standards require scale transitions and compatibility measures at these boundaries. The DMP would not establish new truck routes through existing neighborhoods, relocate existing truck routes into residential areas, or construct transportation infrastructure that would physically separate or otherwise divide an established community. Although implementation of the DMP could introduce new residential development and other sensitive land uses in proximity to existing truck routes along Lincoln Boulevard and McBean Park Drive, such development would not alter the existing configuration of the truck-route network or create a new physical division between established portions of the community. The DMP's circulation network retains and enhances existing street connections rather than severing them. Accordingly, the DMP would not create a physical division of an established

community, and no impact would occur. As such, the proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

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

Potential impacts due to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect were analyzed under Impact LU-2. According to the General Plan EIR, development facilitated by the General Plan could conflict with an adopted applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and were found to result in potentially significant impacts. The land use plans, policies and regulations discussed were administered by neighboring jurisdictions and responsible agencies and included the City of Rocklin General Plan, City of Roseville General Plan, Town of Loomis General Plan, Placer County General Plan and Placer County Conservation Plan, Placer County Air Quality Attainment Plan, Local Agency Formation Commission Guidelines, Placer County Airport Land Use Compatibility Plan, Sutter County General Plan, Sacramento Region Blueprint Transportation and Land Use Study, and the Sacramento Air Quality Management District Milestone Report; Rate of Progress Report. Even with implementation of 2050 General Plan policies LU-7.2 and LU-7.3, which involve processes to coordinate land use planning and programs with neighboring jurisdictions, impacts were found to remain significant and unavoidable. Impacts would remain significant and unavoidable primarily due to total air quality emissions associated with buildout, which would result in a net increase of criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

Although the proposed DMP would encourage infill development and enhance Lincoln's downtown core, buildout of the proposed DMP would result in a net increase of criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard (See Section 4.3, *Air Quality*), which would result in a significant environmental impact due to conflict with a local or regional air quality plan. As such, this impact would remain significant and unavoidable; however, given that the DMP would generally reduce operational emissions compared to the 2050 General Plan, the DMP would not result in new or more severe impacts related to conflicts with land use plans, policies, and regulations for mitigating an environmental effect beyond those identified in the General Plan EIR.

4.12 Mineral Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Impact OSC-2	No	No	No	N/A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Impact OSC-2	No	No	No	N/A

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Mineral resources are discussed under Impact OSC-2. According to the General Plan EIR, mineral resources located within the city include clay deposits, granite deposits, sand and gravel resources. Clay resource extraction operations are located north of Ninth Street and are transported to the Gladding-McBean Clay products plant, located in the northern portion of the city. Due to the presence of the Gladding-McBean Plan with the General Plan planning area, land use conflicts between incompatible land uses may occur The General Plan EIR concluded that with implementation of policies OSC-3.5 and OSC-3.5, which implement buffer areas between mineral resources activities and siting compatible land uses, impacts were found to be less than significant.

The Gladding McBean Clay Product plant described in the General Plan EIR is within the Plan Area. The Gladding McBean Clay Product plant and surrounding parcels would remain under Light Industrial land use, which would not be altered with implementation of the proposed DMP and therefore would not result in any conflicts related to clay resource extraction. Furthermore, all areas in the Plan Area are categorized as MRZ-4 according to the California Geologic Survey (California Geologic Survey n.d.). As such, the proposed DMP would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state or the loss of a locally important mineral resource recovery site, and impacts are less than significant. The proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

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4.13 Noise

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Impact HS-15	No	No	No	N/A
b. Generate excessive groundborne vibration or groundborne noise levels?	Impact HS-16	No	No	No	N/A
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	Impact HS-17	No	No	No	N/A

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

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

As discussed in Impact HS-15 and Impact HS-16 of the General Plan EIR, buildout of the 2050 General Plan would result in construction noise and vibration as individual developments are proposed and constructed. The General Plan EIR states as buildout occurs, roadway noise and vibration from vehicles could occur. In addition, the General Plan EIR states development located proximate to the Union Pacific Railroad could expose sensitive receivers to substantial rail noise and vibration. Furthermore, new industrial uses in industrial areas could increase noise and vibration which may extend to surrounding land uses. The General Plan EIR includes mitigation requiring 2050 General Plan policies that mandate detailed noise analysis of proposed developments, noise buffering, enforcement of the State's noise insulation standards, and preparation of guidelines for developers to reduce noise impacts. However, given the uncertainty as to whether potentially significant future noise and vibration impacts could be adequately mitigated, this impact would be significant and unavoidable.

The DMP does not propose the rezone or expansion of non-industrial land uses to industrial uses and therefore would not result increased noise and vibration in industrial zones compared to the 2050 General Plan. . The DMP would retain Business Professional, Industrial and Community Commercial land adjacent to the existing Union Pacific Railroad. Existing low density residential land uses are located approximately 200 feet west of Union Pacific Railroad. The DMP would also retain existing low density residential land

uses near the railroad. However, the residential land uses adjacent to Union Pacific Railroad would not facilitate additional sensitive receptors beyond what was contemplated in the 2050 General Plan. Implementation of the DMP would result in additional residential buildout in the Plan Area compared to the 2050 General Plan. Therefore, the DMP could result in additional construction noise and vibration as well as additional roadway noise due to increased vehicle presence. Regarding roadway noise, a doubling of the energy of a noise source, such as doubling of traffic volume, increases noise levels by three decibels which is an increase perceptible by humans (Caltrans 2013). The DMP's additional buildout (1,056 additional residential units) represents three percent of the total buildout anticipated from the 2050 General Plan. As the overall buildout would not double, traffic volumes in Lincoln with DMP implementation are not anticipated to double compared to 2050 General Plan buildout. As DMP roadway traffic volumes would not double compared to 2050 General Plan buildout, the roadway noise increases from DMP buildout would not be substantial compared to the 2050 General Plan.

The DMP's additional residential buildout could result in additional construction noise and vibration in Lincoln through 2050 compared to the 2050 General Plan. However, development facilitated by the DMP would be subject to 2050 General Plan Policy HS-8.14 which allows the City to require a noise and vibration analysis of proposed developments, including recommendation of appropriate mitigation to minimize noise and vibration levels. As with individual projects facilitated by the 2050 General Plan, individual projects proposed in the Plan Area would generally be subject to CEQA evaluation, including potential noise and vibration impacts, which would assist to minimize noise and vibration on a project-by-project basis.

Lincoln Boulevard and McBean Park Drive within the Plan Area are existing truck routes. Accordingly, noise and vibration associated with existing truck travel along these roadways are part of the existing environmental setting. The DMP's additional residential buildout could result in new residential development or other noise-sensitive uses in proximity to these existing truck routes, resulting in exposure of future occupants to existing roadway and truck noise. However, the DMP would not establish new truck routes, redirect existing truck traffic onto roadways adjacent to sensitive receptors, or otherwise alter the existing function of Lincoln Boulevard or McBean Park Drive as truck routes. Therefore, implementation of the DMP would not itself create a new source of truck-related noise or vibration or result in an increase in ambient noise levels attributable to a change in truck routing. AB 98 establishes requirements intended to reduce potential land use conflicts associated with logistics uses and truck activity through the establishment of statewide standards for applicable new or expanded logistics uses addressing building location, truck loading bays, landscaping buffers, entry gates, and other design features. AB 98 also requires applicable facility operators to establish and enforce truck-routing plans based on the local jurisdiction's latest truck-route map. Separately, the required circulation-element updates must establish freight routes that safely accommodate additional truck traffic and avoid residential areas and concentrations of sensitive receptors. These requirements would provide a regulatory framework for addressing potential conflicts between future logistics development, truck traffic, and sensitive land uses. Therefore, although the DMP could introduce additional noise-sensitive receptors near existing truck routes, the DMP would not create or relocate those truck routes or otherwise modify the truck-routing network in a manner that would generate increased truck-related noise or vibration. Existing truck noise and vibration along truck routes in the Plan Area would remain part of the existing environmental setting, and future logistics development and truck-routing decisions would remain subject to applicable AB 98 requirements.

As with the 2050 General Plan, there is uncertainty as to whether potentially significant future noise and vibration impacts from individual developments facilitated by the DMP could be adequately mitigated. Therefore, similar to the 2050 General Plan, the DMP's impact related to construction noise and vibration would be significant and unavoidable. But, the DMP would not result in new or more severe impacts related to noise and vibration beyond those identified in the General Plan EIR.

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

As discussed in Impact HS-17 of the General Plan EIR, the Lincoln Regional Airport is located within Lincoln. However, the land use restrictions established by the Placer County Airport Land Use Compatibility Plan and implementation of 2050 General Plan requiring compliance with the Placer County Airport Land Use Compatibility Plan, establishment of a noise monitoring program, and requirement for project-specific noise studies would ensure this impact would be less than significant.

The Plan Area is located outside of the noise contours of the Lincoln Airport established in the Placer County Airport Land Use Compatibility Plan (Placer County Transportation Planning Agency 2021). Therefore, development facilitated by the DMP would not expose people residing or working in the Plan Area to excessive airport noise levels. No impact would occur; therefore, the DMP would not result in new or more severe impacts related to airport noise beyond those identified in the General Plan EIR.

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4.14 Population and Housing

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Section 11.1	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impact LU-1	No	No	No	Yes

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

As discussed in Section 11.1 of the General Plan EIR, the 2050 General Plan would add an estimated 34,017 new dwelling units in Lincoln, which would result in approximately 132,000 additional residents. The Sacramento Area Council of Government's Blueprint Transportation and Land Use Study, which focused on regional growth patterns for a six County region, projected that Placer County would be expected to add approximately 155,000 new dwelling units over the 2050 General Plan horizon which accounts for the additional residential units and population growth within Lincoln. While the 2050 General Plan could indirectly facilitate growth through the construction of new roads or extension of infrastructure, the 2050 General Plan's goals and policies are designed to facilitate orderly growth within Lincoln. With implementation of 2050 General Plan policies, the 2050 General Plan would not result in substantial unplanned growth directly or indirectly and impacts would be less than significant.

As discussed in Section 2, *Project Characteristics*, the proposed DMP would facilitate an additional 1,056 dwelling units compared to the 2050 General Plan. Although the DMP would increase residential units beyond what was evaluated in the General Plan EIR, the additional residential units would not exceed the regional projections identified in the Sacramento Area Council of Government's Blueprint Transportation and Land Use Study and therefore would not result a direct population exceedance beyond regional growth projections. Growth from the DMP would primarily consist of infill development that occur within the Plan Area which is developed with existing roadways and utility infrastructure. As such, no substantial extension of these types of facilities would be required, and no substantial indirect growth would occur. The DMP's impact on substantial unplanned population growth would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from substantial displacement of existing people or housing beyond those identified in the General Plan EIR.

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

As discussed in Impact LU-1 of the General Plan EIR, the 2050 General Plan is designed with the goal of ensuring future growth would occur in an orderly pattern. The 2050 General Plan includes policies and implementation measures that could encourage the continued development of cohesive neighborhood patterns. With implementation mitigation requiring inclusion of 2050 General Plan policies LU-7.2, LU-7.3, LU-4.5, and LU-13.9, which mandate collaboration with Placer County to coordinate land uses, mandate participation in the Sacramento Area Council of Governments' regional planning efforts, discourage land use conflicts, and protect the cultural and historical value of existing places and buildings, the 2050 General Plan's impact would be less than significant.

As discussed in Section 2, *Project Characteristics*, the proposed DMP would facilitate infill residential development through the establishment of transect zones, which encourage mixed-use development and growth. Additionally, many of the potential residential sites within the Plan Area have previously been identified in the City's 2021-2029 Housing Element as vacant land ideal for residential development (City of Lincoln 2021). In addition, project-specific development in the Plan Area would be subject to the 2050 General Plan policies LU-7.2, LU-7.3, LU-4.5, and LU-13.9 included in the 2050 General Plan, which require coordination with Placer County and the Sacramento Area Council of Governments for regional planning, discouragement of industrial uses in locations where access conflicts with residential uses, and providing code enforcement to protect the cultural and historic value of existing places and buildings. With adherence to these 2050 General Plan policies, the DMP's impact related to displacement would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from substantial displacement of existing people or housing beyond those identified in the General Plan EIR.

4.15 Public Services

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1. Fire protection?	Impact PFS-16 and 18	No	No	No	N/A
2. Police protection?	Impact PFS-17 and 18	No	No	No	N/A
3. Schools?	Impact PFS-19	No	No	No	N/A
4. Parks?	Impact OSC-15	No	No	No	N/A
5. Other public facilities?	Impact PFS-20 and 22	No	No	No	N/A

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

   1. *Fire protection?*
   2. *Police protection?*

   As discussed in Impact PFS-18, the 2050 General Plan would induce population growth that would require the provision of additional fire and police protection services and facilities. The construction or expansion of these facilities would have an adverse physical effect on the environment. These impacts would include increased noise, traffic, light and glare, conversion of agricultural/open space, traffic impacts, and air quality and odor issues associated with new fire protection and law enforcement facilities. At the time of preparation of the General Plan EIR, potential impacts from construction or expansion of these facilities were unknown and would be required to be evaluated on a project-by-project basis to determine if impacts would be substantial. Therefore, the General Plan EIR determined that potential impacts resulting from the construction and expansion of fire protection and police protection facilities would remain significant and no feasible mitigation measures were

available to reduce potential impacts. Even with implementation of 2050 General Plan policies LU-5.3, LU-11.3, T-2.2, T-2.3, OSC-1.1, HS-3.8, HS-8.1, HS-8.2, HS-8.14 and Implementation Measure #1, impacts resulting from new or physically altered fire and police protection facilities would remain significant and unavoidable.

The proposed DMP does not directly involve the construction or expansion of fire protection facilities but would increase the City's population and indirectly result in the need for additional fire protection facilities. The DMP would facilitate development that exceeds the buildout anticipated in the General Plan EIR; however, as described in Section 4.14, *Population and Housing*, the growth facilitated by the DMP would be within regional planning projections. Residents in the City of Lincoln are served by the City of Lincoln Fire Department. There are three fire stations located throughout the City of Lincoln, two of which are located within the Plan Area (Stations #33 and #34). Fire department response time averages 7.5 minutes within the City of Lincoln. Similarly, the proposed DMP does not directly involve the construction or expansion of police protection facilities but would increase the City's population and indirectly result in the need for additional police protection services. Residents in the City of Lincoln are served by the City of Lincoln Police Department, with one station located within the Plan Area at 770 7th Street. The City of Lincoln Police Department is staffed by 30 sworn officers and seven support personnel. Average response times for law enforcement range from 3 minutes to 15 minutes depending on the level of emergency. The development facilitated by the proposed DMP would increase calls for service for both fire and police protection services.

However, development facilitated by the proposed DMP would be required to pay development impact fees for police and fire protection facilities according to the City of Lincoln Municipal Code Section 18.99. Development impact fees would fund future facility needs associated with the proposed DMP. The proposed DMP would also be subject to 2050 General Plan policies ED-1.2, Implementation Measure #3, and PFS-8.14. Policy ED-1.2 requires the City to evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide a high level of urban services including fire stations and police stations. Implementation Measure #3 requires that the City establish and implement development fees in order to improve existing or new public services and utility infrastructure. Lastly, PFS-8.14 requires the City to maintain an average response time of 5 minutes or less for priority one calls. Although increased calls for service would occur as a result of the proposed DMP, implementation of 2050 General Plan policies and City of Lincoln Municipal Code Section 18.99 would ensure that impacts related to the construction and maintenance of fire and police protection facilities would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from the provision of new or substantially altered fire or police protection facilities beyond those identified in the General Plan EIR.

3. Schools?

As discussed in Impact PFS-19, the 2050 General Plan would not result in a substantial physical deterioration of an existing school facility through increased need or use of the facility. The 2050 General Plan would increase the population of the City of Lincoln by approximately 78,000 new residents by the year 2050. The increased population would result in an increased student generation rate and need for additional school facilities, but the implementation of 2050 General Plan policies and implementation measures would ensure impacts remain less than significant. Implementation of 2050 General Plan policies ED-1.2, Implementation Measure #3, and PFS-9.9 would ensure the adequate provision of school facilities to accommodate the anticipated population growth. Policy ED-1.2 would require the City to evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide a high level of urban services. Similarly, Implementation Measure #3 would require that the City establish and implement development fees in order to improve existing or new public services. Lastly, PFS-9.9 requires that the City implement new school site dedications and the use of developer fees for all new development. With implementation of these 2050 General Plan policies, impacts to school facilities would be less than significant.

The Plan Area described in the proposed DMP is part of the Western Placer Unified School District (WPUSD 2022), which consists of five school TK school sites, eight K-5 elementary schools, two middle schools for grades 6-8, and two comprehensive high schools for grades 9-12. Of the 17 school sites within the City of Lincoln, seven schools are located within the Plan Area. These include Little School House Preschool, Carlin C. Coppin Elementary, Phoenix High School, Lincoln High School, Glen Edwards Middle School, First Street Elementary School, and Horizon Charter School. The proposed DMP would result in an additional 2,682 residents in the City of Lincoln, which would generate approximately 428 additional students in the City of Lincoln (WPUSD 2026)[3]. According to the WPUSD Facilities Master Plan, the WPUSD has the capacity for an additional 1,831 students for the 2025-2026 school year. Since the students generated from the proposed DMP would not exceed the WPUSD's current capacity, the proposed DMP is not anticipated to result in student generation that would result in the need for additional school facilities. Additionally, development facilitated by the proposed DMP would require school impact fees pursuant to City of Lincoln Municipal Code Section 15.26 (City of Lincoln 1998). The proposed DMP would also be subject to 2050 General Plan policies ED-1.2, Implementation Measure #3, and PFS-9.9 which would ensure the adequate provision of school facilities to accommodate the anticipated population growth. Policy ED-1.2 would require the City to evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide a high level of urban services. Similarly, Implementation Measure #3 requires that the City establish and implement development fees in order to improve existing or new public services. Lastly, PFS-9.9 requires that the City implement new school site dedications and the use of developer fees for all new development. With implementation of 2050 General Plan policies and compliance with Municipal Code Section 15.26, impacts to school facilities would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from the provision of new or substantially altered school facilities beyond those identified in the General Plan EIR.

4. Parks?

Parks, libraries and general community facilities were evaluated in Impact PFS-20, PFS-22, and OSC-15. Impacts to recreational facilities, including parks, were evaluated in Impact OSC-15 of the General Plan EIR. As discussed in Section 4.16*, Recreation,* of this report*,* the 2050 General Plan would require the development of recreational facilities which could have an adverse physical effect on the environment. Due to development in areas of new growth, the construction of park facilities would result in the permanent conversion of agricultural lands or other open space areas. The construction of new recreational facilities such as public pools, stadiums, ball parks, etc., would introduce adverse physical effects on the environment including significant noise and nighttime lighting near sensitive receptors. Additionally, traffic generated by new park facilities could contribute to regional air quality impacts. 2050 General Plan policies LU-11.3 and OSC-7.2 are required for implementation to lessen such impacts. Policy LU-11.3 would require that all outdoor lighting consist of low-energy, shielded light fixtures directed in a downward fashion to reduce impacts on nearby sensitive receptors. OSC-7.2 requires the City to provide recreation facilities and programs in compliance with all applicable regulations designed to address public safety and environmental impacts that may result from the construction of recreational facilities. Even with implementation of the aforementioned policies, impacts to parks and recreational facilities would remain significant.

The proposed DMP does not include the development of recreational facilities but would result in an additional 1,056 dwelling units compared to the 2050 General Plan and result in an additional 2,682 residents. However, as discussed in Section 4.14, *Population and Housing*, the proposed DMP would not result in substantial unplanned population growth that would require the expansion of community facilities beyond what was envisioned in the 2050 General Plan. The proposed DMP would be subject to 2050 General Plan policies OSC-7.2, which require the City to provide recreation facilities and programs in compliance with all applicable regulations designed to address public safety and

[3] Students generated were determined by multiplying the number of additional residential dwelling units by the average student generation rate of 0.406 students per residential housing unit (WPUSD 2026).

environmental impacts that may result from the construction of recreational facilities. The proposed DMP would also be required to provide park facility development fees according to City of Lincoln Municipal Code Section 17.32, Park Dedication and Fees (City of Lincoln 1977). As such, no substantial expansion of recreational facilities would be required, and impacts would be less than significant. The DMP would not result in new or substantially more severe significant impacts from the construction or expansion of recreational facilities beyond what was identified in the General Plan EIR.

5. Other public facilities?

Impacts to libraries and general community facilities were evaluated in Impact PFS-20 and PFS-22 of the General Plan EIR. Implementation of the 2050 General Plan is anticipated to increase the population by approximately 78,000 new residents by the year 2050. The projected 2050 population increase would result in the need for an additional 33 library employees. In order to address this level of personnel, approximately 54,600 square feet of new library space would also be needed. Operational services for the City's library system are funded through various City tax revenues. As development occurs in the General Plan planning area, revenue will be generated to finance the expansion of required operational services. 2050 General Plan policies PFS-9.3, ED-1.2, and Implementation Measure #3, which evaluate fiscal impacts of new development, encourage the provision of public services and expand library services would be required to address such impacts. With implementation of 2050 General Plan policies, impacts to libraries and other community facilities would be less than significant.

The proposed DMP would not include the development of library or other community facilities directly but would result in an additional 1,056 dwelling units compared to the 2050 General Plan and result in an additional 2,682 residents. However, as discussed in Section 4.14, *Population and Housing*, the proposed DMP would not result in substantial unplanned population growth that would require the expansion of community facilities beyond what was envisioned in the 2050 General Plan. The proposed DMP would also be required to adhere to 2050 General Plan policies PFS-9.3, ED-1.2, and Implementation Measure #3, which evaluate fiscal impacts of new development and encourage the provision of public services and expand library services. Additionally, all development facilitated by the proposed DMP would be required to pay a public facilities fee, which is described in City of Lincoln Municipal Code Section 18.99 (City of Lincoln 1989). As such, no substantial expansion of libraries or other community facilities would be required, and impacts would be less than significant. The DMP would not result in new or substantially more severe significant impacts from the construction or expansion of libraries or other community facilities beyond what was identified in the General Plan EIR.

4.16 Recreation

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	OSC-14	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	OSC-15	No	No	No	N/A

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

b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The General Plan EIR evaluated the project's impacts on existing park facilities in Impact OSC-14. The General Plan EIR identified three major parks serving residents: McBean Park, Joiner Park, and Markham Ravine Park. The General Plan EIR determined that the project would increase demand for park facilities enough to cause physical deterioration and require new parks, recreational facilities, and programs to serve future population growth associated with anticipated 2050 General Plan buildout. However, compliance with the City's park dedication policy, collection of parkland fees, and policies supporting implementation of joint-use facility agreements would address all impacts on existing facilities. The General Plan EIR therefore concluded that, with implementation of the 2050 General Plan policies ED-1.2 and Implementation Measure #3, which require the evaluation of fiscal impacts of new development on park facilities and the administration of development fees to maintain park facilities, impacts would be less than significant.

As discussed in Impact OSC-15, the 2050 General Plan would include recreational facilities or require the construction or expansion of recreational facilities which could have an adverse physical effect on the environment. Due to development in areas of new growth, the construction of park facilities would result in the permanent conversion of agricultural lands or other open space areas. The construction of new recreational facilities such as public pools, stadiums, ball parks, etc., would introduce adverse physical effects on the environment including significant noise and nighttime lighting near sensitive receptors. Additionally, traffic generated by new park facilities could contribute to regional air quality impacts. 2050 General Plan policies LU-11.3 and OSC-7.2 would be required for implementation to lessen such impacts. Policy LU-11.3 would require that all outdoor lighting consist of low-energy, shielded light fixtures directed in a downward fashion to reduce impacts on nearby sensitive receptors. OSC-7.2 requires the City to provide recreation facilities and programs in compliance with all applicable regulations designed to address public safety and environmental impacts that may result from the construction of recreational

facilities. Even with implementation of the aforementioned policies, impacts of the 2050 General Plan on recreational facilities would remain significant.

Since the adoption of the 2050 General Plan in 2008, 22 additional recreational facilities consisting of community parks, regional parks and sports facilities have been constructed in the City of Lincoln (City of Lincoln 2026). As discussed in Section 2, *Project Characteristics*, the proposed DMP would facilitate an additional 1,056 dwelling units compared to the 2050 General Plan and result in an additional 2,682 residents. As discussed in Section 4.14, *Population and Housing*, growth from the DMP would primarily consist of infill development that would occur within the downtown area. Moreover, additional residential units would not exceed the regional projections identified in the Sacramento Area Council of Government's Blueprint Transportation and Land Use Study and therefore would not result in a direct population exceedance beyond what was anticipated. As such, the population increase would not result in additional strain on existing park facilities due to additional residents in the city. The proposed DMP would also be subject to 2050 General Plan policies ED-1.2 and Implementation Measure #3, which require the evaluation of fiscal impacts of new development on park facilities and the administration of development fees to maintain park facilities. Development facilitated by the DMP would also be required to provide park facility development fees according to City of Lincoln Municipal Code Section 17.32, Park Dedication and Fees (City of Lincoln 1977). As such, the proposed DMP would not result in increased use of recreational facilities such that physical deterioration would occur, and impacts would be less than significant. Furthermore, no expansion of recreational facilities would be required, that would cause an adverse physical effect on the environment and impacts would be less than significant. The DMP would not result in new or substantially more severe significant impacts from increased use or expansion of parks and recreational facilities beyond those identified in the General Plan EIR.

4.17 Transportation

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Impact TC-8; Impact TC-9	No	No	No	N/A
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	N/A	No	No	No	N/A
d. Result in inadequate emergency access?	Impact HS-13	No	No	No	N/A

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TC-8 and TC-9 of the General Plan EIR discuss potential impacts to transit and bicycle facilities, respectively. Roadway facilities are evaluated in the General Plan EIR through level-of-service (LOS) and are discussed further in Checklist Question 4.17(b). Pedestrian facilities are not explicitly discussed in the General Plan EIR; however, alternative transportation is generally discussed within the General Plan EIR and thus pedestrian facilities do not constitute a new environmental impact. As stated in Impact TC-8, buildout facilitated by the 2050 General Plan would generate a substantial demand for new transit services. While the 2050 General Plan includes policies such as Policy T-4.6 requiring the City to expand fixed route transit service to serve new development areas, given the uncertainty regarding the timing of transit service improvements, the General Plan EIR concluded impacts related to transit facilities were significant and unavoidable. As stated in Impact TC-9, buildout of the 2050 General Plan would generate substantial demand for bicycle facilities. However, implementation of 2050 General Plan policies such as Policy T-5.1 requiring bicycle lanes incorporated into street design and Policy T-5.2 requiring the development of local and regional bikeway links established in the City's Bikeway Master Plan and Placer County's Bikeway Master Plan, would ensure the 2050 General Plan's impact to bicycle facilities would be less than significant.

AB 98 establishes requirements related to logistics development and truck routing. Lincoln Boulevard and McBean Park Drive within the Plan Area are existing truck routes. The DMP would not alter or eliminate Lincoln Boulevard's or McBean Park Drive's function as truck routes or otherwise prevent applicable future logistics development from complying with truck-routing requirements. As truck travel along these roadways represents an existing transportation condition within the Plan Area, implementation of the DMP would not result in new or substantially different truck-routing conditions within the Plan Area.

Future logistics use development subject to AB 98 would be required to comply with applicable AB 98 requirements, including truck-routing provisions. AB 98 requires covered facility operators to prepare a truck routing plan based on the applicable jurisdiction's current truck route map, and local agencies may not approve logistics use development that fails to meet applicable regulatory standards. The DMP would not preclude such compliance or otherwise impede implementation of applicable AB 98 truck-routing requirements. Therefore, the DMP would not conflict with applicable AB 98 truck-routing requirements.

The DMP would facilitate development that exceeds the buildout anticipated in the General Plan EIR; therefore, the DMP would increase demand for transit, bicycle, roadway, and pedestrian facilities. However, as described in Section 4.14, *Population and Housing*, the growth facilitated by the DMP would be within regional planning projections. Such projections are used, in part, by Placer County Transportation Planning Agency to identify regional transportation needs and set forth plans for transportation improvements, including the *Placer Bus Stop Facilities Assessment and Improvement Plan* and the *Countywide Active Transportation Plan* (Placer County Transportation Planning Agency 2026a; Placer County Transportation Planning Agency 2026b). The DMP would not prohibit or impede implementation of Placer County Transportation Planning Agency plans applicable to Lincoln. Furthermore, the DMP would not conflict with the City's ability to implement 2050 General Plan policies aimed at providing sufficient transportation. These policies include, but are not limited to, Policy T-4.6 requiring the City to expand fixed route transit service to serve new development areas, Policy T-5.1 requiring bicycle lanes incorporated into street design, Policy T-5.9 encouraging pedestrian access from residences to work, recreation, and commercial areas, and Policy T-5.10 requiring site plan review for individual development to ensure sufficient pedestrian access. As the DMP would not conflict with transportation plans, and individual development facilitated by the DMP would be subject to 2050 General Plan policies, the DMP would have a less than significant impact related to conflicts with a program, plan, ordinance or policy addressing the circulation system. Therefore, the DMP would not result in new or more severe impacts related to conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities beyond those identified in the General Plan EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The General Plan EIR evaluates impacts to roadways based on LOS but does not include a section analyzing potential environmental impacts related to the topic of CEQA Guidelines section 15064.3, subdivision (b) and vehicle miles traveled (VMT) because the certification of the General Plan EIR predates the implementation of this checklist question to CEQA Guidelines Appendix G. The General Plan EIR identifies a significant and unavoidable impact related to LOS. For the purposes of this addendum, VMT is discussed in accordance with the current CEQA Guidelines Appendix G list.

While the DMP would increase residential buildout compared to the 2050 General Plan, the DMP would include zoning changes that facilitate infill development in mixed-use areas. The Infill development proximate to commercial areas facilitated by the DMP would provide a greater incentive to use alternative methods of transportation (e.g., walking, bicycling, transit) in comparison to the 2050 General Plan. Furthermore, development facilitated by the DMP would be subject to 2050 General Plan policies which could minimize VMT generation including Policy T-2.2 which requires transportation studies as part of all major development proposals. Even with adherence to 2050 General Plan policies, individual developments facilitated by the DMP could exceed VMT thresholds utilized by the City. However, this is also the case for individual developments facilitated by the 2050 General Plan, and implementation of the DMP would not increase the likelihood of individual developments exceeding VMT thresholds. While this impact would be significant and unavoidable, the DMP would not result in a new or more substantial impact pertaining to VMT compared to the 2050 General Plan.

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

The General Plan EIR does not explicitly discuss the potential for 2050 General Plan buildout to result in hazards due to a geometric design feature or incompatible uses. However, the City has established design standards for roadways that were established prior to General Plan EIR preparation. As such, the potential to result in roadway hazards due to a geometric design feature or incompatible uses does not constitute a new environmental impact.

The Plan Area is located primarily within the developed downtown area of Lincoln which contains existing urbanized uses organized through land use designations and zoning. The DMP would primarily facilitate residential development and therefore would not introduce hazards from incompatible uses such as farm equipment to the Plan Area. Individual developments facilitated by the DMP would be required to be designed in accordance with the standards set forth in Chapter 17.28 of the City's Municipal Code, which includes design standards for alignment with other streets, street grade and curvature, block size, and lot areas. Compliance with applicable City development standards would ensure development facilitated by the DMP would not result in hazards due to a geometric design feature. This impact would be less than significant and would result in no new or more severe impacts pertaining to hazardous design features or incompatible uses compared to the 2050 General Plan.

d. Would the project result in inadequate emergency access?

As discussed in Impact HS-13 of the General Plan EIR, buildout of the 2050 General Plan would result in an increase in vehicles on roadways that could interfere with emergency access. Although 2050 General Plan policies require evacuation planning, coordination with emergency response services, and siting of critical emergency response facilities, due to the increase in roadway use, this impact would be significant and unavoidable.

Additional construction in the Plan Area could increase temporary disruptions on roadways which could affect emergency access. However, as required through the City's Encroachment Permit enforced through Chapter 12.02 of the City's Municipal Code, a construction contractor must submit a Traffic Control Plan for construction that would block roadways or sidewalks. The Traffic Control Plan must be designed in accordance with the standards of Caltrans' Manual on Uniform Traffic Control Devices which designates standards to maintain routes for emergency access. The Traffic Control Plan would be reviewed and approved by the City prior to the start of construction, which would minimize the potential for additional construction facilitated by the DMP to interfere with emergency access.

Individual developments facilitated by the DMP would be required to be designed in accordance with the standards set forth in Section 17.28.050 of the City's Municipal Code which requires local streets providing access to lots to connect to a collector or major street in order to accommodate vehicle traffic. Section 17.28.050 requires design to accommodate emergency access for fire trucks and other emergency services (e.g., ambulances, police vehicles). Accordingly, individual developments would be designed to maintain adequate emergency access. Therefore, the DMP's impact would be less than significant. Therefore, the DMP would not result in new or more severe impacts related to emergency access beyond those identified in the General Plan EIR.

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4.18 Tribal Cultural Resources

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	Chapter 7.7	No	No	No	N/A
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Chapter 7.7	No	No	No	N/A

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Cultural resources were broadly discussed in Chapter 7.7 of the General Plan EIR. However, Tribal Cultural Resources were added to Appendix G of the CEQA Guidelines in 2016 as part of the regulatory implementation of Assembly (AB) 52. AB 52 required the Governor's Office of Land Use and Climate Innovation (LCI) to update Appendix G by July 1, 2016, to add a separate Tribal Cultural Resources section. The General Plan EIR was prepared prior to this update, so the document does not contain a separate discussion of Tribal Cultural Resources as a separate section. However, Native American consultation and cultural resources pertinent to local tribes was discussed in Chapter 7.7 of the General Plan EIR. According to the General Plan EIR, archival research conducted in the City of Lincoln indicate

that most prehistoric settlement in the area was focused along waterways, particularly the Auburn Ravine and Orchard Creek. These waterways transect the central portion of the City of Lincoln in an east-west direction. Evidence from previous survey activities and site investigations of the 2050 General Plan planning area indicate that most prehistoric sites would consist of lithic artifacts, bedrock milling stations, petroglyphs, choppers, scrapers, hammerstones, and Spire-lopped Olivella beads, all of which could be traced back to the Nisenan people who are known to have occupied the General Plan planning area defined in the 2050 General Plan. Additionally, it is possible to encounter previously undiscovered archaeological deposits in almost any location throughout the General Plan planning area. Archaeological resources could be damaged or inadvertently unearthed during ground-disturbing activities such as grading, trenching, or use of staging areas. In order to address potential impacts to archaeological resources, policies OSC-6.7, OSC-6.8, and OSC-6.9 would be required. OSC-6.7 requires the halting of all ground disturbing activities in the event of the discovery of archaeological resources as well as consultation with a qualified archaeologist, OSC-6.8 requires pre-construction archeological resource surveys and OSC-6.9 requires consultation with Native American representatives from the United Auburn Indian Community to ensure the protection of tribal cultural resources. In developing the 2050 General Plan, the City encouraged preservation and enhancement of its existing cultural resources with the development of several policies including OSC-6.2 and LU-13.9 which aim to preserve, rehabilitate and protect cultural resources, including those defined as a tribal cultural resource as defined under Public Resources Code Section 21074.

A Cultural Resources Assessment was prepared by Rincon Consultants in September 2026 (Appendix C). Senate Bill (SB) 18 and AB 52 consultation was initiated by the City of Lincoln on September 1, 2026 and was conducted in accordance with the procedures and timelines set forth in Public Resources Code Sections 21080.3.1 and 21080.3.2. SB 18/AB 52 letters were sent to the following four tribes: Colfax-Todds Valley Consolidated Tribe, Nevada City Rancheria Nisenan Tribe, TSI-AKIM Maidu of the Taylorsville Rancheria, and the United Auburn Indian Community of the Auburn Rancheria. As of the date of this document, no responses have been received.

On August 13, 2026, Rincon received CHRIS records search results (PLA-26-47) from the NCIC (Appendix C). The CHRIS records search and background research identified 31 previously recorded cultural resources within an 1/8 mile of the project site. Of these resources, 19 are recorded within the project site and 12 are recorded adjacent to the project site. Of the 31 previously recorded cultural resources, one of them are considered prehistoric. Development facilitated by the proposed DMP would require excavation and grading below the existing ground surface. During these construction activities there would be potential for construction equipment to encounter and potentially damage or destroy subsurface archaeological resources, including tribal cultural resources. Damage or destruction of tribal cultural resources would be a potential adverse change in the significance of a tribal cultural resource.

Development facilitated by the DMP would also be subject to the policies provided in the 2050 General Plan, which include policies OSC-6.7, OSC-6.8, OSC-6.9 and OSC-6.10. These policies involve stopping work when archaeological resources are encountered and pre-construction archaeological resource surveys. OSC-6.9 requires consultation with Native American representatives, including appointed representatives from United Auburn Indian Community to discuss concerns regarding potential impacts to cultural resources and to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. In addition, OSC-6.9 requires coordination with the Native American Heritage Commission at the onset of the review of a proposed project. In effect, the 2050 General Plan requires that the City preserve and protect existing cultural resources, including tribal cultural resources, for their cultural values through evaluation, inventory, monitoring, survey, collection and documentation, and Native American outreach. With adherence to the 2050 General Plan policies, impacts from the proposed DMP would be less than significant. The proposed DMP would not result in new or substantially more severe significant impacts from substantial adverse change to a tribal cultural resource beyond what was identified in the General Plan EIR.

4.19 Utilities and Service Systems

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impact PFS-1, 5, 7, 12, and 15	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Chapter 6.2	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Impact PFS-5	No	No	No	N/A
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Impact PFS-12	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Impact PFS-13	No	No	No	N/A

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

Water

As discussed in Impact PFS-1, the 2050 General Plan would require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Implementation of the 2050 General Plan was projected to increase the City's population by approximately 78,000 new residents by 2050, which would increase the demand for

additional treated water deliveries to the City of Lincoln. The development of new residential, commercial, and industrial uses projected in the 2050 General Plan would also contribute to the need for additional potable water supplies and infrastructure. Development facilitated by the 2050 General Plan would require an annual demand of approximately 53,000-acre feet/year (AF/yr). The increase in projected water demands would be accommodated by a combination of water deliveries from the Nevada Irrigation District (NID) and Placer County Water Agency (PCWA). According to the General Plan EIR, the City of Lincoln entered into a temporary water sharing agreement with PCWA and NID in 2004 that provides for the transfer of NID raw water to PCWA. However, additional water treatment facilities would be required to accommodate the increase in population resulting from the implementation of the 2050 General Plan. These water treatment facilities include the Phase II Foothill Water Treatment Plant and Pipeline Project, Conspiracy Point Metering Station, City Pond Metering Station, and Athens Road and Fiddyment Road Metering Station, all of which would result in environmental impacts to biological resources, cultural resources, noise, air quality and visual resources. To address potential impacts from the construction of additional facilities, 2050 General Plan policies LU-11.3, HS-3.8, HS-8.1, HS-8.2, and HS-8.9 were proposed to address impacts. Additionally, Open Space and Conservation Implementation Measure #1 is required, which involves the protection of natural and cultural resources as part of the City's environmental review process. However, even with implementation of the above-mentioned 2050 General Plan policies and implementation measures, 2050 General Plan impacts from additional water facilities would be significant and unavoidable with no feasible mitigation.

The proposed DMP would facilitate development in the downtown area which would increase water demand in the Plan Area. The DMP would facilitate development that exceeds the buildout anticipated in the General Plan EIR; however, as described in Section 4.14, *Population and Housing*, the growth facilitated by the DMP would be within regional planning projections. The General Plan EIR evaluated development of other areas of the Plan Area with land uses similar to the aforementioned uses that would be allowable in the Plan Area. The land use changes that would result from implementation of the proposed DMP would result in an overall increase in residential dwelling units in the City of Lincoln due to increased allowable densities in the Plan Area. However, the proposed DMP would not substantially change the overall land use pattern, growth projections, or service population anticipated by the 2050 General Plan. Accordingly, the proposed DMP would not substantially alter the assumptions used to evaluate water infrastructure needs in the General Plan EIR. Future development facilitated by the proposed DMP would continue to be served by planned water infrastructure improvements described in the General Plan EIR as part of implementation of the 2050 General Plan. Additionally, 2050 General Plan policies LU-5.3, OSC-1.1, LU-11.3, HS-3.8, HS-8.1, HS-8.2, HS-8.9 and Open Space and Conservation Implementation Measure #1 would continue to apply and address potential impacts resulting from expansion or relocation of water treatment facilities. Therefore, impacts related to the relocation or construction of new or expanded water treatment facilities would be less than significant. The proposed DMP would not result in new or substantially more severe significant impacts related to water infrastructure beyond what was identified in the General Plan EIR.

Wastewater

As discussed in Impact PFS-5, the 2050 General Plan would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Upgrades and improvements to existing wastewater facilities would be required to accommodate the population increase facilitated by the 2050 General Plan. These upgrades or improvements include providing additional oxidation ditches, secondary clarifiers, filtration facilities, disinfection capacity and storage facilities. The 2050 General Plan includes several policies and implementation measures to address potential impacts associated with the development of expanded utility infrastructure. Policies LU-5.3, OSC-1.1, LU-11.3, HS-3.8, HS-8.1, HS-8.2, HS-8.9 and Open Space and Conservation Implementation Measure #1 would continue to apply to the proposed DMP. Policies LU-11.3, HS-3.8, HS-8.1, HS-8.2, and HS-8.9 address noise and light/glare impacts. Open Space and Conservation Implementation Measure #1 would require the City to adopt specific criteria for the protection of natural and cultural resources as part of the City's environmental review process. However,

even with implementation of the above-mentioned policies and implementation measures, impacts would remain significant and unavoidable with no additional feasible mitigation available to reduce impacts.

The proposed DMP would facilitate development which would increase wastewater generation in the Plan Area. Though the DMP would facilitate development that exceeds the buildout anticipated in the General Plan EIR; as described in Section 4.14, *Population and Housing*, the growth facilitated by the DMP would be within regional planning projections. The land use changes that would result from the proposed DMP would result in an overall increase in residential dwelling units in the City of Lincoln due to increased allowable densities in the Plan Area. However, the proposed DMP would not substantially change the overall land use pattern, growth projections, or service population anticipated by the 2050 General Plan. Accordingly, the proposed DMP would not substantially alter the assumptions used to evaluate wastewater infrastructure needs in the General Plan EIR. Future development facilitated by the proposed DMP would continue to be served by planned wastewater infrastructure improvements described in the General Plan EIR as part of implementation of the 2050 General Plan. Additionally, 2050 General Plan policies LU-5.3, OSC-1.1, LU-11.3, HS-3.8, HS-8.1, HS-8.2, HS-8.9 and Open Space and Conservation Implementation Measure #1 would continue to apply and address potential impacts resulting from expansion or relocation of wastewater facilities. Therefore, impacts related to the relocation or construction of new or expanded wastewater facilities would be less than significant. The proposed DMP would not result in new or substantially more severe significant impacts related to wastewater infrastructure beyond what was identified in the General Plan EIR.

Stormwater

As discussed in Impact PFS-7 of the General Plan EIR, the 2050 General Plan could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Development could cause significant increases in peak flow and runoff volume. Increases in peak flow and volume were estimated to be 50 percent higher compared to undeveloped conditions. Due to the lack of capacity in the major waterways serving the General Plan planning area, most new development areas would require flood control facilities to mitigate for potential flow increases. Regional joint-use basins would be constructed to provide better land-use efficiency and provide for consolidated maintenance that could reduce overall maintenance costs. In order to reduce impacts regarding stormwater facilities, 2050 General Plan policies PFS-4.1 and PFS-1.3, which require the City to provide storm drainage facilities with sufficient capacity and require new development to provide infrastructure improvements would be required to be implemented. However, there may be instances where the construction of these stormwater drainage facilities may result in impacts that cannot be mitigated. Like any other development in areas of new growth, the construction of these facilities could result in the permanent conversion of agricultural lands or other open space lands, which would be evaluated on a project-by-project basis. As such, impacts regarding the relocation or construction of stormwater facilities would remain significant and unavoidable.

Development facilitated by the proposed DMP would create impervious surfaces that generate new stormwater runoff that may potentially exceed the capacity of existing stormwater facilities, requiring the expansion or the construction of new facilities. The proposed DMP would allow for uses on the project site that would increase impervious surfaces and contribute to increased stormwater runoff, however, these uses and subsequent runoff would be consistent with development analyzed in the General Plan EIR. Therefore, stormwater runoff that would be generated from the proposed DMP would be consistent with impacts analyzed in the General Plan EIR. With implementation of 2050 General Plan policies PFS-4.1 and PFS-1.3, which require the City to provide storm drainage facilities with sufficient capacity and require new development to provide infrastructure improvements, impacts regarding relocation or expansion of storm water facilities would be less than significant. The proposed DMP would not result in new or substantially more severe significant impacts related to stormwater infrastructure beyond what was identified in the General Plan EIR.

Electric Power, Natural Gas, and Telecommunications

Lastly, as discussed in Impact PFS-15, development facilitated by the 2050 General Plan may require the construction or expansion of additional energy infrastructure facilities (natural gas, electricity, telecommunications), the construction of which could cause significant environmental effects. Similar to any other development in areas of new growth, the construction of any future required utility infrastructure could also result in a variety of environmental impacts (i.e., noise, odors, traffic, light/glare, etc.) that cannot be mitigated. Without definitive plans, it cannot be determined at this time whether these impacts would be substantial, and individual development proposals would be evaluated on a project-by-project basis. The General Plan EIR includes several policies and implementation measures designed to minimize these impacts including the premature conversion of agricultural/open space lands (Policies LU-5.3, OSC-1.1, Implementation Measure #1), noise issues (Policies HS-8.1, HS-8.2, and HS-8.14), traffic impacts (see Policies T-2.2 and T-2.3), air quality/odor issues (see Policy HS-3.8), and light/glare impacts (Policy LU-11.3). Even with implementation of these policies and measures, impacts would remain significant with no feasible mitigation.

Development facilitated by the proposed DMP would increase demand for existing telecommunications, natural gas, and electricity services in the Plan Area. The Plan Area is served by a combination of telecommunications carriers, broadband providers, wireless service providers, and satellite service providers operating throughout the region. Pacific Gas & Electric (PG&E) provides natural gas and electricity services to the Plan Area. The proposed DMP would not substantially change the overall land use pattern, growth projections, or service population anticipated by the 2050 General Plan. Future development facilitated by the proposed DMP would continue to be served by existing utility infrastructure improvements and system expansions contemplated as part of implementation of the 2050 General Plan. Therefore, the proposed DMP would not require or result in the relocation or construction of new or expanded telecommunications, natural gas, or electrical facilities and impacts would be less than significant. The proposed DMP would not result in new or substantially more severe significant impacts related to electric power, natural gas, or telecommunications infrastructure beyond what was identified in the General Plan EIR.

In summary, with implementation of 2050 General Plan policies and implementation measures, impacts related to the relocation or construction of water, wastewater, stormwater drainage, telecommunications, natural gas and electric facilities would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts from the relocation or construction of new water, wastewater, stormwater, or energy facilities beyond those identified in the General Plan EIR.

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

Water supplies were evaluated in Chapter 6.2 of the General Plan EIR. Although an evaluation of water supplies specifically for future development during normal, dry and multiple dry years was not evaluated, water supply associated with future development was generally evaluated throughout Chapter 6.2. The General Plan EIR determined that the 2050 General Plan would have sufficient water supplies available to serve the development facilitated by the 2050 General Plan during normal, dry and multiple dry years. With incorporation of Implementation Measure #1, which requires the City to actively participate in appropriate forums designed to discuss and solve regional water supply and water quality issues, impacts regarding water supply during normal, dry and multiple dry years would be less than significant.

According to the Water Supply Assessment prepared for the proposed DMP (Appendix D), sufficient water supply would be available to meet the needs of development facilitated by the proposed DMP. The DMP would facilitate development that exceeds the buildout anticipated in the General Plan EIR; however, as described in Section 4.14, *Population and Housing*, the growth facilitated by the DMP would be within regional planning projections. As discussed in Section 2, *Project Description* and shown in Table 2 of this document, development facilitated by the proposed DMP would increase water demands in the Plan Area by an estimated 190 AFY. The City of Lincoln's 2025 UWMP demonstrates that the City anticipates having sufficient water supply available to meet all projected demands under normal year, single dry year, and

multiple dry year conditions through 2050, based on the 2050 General Plan. To assess additional water demands of approximately 190 AFY associated with development facilitated by the proposed project, PCWA's 2025 UWMP was evaluated. The 2025 UWMP for the PCWA demonstrates that the PCWA anticipates having surplus water supplies available in quantities greater than 190 AFY for all projected conditions, including normal year, single dry year, and multiple dry year conditions. As such, the City of Lincoln would be able to obtain sufficient water supply from PCWA to meet all projected demands, including with consideration to the 190 AFY not previously accounted for in 2025 UWMPs. As such, the proposed DMP would have sufficient water supplies during normal, dry and multiple dry years and impacts would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts related to water supplies during normal, dry and multiple dry years beyond those identified in the General Plan EIR.

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

As discussed in Impact PFS-5, the 2050 General Plan would result in an exceedance of a wastewater treatment facility's capacity. The City of Lincoln is served by the Lincoln-Sewer Maintenance District Wastewater Authority (City of Lincoln 2026). The Wastewater Treatment Reclamation Facility (WWTRF) provides secondary and tertiary treatment of municipal wastewater from all parts of the city and is located southwest of the city on both sides of Fiddyment Road between Athens Avenue and Moore Road. The WWTRF is currently being upgraded to provide additional capacity. The WWTRF site was constructed to facilitate future dry weather flow capacity expansion up to 33 million gallons per day (MGD). With the WWTRF improvements and implementation of 2050 General Plan policies ED-1.2 and Economic Development Implementation Measure #3, which encourage a pattern of development that allows the city to provide a high level of urban services and implement appropriate urban services fees for new development, impacts would be less than significant.

Development facilitated by the proposed DMP would result in additional wastewater generation not previously anticipated by the 2050 General Plan. Based on the City of Lincoln's Sewer System Master Plan estimation of 250 gallons per day per dwelling unit (City of Lincoln 2026), the proposed additional 1,056 residential units from the proposed DMP would generate approximately 264,000 gallons per day or 0.264 MGD of average dry weather flow. As mentioned above, the wastewater treatment system has a planned treatment capacity of 33 MGD. Therefore, the project would utilize approximately 0.8 percent of the available treatment capacity and would leave approximately 32.736 MGD of remaining capacity. Because the projected wastewater flows generated by the proposed project would represent a small fraction of the available treatment capacity, impacts regarding adequate wastewater system capacity would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts related to wastewater system capacity beyond what was identified in the General Plan EIR.

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

As discussed in Impact PFS-12, development facilitated by the 2050 General Plan would generate solid waste in excess of the capacity of local solid waste infrastructure. Development facilitated by the 2050 General Plan would contribute to additional generation of solid waste and the need for expanded services. The estimated amount of solid waste generated by development facilitated by the 2050 General Plan was based on factors used by the City (7.23 pounds per day per dwelling unit and 1 pound per 100 square feet per day for non-residential uses). As such, the residential population estimated under the 2050 General Plan is expected to generate an additional 122 tons of solid waste per day and non-residential land uses would generate an additional 136 tons per day. The following policies and implementation measures would be required to reduce solid waste impacts: PFS-5.2, ED-1.2, Implementation Measure #3, PFS-5.9, PFS-5.10, and PFS-5.11. These policies and implementation measures establish programs that involve infrastructure funding, solid waste reduction, recycling

measures, and partnerships with private recycling contractors. With implementation of these policies and measures, impacts of the 2050 General Plan were determined to be less than significant.

Development facilitated by the proposed DMP would result in the generation of solid waste beyond what was anticipated by the 2050 General Plan. The proposed DMP would result in an additional 1,056 residential dwelling units compared to the 2050 General Plan. Based on projections provided in the 2050 General Plan (7.23 pounds per day per dwelling unit) for solid waste generation, development facilitated by the proposed DMP would result in an additional 3.8 tons per day. This would be 3.1 percent of the solid waste anticipated for residential uses anticipated for development facilitated by the 2050 General Plan. The solid waste produced by the proposed DMP would represent a negligible increase compared to the 2050 General Plan. Additionally, 2050 General Plan policies and implementation measures PFS-5.2, ED-1.2, PFS-5.9, PFS-5.10, PFS-5.11, and Implementation Measure #3 would be implemented. These policies and implementation measures establish programs that involve infrastructure funding, solid waste reduction, recycling measures, and partnerships with private recycling contractors. With implementation of these policies and measures, impacts would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts to solid waste infrastructure beyond those identified in the General Plan EIR.

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

Impact PFS-13 indicates that the 2050 General Plan complies with all federal, State, and Local Statutes and Regulations related to solid waste and impacts were determined to be less than significant. In compliance with AB 939, the City continues to divert solid waste from local landfills through various conservation, recycling, and composting measures, including curbside recycling programs. 2050 General Plan policies and implementation measures PFS-5.2, PFS-5.3, PFS-5.5, PFS-5.6, PFS-5.7, PFS-5.8 and Implementation Measure #3 promote a variety of solid waste reduction measures including the recycling of construction debris and the discouragement of industrial uses that generate large volumes of non-recyclable solid waste and the continued coordination of regional waste reduction/recycling goals with the Western Regional Landfill Authority. With implementation of these policies and measures, impacts would be less than significant.

Development facilitated by the proposed DMP would continue to be in compliance with AB 939. Therefore the City would continue to divert solid waste from local landfills through various policies, conservation, recycling, and composting programs, including curbside recycling programs to reduce solid waste burden on local landfills. Additionally, Policies PFS-5.1 and PFS-5.4 require the City to ensure the continued provision of solid waste storage, handling, and collection services for both existing and new development. Additionally, 2050 General Plan policies PFS-5.2, PFS-5.3, PFS-5.5, PFS-5.6, PFS-5.7, PFS-5.8 and Implementation Measure #3 would continue to be implemented. As such, the proposed DMP would comply with all federal, state, and local solid waste management and reduction statutes and impacts would be less than significant. Therefore, the DMP would not result in new or substantially more severe significant impacts regarding solid waste reduction statutes and regulations beyond those identified in the General Plan EIR.

4.20 Wildfire

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Chapter 8.4	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	No	No	No	N/A
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	No	No	No	N/A
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Chapter 8.4	No	No	No	N/A

Although the General Plan EIR does discuss some components of wildfire due its local relevancy, wildfire was not a required component of CEQA at the time that the General Plan EIR was prepared. Pursuant to SB 1241, the CEQA Guidelines have been updated to incorporate wildfire-related impacts as a topic of discussion. This update occurred after preparation of the General Plan EIR, so a complete Wildfire section is not specifically provided in the prior analysis.

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

The General Plan EIR discusses the adopted emergency response plans or emergency evacuation plans in Chapter 8.4, Impact HS-13. The General Plan EIR identified the potential for traffic impacts on roadways, which ultimately would result in the physical interference of an adopted emergency response plan or evacuation plan and would result in potentially significant impacts. 2050 General Plan policies HS-9.1 and HS-9.5, which would require that disaster plans be updated regularly and coordinate cross-agency emergency response systems well as siting critical emergency response facilities away from hazards, would be implemented. Even with implementation of policies HS-9.1 and HS-9.5, impacts to emergency

response plans or emergency evacuation plans would remain significant and unavoidable due to transportation delays along roadways.

The Plan Area is not within a Very High FHSZ or WUI area and the closest Very High FHSZ is approximately 6 miles east of the Plan Area and the nearest SRA is located approximately 10 miles east of the Plan Area (CAL FIRE 2026). The Plan Area does not contain characteristics such as steep topography, high fuel loads, or exposure to extreme wind conditions, that would increase wildfire risk. Since the Plan Area lacks wildfire-prone conditions, the DMP's potential to result in wildfire impacts would be minimal. The DMP would facilitate development that exceeds the buildout anticipated in the General Plan EIR; however, the DMP aims to facilitate walkable communities with reduced reliance on single occupancy vehicles due to implementation of walkable neighborhoods, which would reduce the potential for traffic impacts on roadways, which ultimately would result in the physical interference of an adopted emergency response plan or evacuation plan. Additionally, the proposed DMP would implement 2050 General Plan policy PFS-8.6 which requires that new development provide emergency access points, fire flows, and sprinklers. With implementation of 2050 General Plan policy PFS-8.6, impacts regarding the impairment of an adopted emergency response plan or emergency evacuation plan would be less than significant. The proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Although the potential for impacts associated with the exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled wildfire due to slope, prevailing winds, or other factors was not explicitly addressed in the General Plan EIR, the lack of wildfire conditions and hazards within the city of Lincoln were discussed briefly in Chapter 8, Health and Safety. Therefore, this topic would not be a source of substantial or new information not previously known at the time that the General Plan EIR was prepared.

Since the Plan Area lacks wildfire-prone conditions, the DMP's potential to result in wildfire impacts would be minimal. Future development enabled by the proposed DMP would be located within an already urbanized environment and would not introduce new ignition sources or increase exposure to wildfire hazards. Future development facilitated by the proposed DMP would be designed in accordance with the development requirements including the CBC as codified in the City of Lincoln Municipal Code Section 15.04.180, California Fire Code as codified in Municipal Code Section 15.04.160, and Municipal Code section 12.02150 regarding emergency facilities access for new development.

As such, the proposed changes to the 2050 General Plan would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and impacts would be less than significant. The proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Although the potential for impacts associated with the installation or maintenance of associated infrastructure that may exacerbate fire risks or result in impacts to the environment was not explicitly addressed in the General Plan EIR, the lack of wildfire conditions and hazards within Lincoln were discussed in Chapter 8, Health and Safety, so this topic would not be a source of substantial or new information not previously known at the time that the General Plan EIR was prepared.

Since the Plan Area lacks wildfire-prone conditions, the DMP's potential to result in wildfire impacts would be minimal. underdevelopment facilitated by the DMP would be located within an already urbanized environment and would not introduce new ignition sources or increase exposure to wildfire hazards. Future development facilitated by the DMP would be designed in accordance with the City-

adopted California Building Code, California Fire Code (Part 9), and City of Lincoln Municipal Code Section 17.40.040, which requires the undergrounding of utilities. As such, the proposed changes to the 2050 General Plan would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment and impacts would be less than significant. The proposed DMP would not result in new or substantially more severe impacts than what was identified in the General Plan EIR.

d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The General Plan EIR discusses the potential for exposing people or structures to significant wildfire risks, including downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes in Chapter 8.4 under Impact HS-14. The General Plan EIR stated that the General Plan planning area's topography is relatively flat and the potential for impacts related to landslides would be less than significant with implementation of policy HS-2.2, HS-2.3 and Implementation Measure #1, which restrict development on hillslopes over 30 percent and in hazardous areas. Additionally risks regarding flooding were identified in Chapter 6.4 under Impact PFS-11, which concluded that the housing may be placed within a 100-year flood hazard area, and therefore would result in significant and unavoidable impacts regarding flooding, even with implementation of policies HS-6.6 and Implementation Measure #8, which ensures that the City participate in the National Flood Insurance Program and create and periodically update an emergency management plan.

The Plan Area is not within a Very High FHSZ or WUI area and the closest Very High FHSZ is approximately 6 miles east of the Plan Area and the nearest SRA is located approximately 10 miles east of the Plan Area (CAL FIRE 2026). The Plan Area does not contain characteristics such as steep topography, high fuel loads, or exposure to extreme wind conditions, that would increase wildfire risk and expose people or structures to significant risks, including downslopes or downstream flooding or landslides. Since the Plan Area lacks wildfire-prone conditions, the DMP's potential to result in wildfire-related impacts would be minimal. According to the 2050 General Plan, the Plan Area is topographically flat and there is a low potential for landslides. 2050 General Plan policies HS-2.2, HS-2.3 and Implementation Measure #1 would also ensure that wildfire-related landslides would remain less than significant. Small portions of the Plan Area are located within a 100-year flood zone (FEMA 2024). However, all development located within a 100-year flood zone would be designed in accordance with City of Lincoln Municipal Code Section 5.32.180 for all buildings located within special flood hazard areas.

Since the Plan Area is not within or near a Very High FHSZ and 2050 General Plan policies and Municipal Code Section 5.32.180 would apply to areas of high landslide and flood risk, the proposed DMP would not expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes and impacts are less than significant. The proposed DMP would not result in new or substantially more severe wildfire-related impacts due to flooding or landslides beyond what was identified in the General Plan EIR.

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4.21 Mandatory Findings of Significance

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Impact OSC-3, Impact OSC-9, and Impact OSC-10	No	No	No	N/A
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Section 11.2	No	No	No	N/A
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Throughout the General Plan EIR	No	No	No	N/A

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

As discussed in Section 2, *Project Characteristics*, the Plan Area is generally within an area which has been previously disturbed and contains existing urban development and thus is largely void of features that could support wildlife or other sensitive biological resources; therefore the DMP does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section

4.5, *Cultural Resources,* and Section 4.18, *Tribal Cultural Resources*, the DMP would not result in more substantial impacts related to historical built-environment, archaeological, or tribal cultural resources compared to the 2050 General Plan and therefore would not have the potential to eliminate important examples of the major periods of California history or prehistory. Therefore, the DMP would not result in any new or substantially more severe impacts to wildlife habitats, populations, ranges, or important examples of the major periods of California history or prehistory beyond those identified in the General Plan EIR.

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

Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the proposed project and in proximity to the project site such that the effects of multiple projects combine to result in greater adverse environmental effects than what would occur in accordance with individual projects. As described in Sections 4.1 through 4.20, the DMP would have no more severe impact on aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire beyond what was concluded in the General Plan EIR. Therefore, the DMP would not result in new or substantially more severe considerable contributions to cumulative impacts to these resource areas beyond what is disclosed in the General Plan EIR. In addition, certain resource areas (e.g., geology and soils; hazards and hazardous materials) are by their nature site-specific, such that impacts at one location do not add to impacts at other locations and therefore would not result in cumulative impacts.

Air quality and GHG emissions inherently address cumulative impacts. As stated in Section 4.3, Air Quality, buildout of the DMP would generally reduce air pollutant emissions in the Plan Area with the exception of particulate matter; however, such particulate matter emissions would be minimized with adherence to PCAPCD Rule 228 requiring fugitive dust control during construction. As stated in Section 4.8, *Greenhouse Gas Emissions*, DMP buildout would reduce GHG emissions in the Plan Area compared to 2050 General Plan buildout. Thus, the DMP would not result in new or substantially more severe considerable contributions to cumulative air quality and GHG emissions impacts beyond what is disclosed in the General Plan EIR.

Based on the above, the DMP would not result in new or more substantial contributions to cumulative impacts beyond those identified in the General Plan EIR.

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

In general, impacts to human beings are associated with air quality, GHG emissions, hazards and hazardous materials, noise, traffic safety, and wildfire. As discussed in the preceding sections, the DMP's impacts related to these topics would not exceed the impacts identified in the General Plan EIR. Therefore, the DMP would not result in new or substantially more severe environmental effects on human beings, either directly or indirectly, beyond impacts identified in the General Plan EIR.

5 Conclusion

Based on the analysis above, the proposed changes resulting from the DMP described in this Addendum would not create new significant environmental impacts or substantially increase the severity of the significant impacts previously identified in the General Plan EIR. Therefore, consistent with CEQA Guidelines Section 15164, the City has determined that the changes associated with the DMP do not require preparation of a Subsequent or Supplemental EIR and that an Addendum would be the appropriate CEQA approach to support approval of the DMP.

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6 References

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Appendix A

CalEEMod Outputs

Lincoln Downtown Specific Plan - 2050 Buildout Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lincoln Downtown Specific Plan - 2050 Buildout
Operational Year	2050
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.30000
Precipitation (days)	7.80000
Location	Lincoln, CA, USA
County	Placer-Sacramento
City	Lincoln
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	447
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.46

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
Apartments Mid Rise	307.000	Dwelling Unit	8.07895	294,720	35,153.0	—	801.000	T4C, T4N-O, T4NC
Apartments Low Rise	311.000	Dwelling Unit	19.4375	329,660	84,670.0	—	812.000	T4MS
Single Family Housing	213.000	Dwelling Unit	69.1558	415,350	2,494,839	—	556.000	T3N
Condo/Townhouse	506.000	Dwelling Unit	31.6250	536,360	137,759	—	1,321.00	T4M, T4N
Strip Mall	1,138.26	1000sqft	26.1308	1,138,258	113,826	—	—	T4C, T4MS, T4N-O, T4NC, NON TRANSECT
General Light Industry	5.19400	1000sqft	0.11924	5,194.00	519.000	—	—	T4M

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Unmit.	240.228	225.653	118.204	1,926.34	4.99100	2.61864	521.499	524.118	2.48129	132.337	134.818	1,410.31	512,810	514,221	154.196	17.4006	76.7136	523,338
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	212.449	199.124	137.736	1,404.27	4.52085	2.49734	521.499	523.997	2.38974	132.337	134.726	1,410.31	465,482	466,892	155.022	18.9710	21.2072	476,442
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	208.847	196.035	119.201	1,386.15	4.24054	2.41167	475.600	478.012	2.29838	120.698	122.997	1,410.31	436,818	438,228	153.576	16.7573	42.2821	447,104
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	38.1146	35.7764	21.7541	252.972	0.77390	0.44013	86.7971	87.2372	0.41945	22.0274	22.4469	233.494	72,320.2	72,553.7	25.4263	2.77435	7.00028	74,023.1

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	159.930	146.953	107.596	1,795.22	4.92521	1.74232	521.499	523.242	1.63475	132.337	133.971	—	500,564	500,564	11.5327	16.7705	56.9843	505,907
Area	79.2066	78.1551	1.11871	125.968	0.00626	0.12224	—	0.12224	0.09245	—	0.09245	0.00000	407.308	407.308	0.01706	0.00344	—	408.759
Energy	1.09144	0.54572	9.48853	5.15466	0.05953	0.75408	—	0.75408	0.75408	—	0.75408	—	11,838.8	11,838.8	1.04773	0.02229	—	11,871.6
Water	—	—	—	—	—	—	—	—	—	—	—	248.070	0.00000	248.070	25.4368	0.60437	—	1,064.09
Waste	—	—	—	—	—	—	—	—	—	—	—	1,162.24	0.00000	1,162.24	116.162	0.00000	—	4,066.30
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.7293	19.7293

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	240.228	225.653	118.204	1,926.34	4.99100	2.61864	521.499	524.118	2.48129	132.337	134.818	1,410.31	512,810	514,221	154.196	17.4006	76.7136	523,338
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	147.966	135.187	128.248	1,399.12	4.46132	1.74326	521.499	523.243	1.63565	132.337	133.972	—	453,643	453,643	12.3756	18.3443	1.47784	459,421
Area	63.3921	63.3921	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	1.09144	0.54572	9.48853	5.15466	0.05953	0.75408	—	0.75408	0.75408	—	0.75408	—	11,838.8	11,838.8	1.04773	0.02229	—	11,871.6
Water	—	—	—	—	—	—	—	—	—	—	—	248.070	0.00000	248.070	25.4368	0.60437	—	1,064.09
Waste	—	—	—	—	—	—	—	—	—	—	—	1,162.24	0.00000	1,162.24	116.162	0.00000	—	4,066.30
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.7293	19.7293
Total	212.449	199.124	137.736	1,404.27	4.52085	2.49734	521.499	523.997	2.38974	132.337	134.726	1,410.31	465,482	466,892	155.022	18.9710	21.2072	476,442
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	136.565	124.817	109.160	1,318.87	4.17793	1.59731	475.600	477.198	1.49870	120.698	122.197	—	424,778	424,778	10.9210	16.1289	22.5527	429,880
Area	71.1910	70.6725	0.55169	62.1210	0.00309	0.06028	—	0.06028	0.04559	—	0.04559	0.00000	200.864	200.864	0.00841	0.00170	—	201.580
Energy	1.09144	0.54572	9.48853	5.15466	0.05953	0.75408	—	0.75408	0.75408	—	0.75408	—	11,838.8	11,838.8	1.04773	0.02229	—	11,871.6
Water	—	—	—	—	—	—	—	—	—	—	—	248.070	0.00000	248.070	25.4368	0.60437	—	1,064.09
Waste	—	—	—	—	—	—	—	—	—	—	—	1,162.24	0.00000	1,162.24	116.162	0.00000	—	4,066.30
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.7293	19.7293
Total	208.847	196.035	119.201	1,386.15	4.24054	2.41167	475.600	478.012	2.29838	120.698	122.997	1,410.31	436,818	438,228	153.576	16.7573	42.2821	447,104
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	24.9231	22.7791	19.9218	240.694	0.76247	0.29151	86.7971	87.0886	0.27351	22.0274	22.3010	—	70,326.9	70,326.9	1.80810	2.67032	3.73386	71,171.6
Area	12.9924	12.8977	0.10068	11.3371	0.00056	0.01100	—	0.01100	0.00832	—	0.00832	0.00000	33.2554	33.2554	0.00139	0.00028	—	33.3738

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Energy	0.19919	0.09959	1.73166	0.94073	0.01086	0.13762	—	0.13762	0.13762	—	0.13762	—	1,960.05	1,960.05	0.17346	0.00369	—	1,965.48
Water	—	—	—	—	—	—	—	—	—	—	—	41.0709	0.00000	41.0709	4.21135	0.10006	—	176.173
Waste	—	—	—	—	—	—	—	—	—	—	—	192.423	0.00000	192.423	19.2320	0.00000	—	673.222
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.26641	3.26641
Total	38.1146	35.7764	21.7541	252.972	0.77390	0.44013	86.7971	87.2372	0.41945	22.0274	22.4469	233.494	72,320.2	72,553.7	25.4263	2.77435	7.00028	74,023.1

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	4.58066	4.18328	3.21717	55.0297	0.15274	0.05376	16.2080	16.2617	0.05044	4.11297	4.16341	—	15,523.6	15,523.6	0.34442	0.50914	1.77105	15,685.7
Apartments Low Rise	6.94346	6.34109	4.87665	83.4151	0.23153	0.08148	24.5684	24.6499	0.07646	6.23452	6.31098	—	23,530.9	23,530.9	0.52208	0.77177	2.68459	23,776.6
Single Family Housing	5.57339	5.08988	3.91439	66.9557	0.18585	0.06541	19.7206	19.7860	0.06137	5.00433	5.06571	—	18,887.8	18,887.8	0.41906	0.61949	2.15487	19,085.1

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Condo/Townhouse	11.2971	10.3170	7.93435	135.717	0.37670	0.13258	39.9730	40.1056	0.12440	10.1436	10.2680	—	38,285.0	38,285.0	0.84943	1.25568	4.36785	38,684.8
Strip Mall	131.468	120.959	87.6088	1,453.35	3.97634	1.40837	420.813	422.221	1.32139	106.786	108.108	—	404,129	404,129	9.39286	13.6074	45.9822	408,465
General Light Industry	0.06768	0.06227	0.04510	0.74817	0.00205	0.00073	0.21663	0.21736	0.00068	0.05497	0.05565	—	208.042	208.042	0.00484	0.00700	0.02367	210.274
Total	159.930	146.953	107.596	1,795.22	4.92521	1.74232	521.499	523.242	1.63475	132.337	133.971	—	500,564	500,564	11.5327	16.7705	56.9843	505,907
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	4.23971	3.85068	3.84044	42.3718	0.13832	0.05378	16.2080	16.2618	0.05047	4.11297	4.16344	—	14,064.4	14,064.4	0.36535	0.55674	0.04593	14,239.5
Apartments Low Rise	6.42663	5.83694	5.82142	64.2280	0.20966	0.08152	24.5684	24.6499	0.07650	6.23452	6.31102	—	21,319.2	21,319.2	0.55380	0.84392	0.06962	21,584.6
Single Family Housing	5.15853	4.68520	4.67274	51.5546	0.16829	0.06544	19.7206	19.7860	0.06140	5.00433	5.06574	—	17,112.5	17,112.5	0.44452	0.67740	0.05588	17,325.5
Condo/Townhouse	10.4562	9.49675	9.47150	104.500	0.34113	0.13264	39.9730	40.1056	0.12447	10.1436	10.2681	—	34,686.5	34,686.5	0.90104	1.37307	0.11328	35,118.3
Strip Mall	121.622	111.260	104.388	1,135.88	3.60207	1.40915	420.813	422.222	1.32213	106.786	108.108	—	366,272	366,272	10.1057	14.8855	1.19251	370,962
General Light Industry	0.06261	0.05728	0.05374	0.58474	0.00185	0.00073	0.21663	0.21736	0.00068	0.05497	0.05565	—	188.554	188.554	0.00520	0.00766	0.00061	190.968
Total	147.966	135.187	128.248	1,399.12	4.46132	1.74326	521.499	523.243	1.63565	132.337	133.972	—	453,643	453,643	12.3756	18.3443	1.47784	459,421

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.74146	0.67356	0.61897	7.60059	0.02452	0.00933	2.79786	2.80719	0.00875	0.71004	0.71880	—	2,261.59	2,261.59	0.05566	0.08412	0.12036	2,288.16
Apartments Low Rise	1.05862	0.96168	0.88374	10.8518	0.03501	0.01332	3.99466	4.00798	0.01250	1.01377	1.02627	—	3,228.99	3,228.99	0.07947	0.12010	0.17184	3,266.94
Single Family Housing	0.92782	0.84286	0.77455	9.51101	0.03068	0.01167	3.50111	3.51278	0.01095	0.88851	0.89947	—	2,830.04	2,830.04	0.06965	0.10526	0.15061	2,863.30
Condo/Townhouse	1.72238	1.56467	1.43785	17.6560	0.05696	0.02167	6.49935	6.52102	0.02033	1.64941	1.66974	—	5,253.60	5,253.60	0.12930	0.19540	0.27959	5,315.34
Strip Mall	20.4624	18.7267	16.1984	194.975	0.61499	0.23540	69.9684	70.2038	0.22086	17.7566	17.9775	—	56,723.7	56,723.7	1.47326	2.16435	3.00992	57,408.5
General Light Industry	0.01045	0.00956	0.00827	0.09956	0.00031	0.00012	0.03573	0.03585	0.00011	0.00907	0.00918	—	28.9662	28.9662	0.00075	0.00111	0.00154	29.3159
Total	24.9231	22.7791	19.9218	240.694	0.76247	0.29151	86.7971	87.0886	0.27351	22.0274	22.3010	—	70,326.9	70,326.9	1.80810	2.67032	3.73386	71,171.6

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.12511	0.06255	1.06909	0.45493	0.00682	0.08644	—	0.08644	0.08644	—	0.08644	—	1,357.03	1,357.03	0.12010	0.00256	—	1,360.79
Apartments Low Rise	0.13966	0.06983	1.19348	0.50786	0.00762	0.09649	—	0.09649	0.09649	—	0.09649	—	1,514.91	1,514.91	0.13407	0.00285	—	1,519.11
Single Family Housing	0.18307	0.09154	1.56444	0.66572	0.00999	0.12649	—	0.12649	0.12649	—	0.12649	—	1,985.78	1,985.78	0.17574	0.00374	—	1,991.29
Condo/Townhouse	0.34715	0.17357	2.96651	1.26235	0.01894	0.23985	—	0.23985	0.23985	—	0.23985	—	3,765.48	3,765.48	0.33324	0.00709	—	3,775.92
Strip Mall	0.29009	0.14504	2.63716	2.21522	0.01582	0.20042	—	0.20042	0.20042	—	0.20042	—	3,146.58	3,146.58	0.27847	0.00592	—	3,155.30
General Light Industry	0.00636	0.00318	0.05784	0.04859	0.00035	0.00440	—	0.00440	0.00440	—	0.00440	—	69.0120	69.0120	0.00611	0.00013	—	69.2034
Total	1.09144	0.54572	9.48853	5.15466	0.05953	0.75408	—	0.75408	0.75408	—	0.75408	—	11,838.8	11,838.8	1.04773	0.02229	—	11,871.6

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.12511	0.06255	1.06909	0.45493	0.00682	0.08644	—	0.08644	0.08644	—	0.08644	—	1,357.03	1,357.03	0.12010	0.00256	—	1,360.79
Apartments Low Rise	0.13966	0.06983	1.19348	0.50786	0.00762	0.09649	—	0.09649	0.09649	—	0.09649	—	1,514.91	1,514.91	0.13407	0.00285	—	1,519.11
Single Family Housing	0.18307	0.09154	1.56444	0.66572	0.00999	0.12649	—	0.12649	0.12649	—	0.12649	—	1,985.78	1,985.78	0.17574	0.00374	—	1,991.29
Condo/Townhouse	0.34715	0.17357	2.96651	1.26235	0.01894	0.23985	—	0.23985	0.23985	—	0.23985	—	3,765.48	3,765.48	0.33324	0.00709	—	3,775.92
Strip Mall	0.29009	0.14504	2.63716	2.21522	0.01582	0.20042	—	0.20042	0.20042	—	0.20042	—	3,146.58	3,146.58	0.27847	0.00592	—	3,155.30
General Light Industry	0.00636	0.00318	0.05784	0.04859	0.00035	0.00440	—	0.00440	0.00440	—	0.00440	—	69.0120	69.0120	0.00611	0.00013	—	69.2034
Total	1.09144	0.54572	9.48853	5.15466	0.05953	0.75408	—	0.75408	0.75408	—	0.75408	—	11,838.8	11,838.8	1.04773	0.02229	—	11,871.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02283	0.01142	0.19511	0.08303	0.00125	0.01577	—	0.01577	0.01577	—	0.01577	—	224.672	224.672	0.01988	0.00042	—	225.295
Apartments Low Rise	0.02549	0.01274	0.21781	0.09268	0.00139	0.01761	—	0.01761	0.01761	—	0.01761	—	250.811	250.811	0.02220	0.00047	—	251.507

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Single Family Housing	0.03341	0.01671	0.28551	0.12149	0.00182	0.02308	—	0.02308	0.02308	—	0.02308	—	328.769	328.769	0.02910	0.00062	—	329.681
Condo/Townhouse	0.06335	0.03168	0.54139	0.23038	0.00346	0.04377	—	0.04377	0.04377	—	0.04377	—	623.417	623.417	0.05517	0.00117	—	625.147
Strip Mall	0.05294	0.02647	0.48128	0.40428	0.00289	0.03658	—	0.03658	0.03658	—	0.03658	—	520.952	520.952	0.04610	0.00098	—	522.396
General Light Industry	0.00116	0.00058	0.01056	0.00887	0.00006	0.00080	—	0.00080	0.00080	—	0.00080	—	11.4257	11.4257	0.00101	0.00002	—	11.4574
Total	0.19919	0.09959	1.73166	0.94073	0.01086	0.13762	—	0.13762	0.13762	—	0.13762	—	1,960.05	1,960.05	0.17346	0.00369	—	1,965.48

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	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Consumer Products	58.1982	58.1982	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.19392	5.19392	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Landscape Equipment	15.8145	14.7630	1.11871	125.968	0.00626	0.12224	—	0.12224	0.09245	—	0.09245	—	407.308	407.308	0.01706	0.00344	—	408.759
Total	79.2066	78.1551	1.11871	125.968	0.00626	0.12224	—	0.12224	0.09245	—	0.09245	0.00000	407.308	407.308	0.01706	0.00344	—	408.759
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Consumer Products	58.1982	58.1982	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	5.19392	5.19392	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	63.3921	63.3921	0.00000	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Consumer Products	10.6212	10.6212	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.94789	0.94789	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.42330	1.32867	0.10068	11.3371	0.00056	0.01100	—	0.01100	0.00832	—	0.00832	—	33.2554	33.2554	0.00139	0.00028	—	33.3738
Total	12.9924	12.8977	0.10068	11.3371	0.00056	0.01100	—	0.01100	0.00832	—	0.00832	0.00000	33.2554	33.2554	0.00139	0.00028	—	33.3738

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	19.3348	0.00000	19.3348	1.98256	0.04711	—	82.9362
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	19.5867	0.00000	19.5867	2.00839	0.04772	—	84.0168
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	13.4147	0.00000	13.4147	1.37552	0.03268	—	57.5420
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	31.8678	0.00000	31.8678	3.26768	0.07764	—	136.696
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	161.565	0.00000	161.565	16.5666	0.39362	—	693.028
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	2.30161	0.00000	2.30161	0.23600	0.00561	—	9.87272
Total	—	—	—	—	—	—	—	—	—	—	—	248.070	0.00000	248.070	25.4368	0.60437	—	1,064.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	19.3348	0.00000	19.3348	1.98256	0.04711	—	82.9362

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	19.5867	0.00000	19.5867	2.00839	0.04772	—	84.0168
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	13.4147	0.00000	13.4147	1.37552	0.03268	—	57.5420
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	31.8678	0.00000	31.8678	3.26768	0.07764	—	136.696
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	161.565	0.00000	161.565	16.5666	0.39362	—	693.028
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	2.30161	0.00000	2.30161	0.23600	0.00561	—	9.87272
Total	—	—	—	—	—	—	—	—	—	—	—	248.070	0.00000	248.070	25.4368	0.60437	—	1,064.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3.20110	0.00000	3.20110	0.32824	0.00780	—	13.7310
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3.24281	0.00000	3.24281	0.33251	0.00790	—	13.9099
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	2.22096	0.00000	2.22096	0.22773	0.00541	—	9.52674
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	5.27608	0.00000	5.27608	0.54100	0.01285	—	22.6316
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	26.7489	0.00000	26.7489	2.74279	0.06517	—	114.739

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.38106	0.00000	0.38106	0.03907	0.00093	—	1.63454
Total	—	—	—	—	—	—	—	—	—	—	—	41.0709	0.00000	41.0709	4.21135	0.10006	—	176.173

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	122.308	0.00000	122.308	12.2242	0.00000	—	427.914
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	123.988	0.00000	123.988	12.3921	0.00000	—	433.791
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	66.6440	0.00000	66.6440	6.66083	0.00000	—	233.165
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	201.709	0.00000	201.709	20.1601	0.00000	—	705.711
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	644.124	0.00000	644.124	64.3779	0.00000	—	2,253.57

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.47107	0.00000	3.47107	0.34692	0.00000	—	12.1441
Total	—	—	—	—	—	—	—	—	—	—	—	1,162.24	0.00000	1,162.24	116.162	0.00000	—	4,066.30
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	122.308	0.00000	122.308	12.2242	0.00000	—	427.914
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	123.988	0.00000	123.988	12.3921	0.00000	—	433.791
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	66.6440	0.00000	66.6440	6.66083	0.00000	—	233.165
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	201.709	0.00000	201.709	20.1601	0.00000	—	705.711
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	644.124	0.00000	644.124	64.3779	0.00000	—	2,253.57
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.47107	0.00000	3.47107	0.34692	0.00000	—	12.1441
Total	—	—	—	—	—	—	—	—	—	—	—	1,162.24	0.00000	1,162.24	116.162	0.00000	—	4,066.30
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	20.2495	0.00000	20.2495	2.02386	0.00000	—	70.8461

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	20.5276	0.00000	20.5276	2.05166	0.00000	—	71.8190
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	11.0337	0.00000	11.0337	1.10278	0.00000	—	38.6031
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	33.3952	0.00000	33.3952	3.33773	0.00000	—	116.839
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	106.642	0.00000	106.642	10.6585	0.00000	—	373.104
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.57467	0.00000	0.57467	0.05744	0.00000	—	2.01059
Total	—	—	—	—	—	—	—	—	—	—	—	192.423	0.00000	192.423	19.2320	0.00000	—	673.222

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.11079	2.11079

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36103	2.36103
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.97474	2.97474
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.84141	3.84141
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.08933	7.08933
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35202	1.35202
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.7293	19.7293
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.11079	2.11079
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.36103	2.36103
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.97474	2.97474
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.84141	3.84141

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.08933	7.08933
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35202	1.35202
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.7293	19.7293
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.34946	0.34946
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.39089	0.39089
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.49250	0.49250
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.63599	0.63599
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.17372	1.17372
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22384	0.22384
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.26641	3.26641

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

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
Apartments Mid Rise	1,670.08	1,507.37	1,255.63	579,484	22,905.1	20,673.5	17,220.9	7,947,602
Apartments Low Rise	2,276.52	2,531.54	1,953.08	827,362	31,222.4	34,720.0	26,786.4	11,347,234
Single Family Housing	2,010.72	2,032.02	1,821.15	725,139	27,576.9	27,869.1	24,977.0	9,945,244

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Condo/Townhouse	3,703.92	4,118.84	3,177.68	1,346,126	50,799.1	56,489.7	43,581.7	18,462,059
Strip Mall	50,447.6	47,852.4	23,254.6	16,860,130	594,691	564,098	274,132	198,752,212
General Light Industry	25.7622	10.3361	25.9700	8,609.69	303.693	121.845	306.142	101,494

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Apartments Mid Rise	Wood Fireplaces	0	0
Apartments Mid Rise	Gas Fireplaces	0	0
Apartments Mid Rise	Propane Fireplaces	0	0
Apartments Mid Rise	Electric Fireplaces	0	0
Apartments Mid Rise	No Fireplaces	215	215
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
Apartments Low Rise	Wood Fireplaces	0	0
Apartments Low Rise	Gas Fireplaces	0	0
Apartments Low Rise	Propane Fireplaces	0	0
Apartments Low Rise	Electric Fireplaces	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Apartments Low Rise	No Fireplaces	218	218
Apartments Low Rise	Conventional Wood Stoves	0	0
Apartments Low Rise	Catalytic Wood Stoves	0	0
Apartments Low Rise	Non-Catalytic Wood Stoves	0	0
Apartments Low Rise	Pellet Wood Stoves	0	0
Single Family Housing	Wood Fireplaces	0	0
Single Family Housing	Gas Fireplaces	0	0
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	75	75
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
Condo/Townhouse	Wood Fireplaces	0	0
Condo/Townhouse	Gas Fireplaces	0	0
Condo/Townhouse	Propane Fireplaces	0	0
Condo/Townhouse	Electric Fireplaces	0	0
Condo/Townhouse	No Fireplaces	354	354
Condo/Townhouse	Conventional Wood Stoves	0	0
Condo/Townhouse	Catalytic Wood Stoves	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Condo/Townhouse	Non-Catalytic Wood Stoves	0	0
Condo/Townhouse	Pellet Wood Stoves	0	0
Strip Mall	Wood Fireplaces	0	0
Strip Mall	Gas Fireplaces	0	0
Strip Mall	Propane Fireplaces	0	0
Strip Mall	Electric Fireplaces	0	0
Strip Mall	No Fireplaces	0	0
Strip Mall	Conventional Wood Stoves	0	0
Strip Mall	Catalytic Wood Stoves	0	0
Strip Mall	Non-Catalytic Wood Stoves	0	0
Strip Mall	Pellet Wood Stoves	0	0
General Light Industry	Wood Fireplaces	0	0
General Light Industry	Gas Fireplaces	0	0
General Light Industry	Propane Fireplaces	0	0
General Light Industry	Electric Fireplaces	0	0
General Light Industry	No Fireplaces	0	0
General Light Industry	Conventional Wood Stoves	0	0
General Light Industry	Catalytic Wood Stoves	0	0
General Light Industry	Non-Catalytic Wood Stoves	0	0
General Light Industry	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)
3,191,582	1,063,861	1,715,178	571,726	—

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)
Apartments Mid Rise	1,386,968	0.00000	0.0000	0.0000	4,234,295
Apartments Low Rise	1,382,354	0.00000	0.0000	0.0000	4,726,930
Single Family Housing	1,815,976	0.00000	0.0000	0.0000	6,196,175
Condo/Townhouse	2,610,536	0.00000	0.0000	0.0000	11,749,292
Strip Mall	9,916,589	0.00000	0.0000	0.0000	9,818,159
General Light Industry	53,653.8	0.00000	0.0000	0.0000	215,336

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	10,089,992	494,320
Apartments Low Rise	10,221,458	1,190,625
Single Family Housing	7,000,549	35,082,296
Condo/Townhouse	16,630,411	1,937,160
Strip Mall	84,313,640	1,309,594
General Light Industry	1,201,113	5,971.21

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	226.942	0.00000
Apartments Low Rise	230.059	0.00000
Single Family Housing	123.658	0.00000
Condo/Townhouse	374.271	0.00000
Strip Mall	1,195.17	0.00000
General Light Industry	6.44056	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
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
Apartments Low 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 Low Rise	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
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
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
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922.00	0.00040	7.50000	7.50000	20.0000

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088.00	0.30000	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)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.3500	annual days of extreme heat
Extreme Precipitation	4.05000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	5.54000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	1	1	1	2
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—

Indicator	Result for Project Census Tract
AQ-Ozone	66.8077
AQ-PM	12.4207
AQ-DPM	56.0921
Drinking Water	19.3206
Lead Risk Housing	42.2432
Pesticides	0.00000
Toxic Releases	17.0043
Traffic	16.3250
Effect Indicators	—
CleanUp Sites	0.00000
Groundwater	49.8257
Haz Waste Facilities/Generators	10.1522
Impaired Water Bodies	0.00000
Solid Waste	52.8981
Sensitive Population	—
Asthma	28.2029
Cardio-vascular	63.3101
Low Birth Weights	16.6282
Socioeconomic Factor Indicators	—
Education	70.3999
Housing	27.2243

Indicator	Result for Project Census Tract
Linguistic	66.5990
Poverty	64.7236
Unemployment	3.57887

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	20.89054279
Employed	41.67842936
Median HI	22.21224176
Education	—
Bachelor's or higher	23.67509303
High school enrollment	100
Preschool enrollment	76.9665084
Transportation	—
Auto Access	28.53843193
Active commuting	9.482869242
Social	—
2-parent households	21.53214423
Voting	51.68741178

Indicator	Result for Project Census Tract
Neighborhood	—
Alcohol availability	62.08135506
Park access	35.18542282
Retail density	61.6963942
Supermarket access	26.13884255
Tree canopy	80.21301168
Housing	—
Homeownership	36.27614526
Housing habitability	23.86757346
Low-inc homeowner severe housing cost burden	27.02425253
Low-inc renter severe housing cost burden	61.15744899
Uncrowded housing	23.61093289
Health Outcomes	—
Insured adults	29.47517002
Arthritis	0.0
Asthma ER Admissions	63.8
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0

Indicator	Result for Project Census Tract
Diagnosed Diabetes	0.0
Life Expectancy at Birth	7.2
Cognitively Disabled	16.7
Physically Disabled	55.6
Heart Attack ER Admissions	47.6
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	37.8
Elderly	60.0
English Speaking	22.9

Indicator	Result for Project Census Tract
Foreign-born	51.1
Outdoor Workers	18.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	70.8
Traffic Density	21.1
Traffic Access	23.0
Other Indices	—
Hardship	71.6
Other Decision Support	—
2016 Voting	52.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	23.0000
Healthy Places Index Score for Project Location (b)	32.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Characteristics: Utility Information	100% renewable energy by 2050 would be provided by Pioneer Community Energy, which serves the City of Lincoln.
Operations: Hearths	Information provided to Rincon.

8.2. Project Characteristics

8.2.2. Utility Information

Model Parameter	Units	Default Value	New Value
CO2	lb/MWh	203.983	0.00000
CH4	lb/MWh	0.03300	0.00000
N2O	lb/MWh	0.00400	0.00000

8.5. Operations

8.5.2. Area Sources

8.5.2.1. Hearths

Land Use	Model Parameter	Units	Default Value	New Value
Apartments Mid Rise	Gas Fireplaces	—	92	0
Apartments Low Rise	Gas Fireplaces	—	93	0
Single Family Housing	Wood Fireplaces	—	32	0
Single Family Housing	Gas Fireplaces	—	107	0
Single Family Housing	Hours/Day	—	3	0
Single Family Housing	Days/Year	—	82	0
Single Family Housing	Wood Mass	lb/year	3,078	0
Single Family Housing	Conventional Wood Stoves	—	11	0
Single Family Housing	Catalytic Wood Stoves	—	11	0
Single Family Housing	Non-Catalytic Wood Stoves	—	11	0
Single Family Housing	Days/Year	—	82	0
Single Family Housing	Wood Mass	lb/year	3,019	0
Condo/Townhouse	Gas Fireplaces	—	152	0

Appendix B

Potential to Occur Tables

Special-Status Plant Species in the Regional Vicinity of the Plan Area

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements	Potential to Occur	Rationale
Balsamorhiza macrolepis big-scale balsamroot	None/None G2/S2 1B.2	Perennial herb. Chaparral, cismontane woodland, valley and foothill grassland. Serpentinite (sometimes). Elevations: 150-5100ft. (45-1555m.) Blooms Mar-Jun.	High Potential	There are known occurrences within two miles of the plan area.
Calycadenia spicata spicate calycadenia	None/None G3?/S3 1B.3	Cismontane woodland, Valley and foothill grassland. Adobe, Clay, Disturbed areas, Dry, Gravelly, Openings, Roadsides, Rocky 40-1400m. Blooms May-Sep.	Low Potential	There are known occurrences in the regional vicinity.
Chloropyron molle ssp. *hispidum* hispid salty bird's-beak	None/None G2T1/S1 1B.1	Annual herb (hemiparasitic). Meadows and seeps, playas, valley and foothill grassland. Alkaline. Elevations: 5-510ft. (1-155m.) Blooms Jun-Sep.	Moderate Potential	There are known occurrences in the regional vicinity and vernal pools are documented within two miles.
Downingia pusilla dwarf downingia	None/None GU/S2 2B.2	Annual herb. Valley and foothill grassland, vernal pools. Vernal lake and pool margins with a variety of associates. In several types of vernal pools. Elevations: 5-1460ft. (1-445m.) Blooms Mar-May.	High Potential	There are known occurrences within two miles of the plan area.
Gratiola heterosepala Boggs Lake hedge-hyssop	None/SE G2G3/S2 1B.2	Annual herb. Marshes and swamps, vernal pools. Clay soils; usually in vernal pools, sometimes on lake margins. 4-. Elevations: 35-7790ft. (10-2375m.) Blooms Apr-Aug.	High Potential	There are known occurrences within two miles of the plan area.
Juncus leiospermus var. *ahartii* Ahart's dwarf rush	None/None G2T1/S1 1B.2	Annual herb. Valley and foothill grassland. Restricted to the edges of vernal pools in grassland. Elevations: 100-750ft. (30-229m.) Blooms Mar-May.	Moderate Potential	There are known occurrences in the regional vicinity and vernal pools are documented within two miles.
Juncus leiospermus var. *leiospermus* Red Bluff dwarf rush	None/None G2T2/S2 1B.1	Annual herb. Chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, vernal pools. Vernally mesic sites. Sometimes on edges of vernal pools. Elevations: 115-4100ft. (35-1250m.) Blooms Mar-Jun.	High Potential	There are known occurrences within two miles of the plan area.
Legenere limosa legenere	None/None G2/S2 1B.1	Annual herb. Vernal pools. In beds of vernal pools. 1-. Elevations: 5-2885ft. (1-880m.) Blooms Apr-Jun.	High Potential	There are known occurrences within two miles of the plan area.
Navarretia myersii ssp. *myersii* pincushion navarretia	None/None G2T2/S2 1B.1	Annual herb. Vernal pools. Clay soils within non-native grassland. Elevations: 65-1085ft. (20-330m.) Blooms Apr-May.	High Potential	There are known occurrences within two miles of the plan area.

Regional Vicinity refers to within a 6-quad search radius of the plan area.

Status (Federal/State)
FE = Federal Endangered
FT = Federal Threatened
SE = State Endangered
ST = State Threatened
SR = State Rare

CRPR (CNPS California Rare Plant Rank)
1B = Rare, Threatened, or Endangered in California and elsewhere
2B= Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension
.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)

Other Statuses
G1 or S1 Critically Imperiled Globally or Subnationally (state)
G2 or S2 Imperiled Globally or Subnationally (state)
G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5 Apparently secure, common and abundant

Additional notations may be provided as follows
T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)
Q – Questionable taxonomy that may reduce conservation priority
? – Inexact numeric rank

Special-Status Wildlife Species in the Regional Vicinity of the Plan Area

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements	Potential to Occur	Rationale
Invertebrates				
Bombus crotchii Crotch's bumble bee	None/SCE G2/S2	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	Moderate Potential	There are known occurrences in the regional vicinity and flowering plants are present in the plan area.
Branchinecta conservatio Conservancy fairy shrimp	FE/None G2/S2	Endemic to the grasslands of the northern two-thirds of the Central Valley; found in large, turbid pools. Inhabit astatic pools located in swales formed by old, braided alluvium; filled by winter/spring rains, last until June.	Moderate Potential	There are known occurrences within five miles and vernal pools are documented within two miles of the plan area.
Branchinecta lynchi vernal pool fairy shrimp	FT/None G3/S3	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	High Potential	There are known occurrences within two miles of the plan area.
Desmocerus californicus dimorphus valley elderberry longhorn beetle	FT/None G3T3/S3	Occurs only in the Central Valley of California, in association with blue elderberry (Sambucus mexicana). Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	Moderate Potential	There are known within five miles and elderberry may be present in the plan area.
Lepidurus packardi vernal pool tadpole shrimp	FE/None G3/S3	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	Moderate Potential	There are known occurrences within five miles and vernal pools are documented within two miles of the plan area.
Fish				
Acipenser medirostris pop. 1 green sturgeon - southern DPS	FT/None G2T1/S1 SSC	Spawning site fidelity. Spawns in the Sacramento, Feather and Yuba Rivers. Presence in upper Stanislaus and San Joaquin Rivers may indicate spawning. Non-spawning adults occupy marine/estuarine waters. Delta Estuary is important for rearing juveniles. Spawning occurs primarily in cool (11-15 C) sections of mainstem rivers in deep pools (8-9 meters) with substrate containing small to medium sized sand, gravel, cobble, or boulder.	Moderate Potential	There are known occurrences in the regional vicinity and Auburn Creek is adjacent to the plan area.
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	FT/None G5T2Q/S2 SSC	Populations in the Sacramento and San Joaquin rivers and their tributaries.	High Potential	There are known occurrences within Auburn Creek adjacent to the plan area.
Amphibians				
Spea hammondii western spadefoot	FPT/None G2G3/S3S4 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Moderate Potential	There are known occurrences within five miles and vernal pools are documented within two miles of the plan area.
Reptiles				
Actinemys marmorata northwestern pond turtle	FPT/None G2/SNR SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying. Occurs in northern California, south along the Sierra Nevada Mountains and the Coast Range down to Monterey and Kern Counties.	Moderate Potential	There are known occurrences within five miles and Auburn Creek is adjacent to the plan area.
Birds				
Agelaius tricolor tricolored blackbird	None/ST G3/S2 SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	High Potential	There are known occurrences within the plan area.
Ammodramus savannarum grasshopper sparrow	None/None G5/S3 SSC	Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs and scattered shrubs. Loosely colonial when nesting.	Moderate Potential	There are known occurrences within five miles of the plan area.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements	Potential to Occur	Rationale
Athene cunicularia burrowing owl	None/SCE G4/S2 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Moderate Potential	There are known occurrences within five miles of the plan area.
Buteo swainsoni Swainson's hawk	None/ST G5/S4	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	Moderate Potential	There are known occurrences within five miles of the plan area.
Elanus leucurus white-tailed kite	None/None G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Moderate Potential	There are known occurrences within five miles of the plan area.
Laterallus jamaicensis coturniculus California black rail	None/ST G3T1/S2 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	Moderate Potential	There are known occurrences within five miles of the plan area.
Melospiza melodia pop. 1 song sparrow ("Modesto" population)	None/None G5T3?Q/S3? SSC	Central lower basin of Great Valley, from Colusa County south to Stanislaus County and east of Suisun Marshes. Breeds chiefly below 200 feet elevation. Freshwater marshes, riparian thickets, sparsely vegetated irrigation canals, and Valley Oak restoration sites. Cover consists of willow and nettle thickets, growths of tules and cattails, and riparian oak forests with sufficient understory of blackberry.	Moderate Potential	There are known occurrences within five miles of the plan area.
Progne subis purple martin	None/None G5/S3 SSC	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly; also in human-made structures. Nest often located in tall, isolated tree/snag.	Low Potential	There are known occurrences in the regional vicinity.
Mammals				
Antrozous pallidus pallid bat	None/None G4/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Moderate Potential	There are known occurrences within five miles of the plan area.
Corynorhinus townsendii Townsend's big-eared bat	None/None G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls & ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.	Moderate Potential	There are known occurrences within five miles of the plan area.

Regional Vicinity refers to within a 6-quad search radius of the plan area.

Status (Federal/State)

FE = Federal Endangered
FT = Federal Threatened
FPT = Federal Proposed Threatened
FD = Federal Delisted
FC = Federal Candidate
SE = State Endangered
ST = State Threatened
SCE = State Candidate Endangered
SD = State Delisted
SSC = CDFW Species of Special Concern
FP = CDFW Fully Protected
WL = CDFW Watch List

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)
G2 or S2 Imperiled Globally or Subnationally (state)
G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5 Apparently secure, common and abundant

Additional notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)
Q – Questionable taxonomy that may reduce conservation priority
? – Inexact numeric rank

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Appendix C

Cultural Resources Assessment

Rincon Consultants
601 University Avenue, Suite 221
Sacramento, California 95825
916-706-1374

November 6, 2026
Project No: 24-15677

Efren Sanchez, MPA, Senior Planner
City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, California, 95648

Subject: Cultural Resources Assessment for the Lincoln Downtown Specific Plan Lincoln, California 95648

Dear Efren Sanchez:

This letter report presents the findings of a cultural resources assessment completed in support of the Lincoln Downtown Specific Plan located within the City of Lincoln, Placer County, California. The City of Lincoln retained Rincon Consultants (Rincon) to support the proposed project's compliance with the California Environmental Quality Act (CEQA). This letter report documents the results of the tasks performed by Rincon, specifically a cultural resources records search, archival and background research to identify known cultural resources within the project site, identify potential impacts to cultural resources, and to provide recommendations for mitigation.

The City of Lincoln is located in Placer County on the eastern edge of the Sacramento Valley floor at the base of the Sierra Nevada foothills. Primary access to the City is via State Route 65 (SR 65) which runs directly through the City and connects to Interstate 80 (I-80) to the south. SR 65 also connects to SR 193 in Downtown Lincoln, which provides access to the county seat in Auburn via Newcastle and I-80. The City of Lincoln covered approximately 19.3 square miles in 2007. The City is generally bounded by Wise Road to the north, Sierra College Boulevard to the east, Athens Avenue to the south, and Airport Road to the west (Attachment 1, Figure 1).

Federal Regulations

National Register of Historic Places

Authorized by Section 101 of the National Historic Preservation Act, the National Register of Historic Places (NRHP) is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. Properties eligible for listing in the NRHP are considered historic properties pursuant to Section 106 and historical resources pursuant to CEQA. Per 36 CFR Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history

Criterion B: Is associated with the lives of persons significant in our past

Criterion C: Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

Criterion D: Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The NPS recognizes seven aspects or qualities that, considered together, define historic integrity. To

retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

Location: The place where the historic property was constructed or the place where the historic event occurred

Design: The combination of elements that create the form, plan, space, structure, and style of a property

Setting: The physical environment of a historic property

Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory

Feeling: A property's expression of the aesthetic or historic sense of a particular period of time

Association: The direct link between an important historic event or person and a historic property

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The NPS states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluated significance (NPS 1997: 41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

State Regulations

Public Resources Code Sections 5024.1 and 4852

Codified by Public Resources Code (PRC) Sections 5024.1 and 4852 in 1992, the CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (PRC Section5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use to include a range of historical resources that better reflect the history of California (PRC Section 5024.1(b)). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation [OHP] 2006). Further, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (OHP 2011). Generally, the California OHP recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (OHP 1995).

Properties are eligible for listing in the CRHR if they meet one of more of the following criteria:

Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Criterion 2: Is associated with the lives of persons important to our past.

Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

California Environmental Quality Act

CEQA Guidelines Section 15064.5(A) – CEQA Definition of Historical Resources

California PRC Section 21804.1 requires lead agencies to determine if a project could have a significant impact on historical resources. As defined in PRC Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in, the CRHR; a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or culturally significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the NRHP are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the prehistoric or historic periods.

CEQA Guidelines Section 15064.5(B) – Substantial Adverse Change in Significance

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant effect on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines Section 15064.5[b][2][A]).

CEQA Guidelines Section 15064.5(c) – Effects on Archaeological Resources

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; 2) has a special and particular quality such as being the oldest of its type or the best available example of its type; or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b]).

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]).

CEQA Guidelines Section 15064.5(d) – Effects on Human Remains

CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project. Native American human remains and associated burial items may be significant to descendant communities and/or may be

scientifically important for their informational value. They may be significant to descendant communities for patrimonial, cultural, lineage, and religious reasons. Human remains may also be important to the scientific community, such as prehistorians, epidemiologists, and physical anthropologists. The specific stake of some descendant groups in ancestral burials is a matter of law for some groups, such as Native Americans (CEQA Guidelines Section 15064.5(d); PRC Section 5097.98). CEQA and other State regulations regarding Native American human remains provide the following procedural requirements to assist in avoiding potential adverse effects on human remains within the contexts of their value to both descendant communities and the scientific community:

- When an initial study identifies the existence or probable likelihood that a project would affect Native American human remains, the lead agency is to contact and work with the appropriate Native American representatives identified through the NAHC to develop an agreement for the treatment and disposal of the human remains and any associated burial items (CEQA Guidelines Section 15064.5(d); PRC Section 5097.98).
- If human remains are accidentally discovered, the county coroner must be contacted. If the county coroner determines that the human remains are Native American, the coroner must contact the NAHC within 24 hours. The NAHC must identify the most likely descendant (MLD) to provide for the opportunity to make recommendations for the treatment and disposal of the human remains and associated burial items.
- If the MLD fails to make recommendations within 48 hours of being granted access to the site or the project applicant rejects the recommendations of the MLD, the Native American human remains and associated burial items must be reburied in a location not subject to future disturbance within the project site (PRC Section 5097.98).

CEQA Guidelines Section 15126.4 – Cultural Resources Mitigation

Section 15126.4 of the CEQA Guidelines stipulates an EIR shall describe feasible measures to minimize significant adverse impacts. In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4(b)(1)). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4(b)(3)).

California Health and Safety Code Section 7050.5 – Human Remains

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined if the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification.

California Public Resources Code Section 5097.91– Sacred Lands Inventory

Section 5097.91 of the PRC established duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. This inventory is referred to as the NAHC Sacred Lands File. Under Section

5097.9 of the PRC, a State policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

Local Regulations

City of Lincoln General Plan

Although the City of Lincoln does not have a historic preservation ordinance with criteria for local designation, the General Plan, which was adopted in March 2008, includes goals and polices relating to cultural resources (City of Lincoln 2008). As presented in the Land Use and Open Space and Conservation Element of the General Plan, these include:

Goal LU-2 – To designate, project, and provide land to ensure sufficient residential development to meet community needs and projected population growth.

Policy

LU2.5 Project Historic Structures. The City Shall encourage preservation and adaptive reuse of significant historic structures.

Goal LU-13 – To preserve Lincoln's character and scale, including its traditional urban design and historic character.

Policy

LU13.2. Project Historic Structures. The City Shall encourage preservation and adaptive reuse of significant historic structures.

LU13.3 Historic Buildings and Areas. The City shall preserve buildings and areas with special and recognized historic, architectural, or aesthetic value especially in the Downtown area. New development should respect architecturally and historically significant buildings and areas.

LU13.4 Contextual and Compatible Design. The City shall ensure that new development respects Lincoln's heritage by requiring that new development respond to its context and be compatible with the traditions and character of Lincoln, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties.

LU13.6 Public Awareness. The City shall promote a greater public awareness of the architectural, urban design, and cultural heritage of the city.

LU 13.7 Historic Preservation. The City shall work with local preservation groups and Downtown property owners to improve building facades and exteriors consistent with the historic and visual character of Downtown.

LU 13.9 Cultural and Historic Resources Protection. The City shall provide code enforcement that projects the cultural and historic value of existing places and buildings. Code enforcement guidelines should address demolition by neglect, inappropriate renovations, lack of maintenance, overgrown landscaping, and inappropriate storage.

Goal OSC6 – To preserve and protect existing archaeological, historical, and paleontological resources for their cultural values:

It is the goal of Lincoln to have protected and maintained historic buildings and archaeological resources as part of Lincoln's cultural heritage. City policy has been to protect and build upon the historic character that exists in the city. City policy also protects known archeological resources to the maximum extent feasible.

Policies

OSC6.1 Evaluation of Historic Resources. The City shall use appropriate State and Federal Standards in evaluating the significance of historical resources that are identified in the City.

OSC6.2 Historic Structures and Sites. The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

OSC6.3 Archaeological Resources. The City shall support efforts to protect and/or recover archaeological resources.

OSC6.4 Historical Resources Inventory. The City shall prepare a historical resources inventory and use State and Federal Standards in evaluating historical resources for their significance.

OSC6.5 Mitigation Monitoring for Historical Resources. The City shall develop standards for monitoring of mitigation measures established for the protection of historical resources prior to development.

OSC6.6 State Historic Building Code. The City shall establish construction standards for the protection of historic resources during development and use the State Historic Building Code for designated properties.

OSC6.7 Discovery of Archaeological / Paleontological Resources. In the event that archaeological / paleontological resources are discovered during ground disturbing activities, the City shall require that grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional archaeologist / paleontologist as appropriate. The City will require that a qualified archeologist / paleontologist make recommendations for measures necessary to protect the find; or to undertake data recovery, excavation, analysis, and curation of archaeological / paleontological materials, as appropriate.

OSC6.8 Archaeological Resource Surveys. Prior to project approval, the City shall require project applicant to have a qualified professional archeologist conduct the following activities within the area of potential effects (APE): (1) conduct a record search at the North Central Information Center located at California State University Sacramento and other appropriate historical repositories to determine the extent of previously recorded sites and surveys within the project area, and to develop a historical context within which sites can be evaluated for significance, (2) conduct a field survey to locate, map, and record prehistoric and historic resources, and (3) prepare cultural resource inventory and evaluation reports meeting California Office of Historic Preservation Standards to document the results of the record search and field survey, and to provide significance evaluations and management recommendations for any identified historical resources within the APE.

OSC6.9 Native American Resources. The City shall consult with Native American representatives, including appointed representatives from United Auburn Indian Community, to discuss concerns regarding potential impacts to cultural resources and to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of the review of a proposed project.

OSC6.10 Discovery of Human Remains. Consistent with CEQA Guidelines (Section 15064.5), if human remains are discovered during project construction, it is necessary to comply with state laws relating to prohibitions on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (California Health and Safety Code Section 7050.5). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

A. The Placer County Coroner / Sheriff has been informed and has determined that no investigation of the cause of death is required; and if the coroner determines that the remains are of Native American origin,
    1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
    2. The NAHC shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American.
    3. The MLD shall have an opportunity to make a recommendation to the landowner or the person responsible for the excavation work, 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.

B. Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

C. The County has notified the United Auburn Indian Community (UAIC) Tribal Council and solicited their input.

Project Site and Description

The project site is located within the City of Lincoln, California (Attachment 1, Figure 1). Specifically, the proposed project encompasses portions of Section(s) 9-12, 14-16, and 21-22 of Township 12N, Range 6E on the *Lincoln*, *California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The project location encompasses approximately 495 acres in Lincoln's downtown core, including Lincoln Boulevard, 4th Street, McCourtney Road, Hungry Hollow Road, 12th Street/Virginiatown Road, H Street/9th Street, and 1st Street (Attachment 1, Figure 2).

Natural Setting

The City of Lincoln lies within California's Central Valley, which extends from the Siskiyou Mountains in the north to the Tehachapi Mountains in the south, and covers an area approximately 650 miles long and 250 miles wide. The Central Valley is bounded by the Cascade Range and Sierra Nevada on the east and the Coast Ranges in the west. The Central Valley is divided into two smaller valleys by the Sacramento-San Joaquin Delta: the Sacramento Valley and the San Joaquin Valley. The City of Lincoln, and more specifically Downtown Lincoln, is located within the Sacramento Valley just west of the Sierra Nevada Foothills. The city lies at approximately 150 feet above sea level and its nearest water source is the north

fork of the American River approximately 12 miles to the east. Slope within the project site is relatively flat to gently sloped (0–15 percent). The natural topography and environment of the project site has been substantially disturbed by roadway, residential, and commercial development Therefore, the majority of the project site does not retain its natural setting.

Cultural Setting

Indigenous History

The Planning Area is situated on the border of the Sacramento Valley subregion of the Central Valley archaeological region and the Northern Sierra subregion of the Sierra Nevada archaeological region, as defined by Moratto (1984a and 1984b). The Sacramento Valley subregion spans from the Sacramento River Delta to the Siskiyou Mountains, and the Northern Sierra subregion spans from the Feather River in Plumas County to the American River drainage in El Dorado County. The Planning Area is located within Placer County, to the west of the Sierra Nevada Mountain foothills and west of the Middle Fork and North Fork of the American River.

California prehistory chronology is generally divided into three broad time periods: the Paleoindian Period (ca. 11,550 to 8,550 BCE), the Archaic Period (8,550 BCE to CE 1,100) and the Emergent Occupation Period (CE1,000 to European Contact) (Fredrickson 1973, 1974), which has been updated and adjusted by Rosenthal et al. (2007) to further separate the Archaic Period into Lower (8,550 BCE to 5,550 BCE), Middle (5,550 BCE to 550 BCE), and Upper (550 BCE to CE 1,100). The prehistoric chronological sequence for the Central Valley Sacramento Valley and Sierra Nevada Northern Sierra subregions presented below is based on Rosenthal et al. (2007) Moratto (1984a and 1984b), and Hull (2007).

Paleoindian Period (11,550 to 8550 BCE)

The Paleoindian period defines the earliest human occupation within California, including the Central Valley archaeological region. The earliest known human occupation sites in California are identified at the Channel Islands, off the coast of Santa Barbara County. Additional known sites dating to this period have been identified in the Southern San Joaquin Valley at Tulare Lake (Garfinkel 2015); however, sites dating to the Paleoindian period with the Sierra Nevada foothill region are scarce likely due to erosional and depositional processes that have destroyed or obscured cultural remains from this period (Hull 2007). Moratto (1984a) has refuted most evidence dating occupation sites to the Paleoindian Period based on inaccurate or poorly executed radiocarbon dating; however, later uncalibrated dates have provided age ranges toward the end of the last ice age, between 9,370 and 13,802 BCE at sites within the Southern San Joaquin Valley (Garfinkel 2015). This period is represented by fluted projectile points similar to Clovis points, concave base points, and associated stone tools such as leaf-shaped knives and ovate domed and elongate keeled scrapers, and crescents that may represent subsistence focus on hunting of extinct megafauna (Garfinkel 2015, Rosenthal et al. 2007).

Lower Archaic (8550 to 5550 BCE)

Climate change at the end of the Pleistocene caused significant periods of alluvial deposition beginning around 9,050 BCE. These new alluvial deposits created a clear stratigraphic boundary between the Late Pleistocene and Holocene sediments. The Lower Archaic, like the Paleoindian Period, is represented only by limited isolated finds. During this period Northern Sierra groups were sparce, high-altitude, mobile, seasonal hunter gatherers relying on large, stemmed dart points, heavy core tools, large bifaces, and flakes crescents (Miller and Walton 2016). Lower Archaic artifacts within the Sacramento Valley subregion include one isolated flaked stone crescent, recovered on an alluvial fan west of Orland (Rosenthal et al. 2007).

Middle Archaic (5550 to 550 BCE)

The Middle Archaic began with substantial climate change to much warmer, drier conditions. As climate became warmer and drier, new wetlands created new habitats, and rising sea levels led to the creation of the Sacramento-San Joaquin Delta, resulting in new deposits. Fans and floodplains stabilized after an initial period of deposition in 5,550 BCE. The Sacramento Valley subregion contains an increase in sites dating to the Middle Archaic, including CA-BUT-233, CA-CAL-236, CA-CCO-18/548, CA-COL-247, and CA-SAC-107 (Rosenthal et al. 2007). Although archaeological sites dating to this period within the Northern Sierra subregion are scarce, the eldest strata of CA-PLA-101 dates to this period (Moratto 1984b, Jurich et al. 2008).

The Middle Archaic record has revealed a pattern of organized subsistence strategies and increased residential stability within the Sacramento Valley subregion. The Northern Seirra subregion exhibits a closer association with the Mendocino Pattern of an upland adaptive strategy featuring high-residential mobility (Rosenthal et al. 2007). These archaeological sites exhibit smaller projectile points with district unifacial flaked stone tools. During this time, the mortar and pestle became more widespread, suggesting a shift toward more intensive subsistence practices. Fishing technologies, such as bone gorges, hooks, and spears, also appear during the Middle Archaic suggesting a new focus on fishing (Rosenthal et al. 2007). While many other regions of California had an intensive reliance on the acorn at this time, archaeobotanical analysis for the Sacramento Valley subregion suggests there was a lower ratio of acorn to small seeds during this time (Wohlgemuth 1996, Wohlgemuth 2016).

Several other technologies became apparent during this time. Baked-clay impressions of twined basketry, pottery, and other baked clay objects have been found at several sites. Personal adornment items also became more frequent. Exchange with outside groups is evidenced by the presence of obsidian, shell beads and ornaments (Moratto 1984a; Rosenthal et al. 2007; Burns et al. 2012).

During this time, basalt was the dominant lithic material for creating corner notched dart points and large stemmed points within the Northern Sierra subregion (Hull 2007) as basalt was locally available and provided the inhabitants with an abundant resource. Strata from CA-PLA-101 provides evidence for a higher use of basalt for projectile points, atlatl weights, bowl mortars, and core tools, similar to the Tahoe region's Martis Complex (Jurich et al. 2008).

Upper Archaic (550 BCE to CE 1100)

The Upper Archaic began with the onset of the Late Holocene, marked by a cooler, wetter climate. The environmental conditions of the Upper Archaic were characterized by the return of lakes that had disappeared during the Middle Archaic and a renewed fan and floodplain deposition. The Upper Archaic is better represented in the archaeological record than earlier periods. Cultural diversity was more pronounced and is marked by contrasting material cultures throughout the valley (Rosenthal et al. 2007). The Sacramento Valley subregion exhibits the distinctive Shasta Complex in the larger Central Valley Augustine Pattern, characterized by settlements near streams, semisubterranean dwellings, a hunting-gathering subsistence, acorn processing in hopper mortars, and paucity of charmstones (Moratto 1984a).

During this period, numerous specialized technologies were developed such as bone tools, implements, manufactured goods such as Olivella and Haliotis beads and ornaments, well-made ceremonial blades, and ground-stone plummets. Arrow points were increasingly made of obsidian and chert with a decrease in the use of basalt within the Northern Sierra and Sacramento Valley subregions, and focused on contracting stem arrow points instead of darts. Burials were often in flexed positions, typically on the side or supine, and could include cremation (Moratto 1984a and 1984b, Rosenthal et al. 2007, Hull 2007).

Upper Archaic Period economies varied by region throughout the Central Valley. The Sacramento Valley subregion economies saw an intense increase in acorn reliance during this time (Wohlgemuth 1996, Wohlgemuth 2016), leading to an increase in bedrock mortar technology. Lower to-mid-elevation zones

show signs of bedrock mortar technology emergence as a dominant tool for processing acorns, seeds, and other foods. Though other food storage and processing technologies are rarely recorded at lower elevation of the Sierra Nevada range from this time, the use and proportions of bedrock mortars are common among the various elevations. According to Hull (2007), the depth and shape of the mortar is related to function and not prolonged use, suggesting that functional mortar types (i.e., pecked, carved, and deep) served specific purposes; a shallow mortar for starting acorn processing while a deeper mortar may have been utilized for final processing and storing. Additionally, strata from CA-PLA-101 dating to the Upper Archaic Period, shows the use of silicate stone tools with influences in technology from the nearby Sacramento Valley subregion (Jurich et al. 2008). Evidence of small and large corner-notched, contracting-stemmed, and side-notched projectile points also shows that obsidian became more common and a highly valued trade item during this period (Hull 2007, Jurich et al. 2008).

Emergent Occupation Period (CE 1000 to Contact)

The stable climatic conditions of the Upper Archaic continued into the Emergent Occupation Period, which is associated with two cultural patterns: the Augustine Pattern in the southern Sacramento Valley subregion, and the Sweetwater and Shasta Complexes in the northern Sacramento Valley subregion.

After CE 1000, many of the technologies observed during the Archaic were replaced by cultural traditions recorded at European contact. The bow and arrow replaced the atlatl as the preferred hunting method sometime between CE 1000 and 1300 (Rosenthal et al. 2007). By CE 1500, the Northern Sierra subregion saw an extensive increase in the use of bedrock mortar features (Jurich et al. 2008).

Increased social complexity is evidenced by more variation in burial types and offerings and larger residential communities. Grave offerings such as shell beads, ornaments, and ritually “killed” mortars and pestles are often found in burials. Pottery was frequently obtained through trade with groups living in the foothills to the east. Cosumnes brownware is specific to the Sacramento Valley subregion and is represented at several sites in Sacramento County (Rosenthal et al. 2007).

As with the Archaic Period, Emergent Occupation Period economies varied geographically. In the Sacramento Valley subregion, large populations settled along the Sacramento River where fish weirs were constructed (Rosenthal et al. 2007). Most Emergent Occupation Period residential sites contain diverse assemblages of mammal and bird remains and large amounts of fish bone. Approximately 1,000 years ago, the mortar and pestle became the dominant tool type and small seeds increased in archaeological deposits over time (Rosenthal et al. 2007).

Changes within the Northern Sierra subregion included the increase in small corner-notched, small contracting-stemmed, and Desert Side-notched projectile points, as well as the emergency of settlement patterns including primary and secondary habitation villages (Jurich et al. 2008). The Northern Sierra subregion also saw a shift in habitation, technology, subsistence, and trade due to volcanic activity throughout the Sierra Nevada. Such volcanic activity led to environmental stress followed by population decline from the western slope of the Sierra Nevada to the lower elevations of the Central Valley, including the Sacramento Valley subregion up to CE 1250 (Hull 2007). Further research within the Northern Sierra subregion may provide additional understanding of settlement patterns, environmental stressors, and use of the Sierra Nevada.

Ethnographic Setting

The project site is situated within the ancestral homeland of the Penutian-speaking Nisenan people. While the Nisenan were previously referred to as the Southern Maidu in earlier ethnographic texts, this classification has widely been disputed. Therefore, the language used herein will refer to the Nisenan.

Prior to Euro-American contact, the Nisenan occupied the Yuba, Bear, and American river drainages, as well as the lower drainages of the Feather River, from the Sacramento River in the west to the crest of the

Sierras in the east. Historically, ethnographers describe four geographical divisions of the Nisenan include the Northern Hill Nisenan, Central Hill Nisenan, Southern Hill Nisenan, and the Valley Nisenan; the distinction between these groups is primarily based on dialect and topographic area (Kroeber 1925, Wilson and Towne 1978). The project site corresponds with the Central Hill Nisenan geographic division. However, some sources divide the Nisenan into just two distinct cultural groups including the Mountain Nisenan and Valley Nisenan (Colfax-Todds Valley Consolidated Tribe 2009), with the Mountain Nisenan generally corresponding with the Northern, Central, and Southern Hill Nisenan geographic regions. The discussion below will use Mountain Nisenan, or "Hill" Nisenan when describing the indigenous people that inhabited the region in which the project site is located.

Mountain Nisenan permanent settlements were established on top of the ridges of the steep Sierra canyons or on top of crests, knolls, or terraces near or next to streams and rivers. Settlements were often built in areas with open range on one side and pine-timbered highlands on the other (Wilson and Towne 1978). Villages tended to be smaller than those of the Valley Nisenan, with family groups living away from the main village during seasonal food gathering rounds. There were three primary types of dwelling structures. The most common was a large, circular, semi-subterranean, earth-covered k'um. The k'um functioned not only as a dwelling but also as a dance hall and sweat house. The smaller conical hübo, made of bark, skins, and brush, was more likely a single-family dwelling. Lastly, there was a summer brush shelter made of boughs and branches. These shelters usually had no walls or had just one wall made to block the sun (Kroeber 1925, Wilson and Towne 1978, Colfax-Todds Valley Consolidated Tribe 2009). Granaries were also common structures within settlements, and villages typically had bedrock milling stations present (Wilson and Towne 1978).

Nisenan territories were divided into separate villages or groupings of villages. Each village had a headman or "captain" and an advisor and at least one shaman. Shamans served as highly important leaders in Nisenan culture and typically consisted of either curing (doctoring) shamans, whose role was to diagnose and heal the sick, or religious shamans, who interacted with the spirit world. Curing shamans could be either male or female, with women often preferred (Wilson and Towne 1978). Shamans served as the center of various ceremonies that involved feasting, dancing, or singing while playing a cocoon rattle (so'koti). (Kroeber 1925). Musical instruments were used in a variety of social and ceremonial events.

Nisenan territory offered abundant year-round food sources, and subsistence depended on a mix of hunting, fishing, and gathering. Food gathering was based on seasonal ripening, but in general, hunting, gathering, and fishing went on all year (Wilson and Towne 1978, United Auburn Indian Community 2026). Large and small mammals were hunted both individually and by communal groups. Deer and elk were frequently hunted in groups, driven over cliffs, or driven into a circle of fire and shot or clubbed. Black bear hunts were ceremonial and typically conducted during the winter hibernation period. Lighted brands were used to drive the bears from their dens. Small game, such as rabbits and racoons, were caught in nets and clubbed or noosed. Game birds, waterfowl, and fish, especially salmon and lamprey eel, were important components of the Nisenan diet. Nets for fishing were likely made of milkweed and wild hemp. Native fruits (wild berries, plums, and grapes), local roots and bulbs (wild onion, sweet potato, and "Indian" potato), and nuts (buckeye, hazelnuts, and sugar pine nuts) made up a large portion of the Nisenan diet. Acorns in particular were a dietary staple that were gathered in the fall then stored in granaries. Later, they would be shelled, ground into a flour using a bedrock mortar, leached to remove the tannins, and cooked in watertight baskets (Kroeber 1925, Wilson and Towne 1978, Colfax-Todds Valley Consolidated Tribe 2009, United Auburn Indian Community 2026).

Basketry was and remains an important aspect of Nisenan culture for practical and artistic purposes. Two techniques were used in basket weaving: coiling and twining. Materials varied, but most commonly, a tree known as red bud (Cercis canadensis) was used for decorative baskets. Additionally, the Nisenan frequently used the split branchlets of the Douglas fir (Kroeber 1925, Wilson and Towne 1978, Bates and Bernstein 1982, Colfax-Todds Valley Consolidated Tribe 2009). There was extensive trade between

villages as well as adjacent native groups including the Miwok to the south, Konkow and Maidu to the north, the Washoe to the east, and Patwin to the west. The east-west trade network was perhaps most extensive with shell and steatite moving to the east while salt and obsidian moved west. Basketry moved in both directions (Wilson and Towne 1978, Colfax-Todds Valley Consolidated Tribe 2009).

While the lifeways of the Valley Nisenan were disrupted by the arrival of Euro-American trappers in the late 1820s, as well as the arrival of Captain John Sutter and other settlers in 1939, these events had less of an impact on the Mountain Nisenan who were able to maintain their precontact lifeways until the discovery of gold, the ensuing Gold Rush, and the subsequent influx of non-native people (Colfax-Todds Valley Consolidated Tribe 2009). Mountain Nisenan villages occupied logical sites for gold camps and within a few years of the discovery of gold, most of the Nisenan had scattered throughout the less desirable areas in the mountains, in more remote areas or at the edges of the gold towns. Some Nisenan eventually took work within the growing mining, logging, and ranching industries (Colfax-Todds Valley Consolidated Tribe 2009).

Nisenan culture persists in the Northern Sierras, with the Colfax-Todds Valley Consolidated Tribe of the Colfax Rancheria, Nevada City Rancheria Nisenan Tribe, United Auburn Indian Community, and the Shingle Springs Band of Miwok Indians currently having active members of the Nisenan Tribe. The Colfax-Todds Valley Consolidated Tribe of the Colfax Rancheria are located in closest proximity (nine miles northwest) to the project site and have been actively communicating with PG&E regarding the undertaking. The Colfax-Todds Valley Consolidated Tribe of the Colfax Rancheria is based in the community of Colfax and is comprised of the Nisenan, Maidu, and Miwok people. The tribe established the Colfax Rancheria in 1915 on 40 acres of land purchased by the Bureau of Indian Affairs to provide the Tribe with a reservation; however, the land was reclaimed and sold by the government in 1965 despite protest of the tribal members. Much of the land was subsequently subdivided and developed for housing making future reincorporation of the reservation difficult. However, local groups like the Placer Land Trust have partnered with the tribe to return ancestral homelands, help reestablish land bases, and protect cultural sites. Owning and managing natural land in its homeland supports the tribe's effort to restore federal recognition of the Colfax Rancheria. Surviving members are committed to the protection of their sacred sites, traditional practices, language preservation, and the overall betterment of the tribal community (Colfax-Todds Valley Consolidated Tribe 2009).

Post-Contact Setting

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769 – 1822)

By the 18th century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá

that same year, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

Construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. The mission and presidio relied on native labor. As native food sources became less reliable and as disease ravaged native communities, the missions presented an option and became a new type of community (California Missions Foundation n.d.) Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Spanish settlement in Alta California was confined to the coastal region. Following the discovery of the Central Valley by Pedro Fages during his exploration of the San Francisco Bay in 1772, there were periodic efforts to explore the area for suitable missions, but none were established and Spanish expeditions in the valley were largely limited to recovering stolen cattle until expeditions led by Lieutenant Gabriel Moraga in 1806 and 1808 (Bean 1968). Moraga's expeditions explored the area's main rivers – American, Calaveras, Consumnes, Feather, Merced, Mokelumne, Sacramento, San Joaquin, and Stanislaus. Moraga is credited with naming the lower Sacramento River and valley region, Sacramento, or Holy Sacrament in Spanish. In 1813, he led a third expedition to the lower portion of the Central Valley and is also credited with naming the San Joaquin River. In 1817, Luis Arguello led an expedition into the California interior and traveled up the Sacramento River past present-day Sacramento to the mouth of the Feather River, before returning to the coast.

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914).

Mexican Period (1822 – 1848)

Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land.

The largest land grants in the Sacramento Valley were awarded to John Sutter, a German Swiss immigrant who became a Mexican citizen. In 1839 he stablished a cattle ranch and farm called New Helvetia, headquartered at Sutter's Fort at the divergence of the Sacramento and American Rivers (Bean 1968). During the same period, fur trappers began to explore the area. The first American trapper to come to California, Jedidiah Smith, explored the Sierra Nevada before arriving in the Sacramento Valley in 1827, and traveled along the American and Consumnes rivers as well as through the San Joaquin Valley. Other trappers soon followed, and diseases introduced by trappers, military raids, and the settlement of non-native groups decimated native populations in the Sacramento and San Joaquin valleys.

American Period (1848 – Present)

The United States went to war with Mexico in 1846. On January 31, 1847, Yerba Buena was renamed to San Francisco by U.S Navy Lieutenant Washington. The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period. The same year, gold was discovered at Sutter's Mill on the American River. By 1849, nearly 90,000 people had ascended upon the gold fields. California

officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as US territories (Library of Congress n.d).

Local History

Lincoln was established in 1859 following the purchase of the town site by civil engineer Theodore Judah, who was influential in the development of the Central Pacific Railroad. Judah's sale of the land to Col. Charles Lincoln Wilson, first President of the Sacramento Valley Railroad and founder of the California Central Railroad, that year (Kortum 1990, The Historical Marker Database 2025). Wilson laid out the town and his middle name became its namesake. As of 1861, Lincoln was the terminus of a branch line of the Sacramento Valley Railroad; however, after the American Civil War, the railroad was extended further northward, where it accessed areas where coal had been discovered in the early 1860s (Angel 1882, Kortum 1990). The railroad's main line, extending further east, bypassed Lincoln. Despite separation from the main line, interest in locally sourced coal and the discovery of clay deposits near Lincoln led to increased interest in the area (Kortum 1990). By 1874, Lincoln area coal became desirable for its superior fueling capacity compared to charcoal, which had been used in foundry processes in Sacramento. Prospecting for coal led to the discovery of clay deposits near Lincoln in 1874, which drew in interest from Chicago-based pipe manufacturer Charles Gladding, and his business partners Peter McGill McBean, and George Chambers. These individuals became founders of Gladding, McBean company, which developed a clay pipe manufacturing facility to the north of Lincoln in 1875 on lands that spanned around 200 acres of clay and coal beds (Angel 1882). The facility was known early on as the California Vitrified Sewer Pipe Works and later expanded to become Gladding, McBean's Pottery and Terra Cotta Works; the first terracotta trim-producing facility on the West Coast and one that produced materials applied to numerous architectural works (Gladding, McBean 2026, Sanborn Map and Publishing Co. Limited 1884, Sanborn Map Company 1910).

As of 1884, Lincoln's downtown, near the intersection of G and 5th Streets, consisted of a railroad depot, lumber yard, several grain warehouses adjacent to the railroad, and several businesses along Fifth Street (Sanborn Map & Publishing Co. Limited [Sanborn] 1884). A topographic map from 1892 depicts Lincoln's town grid, the Central Pacific Railroad trending through the grid, and major streets emanating from the downtown along similar alignments to present-day Lincoln Boulevard, Gladding Boulevard, Virginiatown Road, and Nicolaus Road (UGSG 1892). Some of these routes would be subject to some alignment alteration in subsequent years as the grid expanded, certain properties further developed, and larger highways were built; for example, Gladding Boulevard (USGS 1910). By the early 1900s, the downtown grew with a denser concentration of commercial buildings including the Lincoln Hotel, saloons, grocery and drug stores, and residences in the blocks closest to the railroad depot, which as of 1910 was operated under Southern Pacific. Lincoln's Public Library was built during this period as part of the nationwide program of Carnegie Library development; it was constructed in part with materials donated by Gladding, McBean and has been listed on the NRHP since 1990 (Kortum 1990). Lincoln was at the time one of five incorporated communities in Placer County; others included Auburn, Roseville, Rocklin, and Colfax. Lincoln's population stood around 1400 in 1910 (Kortum 1990). The downtown also saw several churches and institutional buildings appear by the onset of World War I and in the years immediately after, including the Lincoln Women's Club, the Lincoln Civic Auditorium, and the Lincoln Veterans Memorial Hall ahead of the Great Depression (Sanborn Map Company 1910). A 1910 topographic map depicts the densest development in the area between D and J streets from east to west, and McBean Park Drive and 7th Street north to south. The Lincoln Cemetery appeared on the southwestern outskirts of town, just north of Auburn Ravine, while strings of buildings extended eastward beyond the core area along G Street, with some additional development in the northeast toward ravine (USGS 1910).

From the turn of the twentieth century through the decades leading up to World War II, Lincoln stabilized as a center for agriculture and building materials manufacturing related commerce (RRM Design Group 1992). By the early 1930s the downtown also included several businesses related to automobile repair and maintenance, including a garage located within the same block as the train depot. Hay, feed, and

grain warehouses were still prevalent in town, including a string of such buildings along G Street between 3rd and 5th streets. In the downtown blocks closest to the depot, several lots remained undeveloped, interspersing residences that were built by the early years of the Great Depression; some of which included detached garages for autos (Sanborn Map Company 1930).

During World War II, a military training facility known as the Lincoln Air Force Auxiliary Field was developed three miles to the northwest of downtown Lincoln and supported training associated with Mather Army Airfield near Sacramento. The airfield transitioned to civilian use after the war and is now Lincoln Regional Airport (Georgeson 2026). E. Highway 99 trended through the downtown, paralleling the railroad alignment mapped as the Southern Pacific Marysville line, and much of Lincoln's downtown filled in, while the southwestern extent of the downtown remained less developed (USGS 1942). As of the late 1950s, development in Lincoln was largely concentrated to areas bounded by Auburn Ravine to the south and southeast, modern-day Nicolaus Road, the Gladding-McBean complex and Virginiatown Road to the north, and O Street to the west (UCSB 1952, 1957). Mid-century development included campuses for Lincoln High School and Glen Edwards Middle School, which were under construction by the early 1950s with finger-plan school buildings, and have since expanded. An uptick in residential development during the 1970s and 1980s saw neighborhoods develop west of O Street and some additional street and subdivision development near the southeast corner of the downtown and (RRM Design Group 1992; UCSB 1961, 1981).

Development pushed further westward toward present-day Joiner Parkway by the early 1990s as subdivisions with cul-de-sacs extended from the preexisting town street grid. In the more recent past, subdivisions on the north side of Virginiatown Road were built in the early 2000s (NETR 2026).

Geoarchaeology

Soil mapping indicates five soil types are mapped at surface within the project site, including: San Joaquin series (80 percent), the Cometa series (10 percent), the Fiddyment series (5 percent), an unnamed series (3 percent), and the Alamo series (2 percent) (California Soil Resource Lab 2026).

- The San Joaquin series consists of very deep, moderately well drained soils that formed in alluvium derived from mixed but dominantly granitic rock sources and is found on undulating low terraces with small slopes of 0 to 9 percent (California Soil Resource Lab 1999).
- The Cometa series consists of moderately deep, moderately well or well drained soils that formed in alluvium from granitic rock sources. These soils are on gently sloping, slightly dissected older stream terraces and have slopes of 0 to 15 percent (California Soil Resource Lab 2006).
- The Fiddyment series consists of moderately deep, well drained soils formed in material weathered from consolidated sediments of mixed rock sources. Fiddyment soils are on nearly level to rolling low terraces and hills and have slopes of 0 to 15 percent (California Soil Resource Lab 2003).
- The Alamo series consists of moderately deep to hardpan, poorly drained soils that formed in alluvium from mixed sources. Alamo soils are in basins and drainageways on floodplains and fan remnants. Slope ranges from 0 to 2 percent (California Soil Resource Lab 2021).
- The Cometa soil series within the project site contains buried A horizons (Ab) but only makes up 10 percent of the project area, which reduces the potential for buried archaeological sites. The underlying geologic formation is QPc, quartz pebble conglomerate, which dates from the Pliocene and Pleistocene epochs, giving the formations an age range of 5.33 million years ago to 11,700 years ago (California Department of Conservation 2026). Given the age of the underlying geologic formations, buried archaeological resources in the area would likely be relatively shallow and are unlikely to extend below the A horizon, resulting in little to no potential for buried archaeological resources within the project site.

Methods

Background and Archival Research

Rincon completed background and archival research in support of this assessment in August 2026. A variety of primary and secondary source materials were consulted. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area. The following sources were utilized to develop an understanding of the project site and its context:

- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder
- Historical topographic maps via USGS's topoView database
- California Historical Resources Information System

California Historical Resources Information System Records Search

On August 13, 2026, Rincon received California Historical Resources Information System (CHRIS) records search results (PLA-26-47) from the North Central Information Center (NCIC) (Attachment 2). The NCIC is the official state repository for cultural resources records and reports for the county in which the proposed project falls. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.125-mile (1/8-mi) radius surrounding it. Rincon also reviewed the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks list, and the California Office of Historic Preservation's Built Environment Resources Directory (BERD). Additionally, Rincon reviewed the Archaeological Determination of Eligibility (ADOE) list.

Findings

Known Cultural Resources Studies

The CHRIS records search and background research identified 54 cultural resources studies within an 1/8 mile of the project site (Attachment 2). Of these studies, 36 include a portion of the project site and 18 include areas directly adjacent to the project site. Of the 54 reports identified, 45 include archaeology and/or built environment surveys, 3 are desktop studies, 2 are resource evaluations, 1 is a monitoring report, 1 is a thesis, 1 is an excavation report, and 1 is a no effects confirmation letter. Approximately 15 percent of the project site has been studied, and approximately 10 percent has been surveyed in the last 20 years. Known studies that occurred within or adjacent to the project site are presented in the appendix.

Known Cultural Resources

The CHRIS records search and background research identified 31 previously recorded cultural resources within an 1/8 mile of the project site. Resources recorded in the search radius are listed in Table 1 below. Of these resources, 19 are recorded within the project site and 12 are recorded adjacent to the project site.

Table 1 Known Cultural Resources

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	Eligibility Status	Relationship to Project Site
P-31-000625	CA-PLA-000499	Prehistoric Site	Bedrock Mortar	1983 (Ann Peak/Melinda Peak, Peak & Associates)	Unknown	Outside
P-31-000816	CA-PLA-000690H	Historic Structure	California Central Railroad	1990 (Patti Johnson, Sannie Osborn, US Army Corps of Engineers); 1999 (W.L. Norton, S.M. Atchley, Jones & Stokes Associates); 2000 (Steven D. Mikesell and Teresa Saputo Rogers, JRP Historical Consulting Services); 2008 (Heidi Koenig); 2012 (Ric Windmiller); 2019 (Dylan Stapleton, Natural Investigations Company)	6Y (2000)	Within
P-31-001713	CA-PLA-001345H	Historic District	Ferrari Ranch Building Complex	1989 (S.G. Lindstrom, Unknown); 1997 (Donald S. Napoli, Unknown)	6Y (1997)	Outside
P-31-001715	–	Historic Building	Barringer Realty (271 Highway 65)	2000 (Rand F. Herbert, Theresa Saputo Rogers, JRP Historical Consulting Services)	6Y (2000)	Outside
P-31-002600	CA-PLA-001848H	Historic Period Structure	638 F Street Single-family property	2005 (Ann S. Peak, Peak & Associates, Inc.)	6Z (2005)	Within
P-31-003040	–	Historic Period Structure within APN-021-510-038-0000	S. Side of Virginiatown Road	2007 (Amber Grady, EIP Associates); 2015 (Megan Webb, ECORP)	6Z (2007)	Within Note: This resource is nonextant per 2015 recordation update
P-31-003593	CA-PLA-002607H	Historic Structure	Yuba Rail Road	2008 (Drew M. Bailey, William Self Associates, Inc); 2010 (Rebecca Kellawan, Far Western); 2014 (Vicki Beard, Tom Origer & Associates)	Unevaluated	This resource appears to trend through the Project site; however, none of the previously recorded segments appear to be within the Project site.
P-31-003676	–	Historic Structure	Lincoln Substation	2008 (Cindy Baker, PAR Environmental Services, Inc.)	6Z (2008)	Within
P-31-003709	–	Historic Building	Lincoln Public Library/Lincoln Carnegie Library 590 5th Street	1988 (Richard Wyatt, Lardner Architects); 1989 (Lucy Kortum, Sonoma State University)	Listed in NRHP 1990 1S (1990)	Within
P-31-003715	–	Historic Building	Woman's Club of Lincoln 499 E. Street	2000 (Dorothy Nowak, Evelyn Procissi, Woman's Club of Lincoln)	Listed in NRHP 2001 1S (2001)	Within
P-31-003869	–	Historic Building	Ferrari Ranch Building No. 4	1997 (Donald S. Napoli, Unknown)	6Z (1997) 6Y BERD	Outside
P-31-003871	–	Historic Building	Ferrari Ranch Building No. 6	1997 (Donald S. Napoli, Unknown)	6Z (1997) 6Y BERD	Outside
P-31-003872	–	Historic Building	Ferrari Ranch Building No. 7	1997 (Donald S. Napoli, Unknown)	6Z (1997) 6Y BERD	Outside
P-31-004237	–	Historic Building	Edward Hill House 654 H. Street	1982 (Bruce Douglas)	2S2 (1982)	Within
P-31-005221	–	Historic Period Dredge Tailings	Dredge tailings	1992 (Brian F. Terhorst, Placer County Department of Museums)	Unknown	Outside
P-31-005385	–	Historic Structure	Paved linear feature	2010 (Rebecca Kellawan, Far Western)	Unknown	Outside
P-31-005434	CA-PLA-002427H	Historic Period Structure	Walkup Ranch #2	2010 (J. Peabody and E. Mick, ENTRIX, Inc); 2011 (S. Pappas, D. Quivey, ECORP Consulting, Inc.)	Unknown	Outside Appears to be nonextant.
P-31-005469	–	Historic Structure	Lincoln Canal	2006 (John W. Dougherty, PAR Environmental Services, Inc); 2016 (Kim Tremaine, Tremaine & Associates, Inc.)	6Z (2006)	Within
P-31-005470	–	Historic Structure	Earthen dam	2006 (John W. Dougherty, PAR Environmental Services, Inc)	6Z (2006)	Within

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	Eligibility Status	Relationship to Project Site
P-31-005601	–	Historic District	Jansen Block Historic District, Lincoln	2012 (Michael Hibma, LSA Associates, Inc)	2S (2012)	Within
P-31-005602	–	Historic District	5th and G Streets Historic District, Lincoln	2012 (Michael Hibma, LSA Associates, Inc)	2S (2012)	Within
P-31-005603	–	Historic Building	Lincoln Automotive Center	2012 (Michael Hibma, LSA Associates, Inc)	6Y (2012)	Within
P-31-005604	–	Historic Building	Lincoln Municipal Court	2012 (Michael Hibma, LSA Associates, Inc)	6Y (2012)	Within
P-31-005605	–	Historic Building	Zellner Building	2012 (Michael Hibma, LSA Associates, Inc)	6Y (2012)	Within
P-31-005606	–	Historic Building	Lincoln Auto Body	2012 (Michael Hibma, LSA Associates, Inc)	6Y (2012)	Within
P-31-005607	–	Historic Building	Gold Rush Building	2012 (Michael Hibma, LSA Associates, Inc.)	6Y (2012)	Within
P-31-005608	–	Historic Building	631 G. Street/SR 65 commercial building	2012 (Michael Hibma, LSA Associates, Inc.)	6Y (2012)	Within
P-31-005736	–	Historic Structure	Fence line	2014 (Stephen Pappas, Megan Webb, ECORP Consulting, Inc.)	Unevaluated	Outside
P-31-005737	–	Historic Period Isolate	–	2014 (Stephen Pappas, Megan Webb, ECORP Consulting, Inc.)	Unevaluated	Outside
P-31-006863	–	Historic Structure	110 McBean Park Dr.	2021 (Shannon Lopez, Cogstone Resource Management, Inc.)	6Z (2021)	Within
P-31-007048	–	Historic Building	Lincoln Downtown Civic Center	2010 (Milford Wayne Donaldson, Shannon Lauchner, Steve Art, OHP; City of Lincoln)	2S2 (BERD, 2010)	Within

Source: NCIC 2026. Status Code Definitions: 1S (Individual property listed in NR by the Keeper. Listed in the CR.); 2S (Individual property determined eligible for NR by the Keeper. Listed in CR); 2S2 (Individual property determined eligible for NR by a consensus through Section 106 process. Listed in CR); 6Y (Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing); 6Z (Found ineligible for NR, CR or Local designation through survey evaluation)

In addition to the CHRIS search, the background research for this study included a review of the NRHP, CRHR, and the California Office of Historic Preservation Built Environment Resource Directory (BERD) to identify known historical resources within the project site. The review identified two properties that are known to be listed in the NRHP: Lincoln Public Library/Lincoln Carnegie Library at 590 5th Street (P-31-003709) and the Woman's Club of Lincoln at 499 E. Street (P-31-003715). Additionally, the Edward Hill House at 654 H. Street (P-31-004237) and the Lincoln Downtown Civic Center (P-31-007048) are individual properties that have been determined to be eligible for listing in the NRHP by consensus through the Section 106 process and are, therefore, listed in the CRHR (OHP 2026).

CHRIS results also indicate that two historic districts have been previously recommended eligible for the NRHP through survey evaluation: Jansen Block Historic District (P-31-005601); and, 5th and G Streets Historic District (P-31-005602), both of which were identified and evaluated in 2012 (Hibma 2012a, 2012b), OHP 2026). These properties and districts, therefore, are considered historical resources pursuant to CEQA Guidelines Section 15064.5(a). In addition to those properties listed in the NRHP, the CRHR also includes properties that are listed as State Historic Landmarks No. 770 and above. State Historic Landmarks preceding No. 770 are subject to additional review to confirm eligibility for listing in the CRHR and are not considered historical resources for the purposes of CEQA (PRC Section 5024.1(d)(2)). Background research did not identify any CHL's within the City of Lincoln. A map depicting the location of known built environment historical resources is provided in Figure 3 (Attachment 1).

In addition to the known historical resources identified above, additional properties in the project site are at least 45 years old and may have the potential to qualify as historical resources pending further study. OHP recommends recording and evaluating resources that are 45 years or older as there is sometimes a five-year lag between resource identification and the date that planning decisions are made. Properties that are 45 years or older and have yet to have be surveyed or evaluated for potential historical significance could be eligible for historical designation on local, State, or national register pending further study (OHP 1995).

Conclusions and Recommendations

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form (Appendix G):

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

A "substantial adverse change" in the significance of a historical resource is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (PRC Section 5020.1[q]). Furthermore, according to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is "materially impaired" when a project would do any of the following:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR
(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in a historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA. (CEQA Guidelines Section 15064.5[b][2])

According to CEQA Guidelines Section 15064.5(a), the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the CRHR (PRC Section 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.)

(2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852), as described above under "Regulatory Setting"

Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Chapter 7.7 Cultural Resources of the City of Lincoln's General Plan 2050 follows a similar approach regarding built environment historical resources, while it analyzes impacts to archaeological, paleontological, and Native American resources, as well as discovery of human remains collectively.

Historical Built Environment Resources

Reasonably foreseeable development facilitated by the Project would have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource. Pursuant to PRC Section 15064.5, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

As detailed above in the Known Cultural Resources section and Table 1, the following known historical resources are located within the Project site: Lincoln Public Library/Lincoln Carnegie Library at 590 5th Street (P-31-003709), the Woman's Club of Lincoln at 499 E. Street (P-31-003715); the Edward Hill House at 654 H. Street (P-31-004237); the Lincoln Downtown Civic Center (P-31-007048); Jansen Block Historic District (P-31-005601); and, the 5th and G Streets Historic District (P-31-005602). In addition, given the historical patterns of development described in the Cultural Setting, it is assumed that additional potential historical resources may also be located throughout the Project site. For the purposes of this study, a potential historical resource is any building or structure that meets the 45-year age threshold for historical resources under CEQA and has not yet been evaluated for NRHP or CRHR eligibility.

While the General Plan 2050 Update Draft Environmental Impact Report (City of Lincoln 2006) impacts analysis and mitigation measures refer to "identified historic structures and sites that are eligible for NRHP listing in the Downtown" as potentially "vulnerable to development activities accompanying

infill or redevelopment activities," historical resources also include resources that are listed in the NRHP, listed or determined eligible for listing in the CRHR, or which are identified as eligible for listing in the CRHR. Additionally, historical resources could include those that are eligible for or listed in the City's historic resource inventory, if such an inventory is developed in support of the General Plan 2050 policies in the future.
The goals and policies identified above are limited in scope and would not, in all cases, reduce impacts to cultural resources to the maximum extent feasible. Additionally, local regulations do not require efforts to assess the eligibility of properties that meet the 45-year age threshold for consideration as historical resources, per OHP guidance. Therefore, the following language is recommended for inclusion as a DTSP policy or as a mitigation measure in the EIR to identify historical resources and reduce impacts that may result from development activities carried out under the proposed Project.

CUL-1 Historical Resources

A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed Project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) in architectural history or history (National Park Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the HRE described above shall not be required.

If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Lincoln Community

Development Department prior to issuance of any permits for demolition or alteration of the historical resource.

Archaeological Resources

While the Downtown Specific Plan (DTSP) has not yet been drafted, it is anticipated to have a buildout plan similar to the City of Lincoln General Plan. Development facilitated by the Specific Plan would require excavation and grading below the existing ground surface. During these construction activities there would be potential for construction equipment to encounter and potentially damage or destroy subsurface archaeological resources. Damage or destruction of archaeological resources would be a potential adverse change in the significance of archaeological resources. Development facilitated by the DTSP will be subject to the policies of the General Plan, mitigation measures in the General Plan EIR. In effect, the General Plan requires that the City preserve and protect existing archaeological, historical, and paleontological resources for their cultural values through evaluation, inventory, monitoring, survey, collection and documentation, and Native American outreach. With adherence to the General Plan, we anticipate impacts from the DTSP to be less than significant without the addition of new policies or mitigation measures.

Should you have any questions concerning this study, please do not hesitate to contact the undersigned at 916-706-1374 or hhaas@rinconconsultants.com.

Sincerely,
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Attachments

Attachment 1 Figures

Attachment 2 CHRIS Results

References

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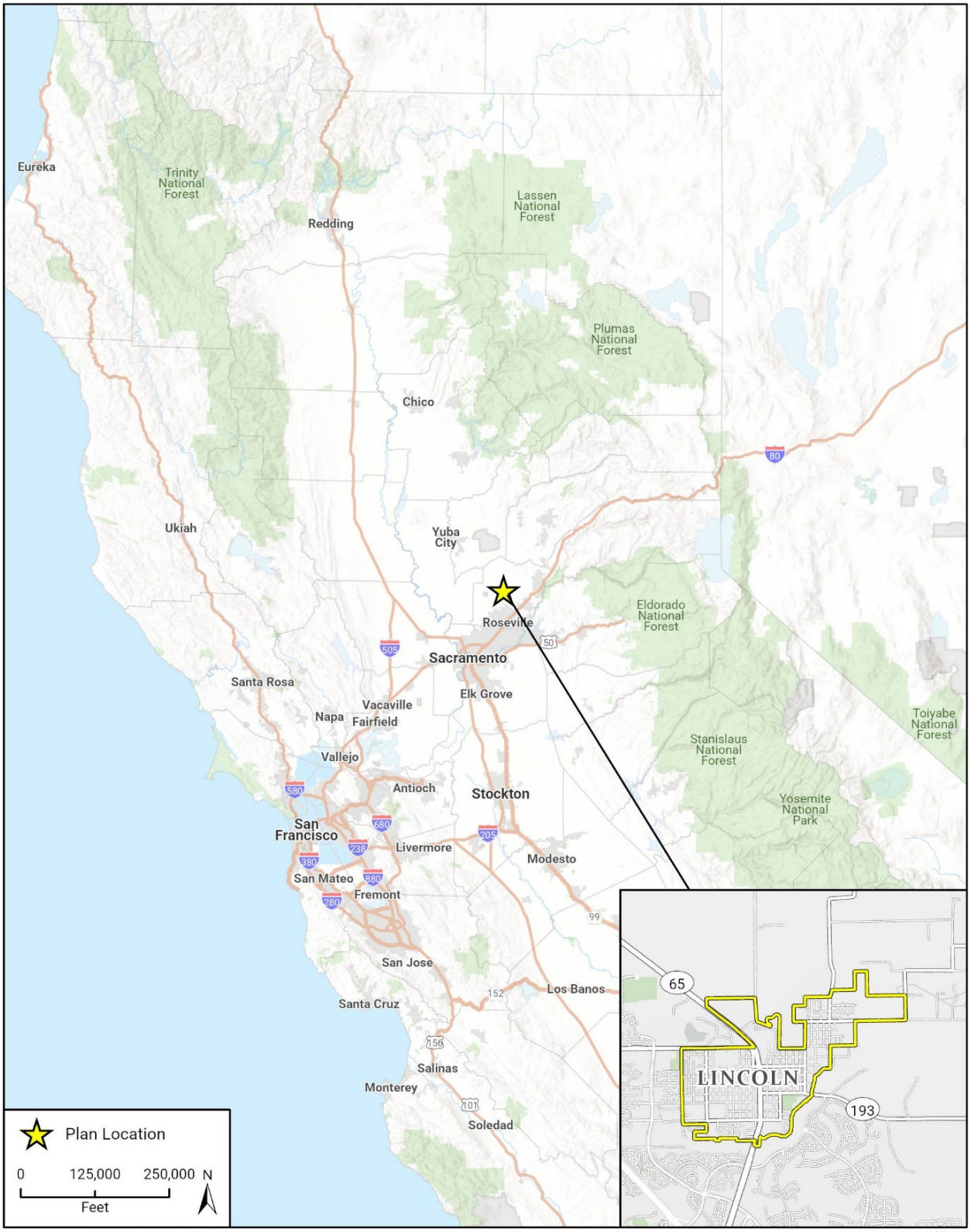
Attachment 1

Figures

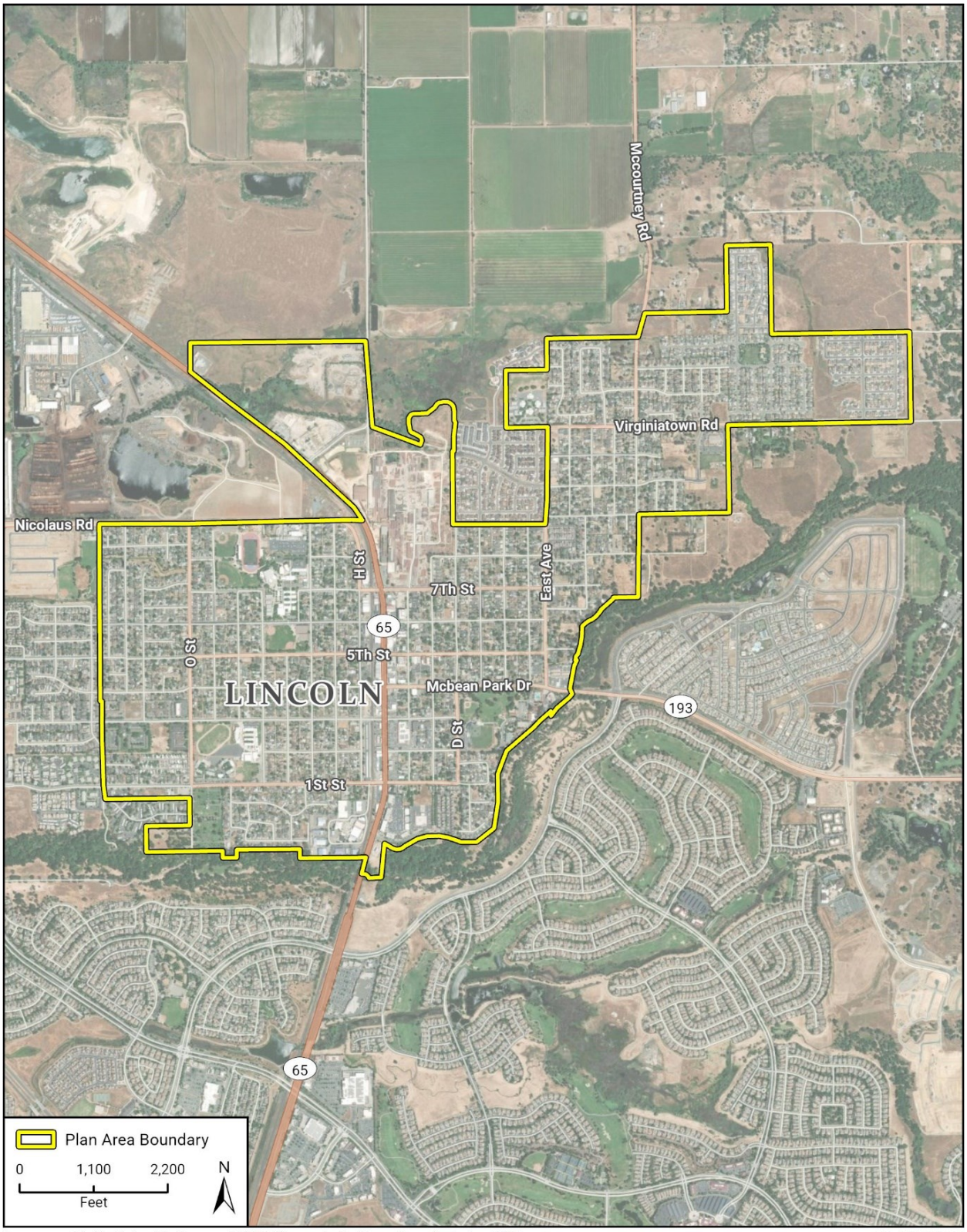
Figure 1 Regional Location Map



Basemap provided by Esri and its licensors © 2026. Map created by Rincon Consultants, Inc., 2026.

24_15677 EPS
Fig 1 Regional Location

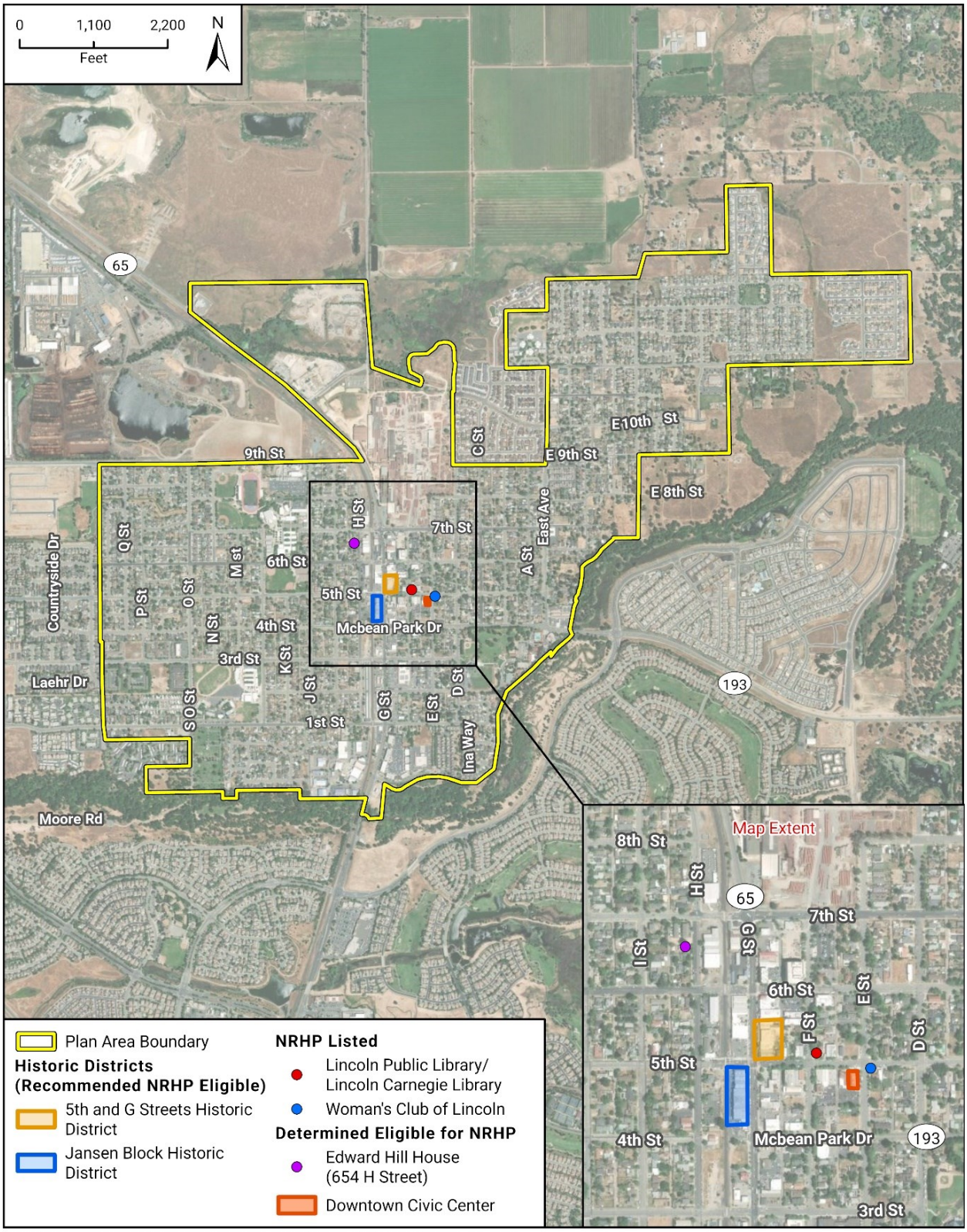
Figure 2 Map of Built Environment Historical Resources in Downtown Lincoln



Imagery provided by Esri and its licensors © 2026. Map created by Rincon Consultants, Inc., 2026.

24_15677 EPS

Figure 3 Map of Built Environment Historical Resources in Downtown Lincoln



Imagery provided by Esri and its licensors © 2026. Map created by Rincon Consultants, Inc., 2026.
Zoning data provided by City of Lincoln, 2026. Historical resource data provided by National Park Service, 2026.

24_15677 CR
Fig X Historical Resource Properties

Attachment 2

CHRIS Results

California Historical Resources Information System

NORTH CENTRAL INFORMATION CENTER

AMADOR
EL DORADO
NEVADA
PLACER
SACRAMENTO
YUBA

California State University, Sacramento
6000 J Street, Folsom Hall, Suite 2042
Sacramento, California 95819-6100
phone: (916) 278-6217
fax: (916) 278-5162
email: ncic@csus.edu

8/12/2026 NCIC File No.: PLA-26-47

Hannah Haas
Rincon Consultants, Inc
2060 Knoll Drive
Ventura, CA 93003

Re: Lincoln Downtown Specific Plan EIR

The North Central Information Center (NCIC) received your records search request for the project area referenced above, located on the Lincoln USGS 7.5' quad. The following reflects the results of the records search for the project area and a 1/8-mi radius.

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ custom GIS maps ☒ GIS data

Recorded resources within project area (19):	See list below
Recorded resources outside project area, within radius (12):	See list below
Known reports within project area (36):	See list below
Known reports outside project area, within radius (18):	See list below

Resource Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Database Printout (details): ☐ enclosed ☒ not requested ☐ nothing listed/NA

Resource Digital Database Records: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Database Printout (details): ☐ enclosed ☒ not requested ☐ nothing listed/NA

Report Digital Database Records: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Resource Record Copies: ☒ enclosed ☐ not requested ☐ nothing listed/NA

Report Copies: ☒ enclosed ☐ not requested ☐ nothing listed/NA

OHP Built Environment Resources Directory: ☒ enclosed ☐ not requested ☐ nothing listed/NA

The OHP BERD can be accessed online at https://ohp.parks.ca.gov/?page_id=30338

OHP Archaeological Resources Directory: ☒ enclosed ☐ not requested ☐ nothing listed/NA

CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed/NA
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed/NA
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed/NA
Soil Survey Maps:	☐ enclosed	☒ not requested	☐ nothing listed/NA

Please forward a copy of any resulting reports and resource records from this project to NCIC as soon as possible. The lead agency/authority and cultural resources consultant should coordinate sending documentation to NCIC. Digital materials are preferred and can be sent to our office via our file transfer system. Please contact NCIC for instructions. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, it is possible that not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the records search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Coordinator
North Central Information Center

Recorded resources within project area (19):

PrimCo	PrimNo
31	816
31	2600
31	3040
31	3676
31	3709
31	3715
31	4237
31	5469
31	5470
31	5601
31	5602
31	5603
31	5604
31	5605
31	5606
31	5607
31	5608
31	6863
31	7048

Recorded resources outside project area, within radius (12):

PrimCo	PrimNo
31	000625
31	001713
31	001715
31	003593
31	003869
31	003871
31	003872
31	005221
31	005385
31	005434
31	005736
31	005737

Known reports within project area (36):

DocNo
192
207
2604
4037
4038
4039
4040
4062
4065
6379
6380
6588
6819
6839
7017
7024
8374
8567
8619
9108
10019
10816
11223
11566
11745
11792
11808
12101
12116
12180
12717
13456
13653
14001
14664
15165

Known reports outside project area, within radius (18):

DocNo
000023
000090
004055
004058
004059
004060
004061
006855
007227
009326
010623
010845
011036
013019
013033
014010
014906
015166

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-00023		1983	Peak & Associates, Inc.	Cultural Resource Survey for the Lincoln Bohemia Project, Placer County, California	Peak & Associates, Inc.	31-000625
NCIC-00090		1983	Clark, Matthew R.	An Archeological Reconnaissance of the Joiner Ranch Project Site in Lincoln, Placer County, California.	Holman & Associates	
NCIC-00192		1978	Motz, Lee	An Archeological Reconnaissance of the Valle Vista Apartment Complex, Lincoln, California.	Archaeological Study Center, CSU Sacramento	
NCIC-00207		1985		Cultural Resource Assessment of the Proposed Aiello Convalescent Hospital, Lincoln, Placer County, California.	Peak & Associates, Inc.	
NCIC-02604		2001	Self, William	Inspection of Line 64, 48, and 20 in Yuba, Placer and Sacramento Counties, California	William Self Associates	
NCIC-04037		2002	Peak, Melinda and Robert Gerry	Cultural Resource Assessment of the Lincoln Highlands Project, Placer County, California	Peak & Associates, Inc.	
NCIC-04038		2000	Melinda Peak	Cultural Resource Survey of Sprint PCS Site No. FS18XC020C "Downtown Lincoln"	Peak and Associates, Inc.	
NCIC-04039		2002	Maniery, James Gary	Cultural Resource Inventory of McKim 20, North East Lincoln-Lot 87, Placer County, California		
NCIC-04040		2001	Jensen, Peter M. and Sean M. Jensen	Archaeological Inventory Survey of the Propsed 18.14-Acre Lincoln Gateway Deveolpment Project	Jensen & Associates	
NCIC-04055		1990	Pastron, Allen G.	Cultural Resources Assessment and Significance Evaluation of the Eastlake Project Area	Archeo-Tec	31-001707, 31-001708, 31-001709, 31-001710, 31-001711, 31-001712, 31-001713, 31-001714
NCIC-04058		2001	Dougherty, John W.	Historic Property Survey Report Route 65 Widening, Placer County, California		31-000816, 31-001715, 31-001716, 31-001717
NCIC-04059		1997	Windmiller, Ric	Supplemental Inventory and Evaluation of Cultural Resources Ferrari Ranch Placer County, California		31-000752, 31-001692, 31-001707, 31-001708, 31-001709, 31-001710, 31-001711, 31-001712, 31-001713, 31-001714, 31-003866, 31-003867, 31-003868, 31-003869, 31-003870, 31-003871, 31-003872, 31-003873, 31-003874, 31-003875

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-04060		1989	Lindstrom, Susan and John Wells	A Cultural Resource Evaluation of the Sphere of the City of Lincoln, Placer County, To Include The Ferrari Ranch/Southeast Lincoln Project and Lincoln Crossing Project		31-000016, 31-001710, 31-001712, 31-001714, 31-001718, 31-001719, 31-001720, 31-001721, 31-001722, 31-001723, 31-001724, 31-001725, 31-001726, 31-001727, 31-001729, 31-001730, 34-000863, 34-000864
NCIC-04061		2002	Noble, Daryl	Negative Archaeological Survey Report of the Proposed Left Turn Lane at Gadding Road		
NCIC-04062		1991	Baker, Jeanie	Historic Property Survey Report Pavement Rehabilitation	Caltrans	
NCIC-04062		1991		Historic Resources Evaluation Report Granite Curbs in the City of Lincoln	Caltrans	
NCIC-04065		1992	California Department of Transportation	Historic Property Survey Report and Finding of No Effect For A Proposed Road Improvement Project on State Route 193 from Lincoln to Sierra College Boulevard in Western Placer County, California	California Department of Transportation; Caltrans	31-001731, 31-001732, 31-001733, 31-001734, 31-001735, 31-001736, 31-001737, 31-001738, 31-001739, 31-001740, 31-001741, 31-001742, 31-006095
NCIC-04065		1991	Stephen D. Mikesell	Historic Architectural Survey Report-State Route 193, Post Miles 0.0/0/3, E.A. 03-352900		
NCIC-04065		1992	Offerman, Janis	An Inventory of Archaeological Resources for a Proposed Widening of State Route 193 in Western Placer County, California	Caltrans	
NCIC-04065		1992	Tordoff, Judy and Frank Lortie	Historical Study Report for the PLA-193 Rehabilitation and Shoulder Widening Project	Caltrans	
NCIC-06379		2005	Peak & Associates	Cultural Resource Assessment for the Proposed Gladding Parkway		
NCIC-06380		2005	Melinda Peak and Ann Peak	Cultural Resource Assessment of the City of Lincoln and Western Placer Unified School District Building (Job #04-164)	Peak & Associates	31-002600
NCIC-06588		2004		Cultural Resource Assessment of the E Street Sewer and Storm Drain Project	Peak & Associates, Inc.	
NCIC-06819		2006	John Dougherty	Cultural Resources Inventory The Proposed Lincoln Meadows Development, Placer County, California	PAR Environmental Services, Inc	31-005469, 31-005470
NCIC-06819		2006	Cindy Baker	National Register Evaluation of the Lincoln Canal Segment in the Lincoln Meadows Project Area, Placer County, California	PAR Environmental Services, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-06839		2005	Peak, Melinda A.	Determination of Eligibility and Effect for the Meadowlands Estates Project, City of Lincoln Placer County, CA	Peak & Associates, Inc.	
NCIC-06855		2006	Steckling, Monica	Cultural Resources Survey Report Markham Ravine Corridor Enhamcement Project City of Lincoln, CA	Tremaine & Associates Inc.	
NCIC-07017		2005	McLeod, James and Gerald Johnson	National Park Service (NPS) Land and Water Conservation Fund (LWCF) Program Application for the Quail Meadows Trail, City of Lincoln, Placer County, California (NPS060303A)	City of Lincoln	
NCIC-07024		2006	Leach-Palm, Laura and Waechter, Sharon	Cultural Resources Survey of the 12.4-Mile Atlantic to Lincoln Reconductoring Project Corridor, Roseville and Lincoln, Placer County, CA	Far Western	31-001599, 31-002655, 31-002656, 31-002657
NCIC-07227		2006	Peak, Melinda	CulturalResource Assessment of the Riverwalk Villas Project, City of Lincoln, Placer County, California.	Peak & Associates, Inc.	
NCIC-08374		2007	Trish Fernandez	Auburn Ravine Pedestrian Overcrossing at SR 193 Project, Cutural Resources Inventory Report	Cultural Resources	
NCIC-08567		2007	Melinda Peak	Determination of Eligibility and Effect for the Church of Latter-Day Saints Lincoln Second Stake Project, City of Lincoln, California	Peak and Associates, Inc.	31-003040
NCIC-08619		2006	Cindy Arrington et al	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
NCIC-09108		1967	Roger Robinson	An Archaeological Survey of Auburn Ravine	Sacramento State College	31-000140, 31-000216, 31-000217, 31-000218, 31-000219, 31-000220, 31-000221, 31-000222, 31-000223, 31-000224, 31-000225, 31-000226, 31-000227, 31-000228, 31-000229, 31-000230, 31-000231, 31-000233, 31-000419

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-09326		2008	Laura Leach-Palm, Bryan Larson, Paul Brandy, Jay King, Lindsay Hartman, and Pat Mikkelsen	Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba Counties	Far Western; JRP Historical Consulting, LLC	09-000045, 09-000108, 09-000109, 09-000144, 09-000145, 09-000232, 09-000400, 09-000632, 09-000637, 09-000638, 09-000701, 09-000704, 09-000705, 09-000769, 09-000773, 09-000809, 09-000853, 09-000906, 09-000907, 09-000908, 09-000912, 09-000913, 09-000917, 09-001151, 09-001212, 09-001283, 09-001708, 09-001741, 09-001789, 09-001822, 09-001894, 09-001910, 09-002534, 09-002575, 09-002835, 09-003317, 09-003605, 09-003828, 09-003840, 09-003880, 09-004042, 09-004128, 09-004161, 09-004311, 09-004443, 09-004444, 09-004445, 09-004446, 09-004448, 09-004449, 09-004450, 09-004451, 09-004453, 09-004454, 09-004455, 09-004456, 09-004457, 09-004458, 09-004459, 09-004460, 09-004461, 09-004462, 09-004463, 09-004465, 09-004466, 09-004467, 09-004470, 09-004471, 09-004472, 09-004473, 09-004474, 09-004475, 09-004476, 09-004477, 09-004478, 09-004479, 09-004480, 09-004481, 09-004484, 29-000032, 29-000041, 29-000067, 29-000103, 29-000108, 29-000265, 29-000348, 29-000349, 29-000355, 29-000370, 29-000505, 29-000584, 29-000585, 29-000586, 29-000732, 29-000823, 29-000839, 29-000879, 29-001154, 29-001500, 29-001594, 29-001809, 29-002274, 29-002628, 29-002743, 29-002880, 29-003048, 29-003050, 29-003051, 29-003052, 29-003053, 29-003054, 29-003055, 29-003056, 29-003057, 29-003058, 29-003059, 29-003060, 29-003061, 29-003062, 29-003063, 29-003064, 29-003065, 29-003066, 29-003067, 29-003068, 29-003069, 29-003070, 29-003071, 29-004535, 31-000131, 31-000132, 31-000134, 31-000139, 31-000147, 31-000148, 31-000149, 31-000159, 31-000279,

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
						31-000280, 31-000964, 31-001261, 31-001262, 31-001279, 31-001454, 31-001455, 31-001457, 31-001686, 31-001742, 31-001745, 31-001840, 31-001852, 31-001862, 31-001888, 31-001889, 31-001895, 31-001899, 31-001930, 31-002386, 31-002705, 31-002706, 31-002707, 31-002708, 31-002791, 31-002792, 31-003276, 31-003352, 31-003353, 31-003354, 31-003355, 31-003356, 31-003357, 31-003358, 31-003359, 31-003360, 31-003361, 31-003362, 31-003363, 31-003364, 31-003365, 31-003366, 31-003367, 34-000075, 34-000078, 34-000089, 34-000096, 34-000160, 34-000355, 34-000489, 34-000606, 34-000662, 34-000868, 34-000869, 34-001029, 34-001497, 34-001524, 34-001525, 34-001609, 34-002102, 34-002103, 34-002104, 34-002105, 34-002106, 34-002107, 34-002108, 34-002109, 34-002110, 34-002111, 34-002112, 34-002113, 34-002114, 34-002115, 34-002116, 34-002117, 34-002118, 34-002119, 34-002120, 34-002121, 34-002122, 34-002123, 34-002124, 34-002125, 34-002126, 34-002127, 34-002128, 34-002129, 34-002130, 34-002131, 34-002132, 34-002133, 34-002134, 34-002135, 34-002136, 34-002137, 34-002138, 34-002139, 34-002140, 34-002141, 34-002143, 34-004030, 58-000046, 58-000219, 58-000222, 58-000597, 58-000644, 58-000645, 58-001159, 58-001208, 58-001755, 58-002224, 58-002225, 58-002228, 58-002229, 58-002230, 58-002233, 58-002234, 58-002955, 58-002997
NCIC-10019		2008	PAR	National Register of Historic Places Evaluation of PG&E's Lincoln and Rio Oso Substations, Placer and Sutter Counties	PAR Environmental Services	31-003676

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-10623		2010	Pappas, Stephen and Westwood, Lisa	Cultural Resources Inventory Report Auburn Ravine Stream Gage, Site 4 Placer County, Californiia Project No. 2008-037	ECORP, Consulting, Inc	
NCIC-10816		2010	Kellawan, Rebecca	Cultural Resources Survey of the Lincoln-Rio Oso Highway 65 Routing Investigation, Placer County, California	Far Western Anthropological Research Group, Inc	31-003593, 31-005385
NCIC-10845		2010	Jensen, Sean	ARCHAEOLOGICAL INVENTORY SURVEY: Auburn Ravine Gauging Station Project, c. 1 acres, Lincoln, Placer County, California	Genesis Society	
NCIC-11036		2011	Stephen Pappas and Lisa Westwood	Confidential Test Program Results and Evaluation for CA-PLA-2427H (Walkup Ranch #2), Within Phase 1 of the Lincoln Village 1 Specific Plan Project City of Lincoln, Placer County, California Porject No. 211-098	ECORP Consulting, Inc	31-001692, 31-005434, 31-005487, 31-005488, 31-006005
NCIC-11036		2011	Entrix, Inc.	Cultural Resources Inventory of 145 Acres for the Walkup Ranch Development Project, Lincoln, CA	Entrix, Inc.	
NCIC-11036		2011	Joshua Peabody	California Register of Historical Resources Evaluation Report for the Walkup Ranch Feeding Trough	Cardno Entrix	
NCIC-11036		2011	Lisa Westwood and Stephen Pappas	(Corrected Version) Supplemental Cultural Resources Assessment for the Lincoln Village 1, Phase 1 Environmental Impact Report, City of Lincoln, Placer County, California	ECORP Consulting	
NCIC-11036		2011	United States Department of Agriculture, NRCS (Natural Resources Conservation Service)	Custom Soil Resource Report for Placer County, California, Western Part, Vicinity of Isolate 1	United States Department of Agriculture, NRCS (Natural Resources Conservation Service)	
NCIC-11036		2011	ECORP Consulting, Inc.	Site Photographs Walkup Ranch 002	ECORP Consulting, Inc.	
NCIC-11036		2011	ECORP Consulting, Inc.	Historical Society Consultation: Cultural Resources Identification Effort for Walkup Ranch #2, Placer County, California T12N, R6E, Section 14 (ECORP Project No. 2011-098)	ECORP Consulting, Inc.	
NCIC-11223		2013	Michael Hibma and Michael Hibma	Findings of Effect for the City of Lincoln Downtown Pedestrian Streetscape Project; Historic Property Survey for the Lincoln Blvd Streetscape Project	LSA Associates, Inc	31-005601, 31-005602, 31-005603, 31-005604, 31-005605, 31-005606, 31-005607, 31-005608

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-11223		2012	Nichole Jordan	Historic Survey Report for the Lincoln Boulevard Streetscape Project	LSA Associates, Inc.	
NCIC-11223		2012	Nichole Jordan	Historic Survey Report for the Lincoln Boulevard Streetscape Project	LSA Associates, Inc.	
NCIC-11223		2012	Nichole Jordan	Archaeological Survey Report for the Lincoln Boulevard Project	LSA Associates, Inc.	
NCIC-11223		2012	Nichole Jordan	Archaeological Survey Report for the Lincoln Boulevard Project	LSA Associates, Inc.	
NCIC-11223		2012	Michael Hibma	Historical Resources Evaluation Report for the City of Lincoln Downtown Pedestrian Streetscape Project	LSA Associates, Inc.	
NCIC-11223		2012	Michael Hibma	Historical Resources Evaluation Report for the City of Lincoln Downtown Pedestrian Streetscape Project	LSA Associates, Inc.	
NCIC-11223		2013	Carol Roland-Nawi and Anmarie Medin	Finding of Effect for the Proposed City of Lincoln Downtown Pedestrian Streetscape Project, Placer County, CA (FHWA-2012-1206-001)	OHP; Caltrans	
NCIC-11223		2013	Carol Roland-Nawi and Anmarie Medin	Finding of Effect for the Proposed City of Lincoln Downtown Pedestrian Streetscape Project, Placer County, CA (FHWA-2012-1206-001)	OHP; Caltrans	
NCIC-11566		2014	Megan Webb and Stephen Pappas	Cultural Resources Inventory and Evaluation Report Meadowlands Estate, Placer County, California, ECORP Project No. 2014-162	ECORP Consulting, Inc.	
NCIC-11745		2015	Jennifer Clark	Section 106 Review for Crown Castle	Geotechnical Testing and Inspections	
NCIC-11792		2015	Megan Webb	Cultural Resources Inventory and Evaluation Report, Lincoln Stake Center	ECORP	31-003040
NCIC-11808		2013	Melinda A. Peak, Neal J. Neuenschwander, Robert A. Gerry, Melinda A. Peak, Neal J. Neuenschwander, and Robert A. Gerry	Determination of Eligibility and Effect for the Meadowlands Estates Project, City of Lincoln, Placer County, California	Peak & Associates, Inc.	
NCIC-12101		2015	Lance Rom and Jana Morehouse	PTC Wayside Poles Valley Subdivision-1 Non-Excluded New Build (MP 116.5) Placer County, New PTC Tower	Quality Services, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-12101		2015	Sydney Boos and Jana Morehouse	Archaeological & Historic Architecture Records Review for the Union Pacific Railroad Positive Train Control Valley Subdivision Mile Posts 106.70, 108.20, 109.92, 111.50, 114.60, 116.50, 118.50, 120.40, 124.80, 127.00 (TCNS #132934)	Quality Services, Inc.	
NCIC-12116	Other - Job #05-051/12-011; Other - Job #05-051/12-011	2012	Melinda Peak, Robert Gerry, Melinda Peak, and Robert Gerry	Determination of Eligibility and Effect for the Meadowlands Estates Project, City of Lincoln, Placer County, California	Peak & Associates, Inc.	
NCIC-12180		2016	Mariko Falke and Katie Vallaire	Archaeological Survey Report: Lincoln Boulevard Improvements Project (Phase 1A and Phase II), in Lincoln, Placer County, California, Caltrans District 3.	LSA Associates, Inc	
NCIC-12717		2019	Laura Loeffler	Historic Property Survey Report First Street, from H Street to R Street in Lincoln	California Departmento of Transportation	
NCIC-12717		2019	Trish Fernandez	Archaeological Survey Report First Street Resurfacing City of Lincoln, Placer County, California	InContext	
NCIC-13019		2020	Margo Nayyar	Cultural Resources Identification Memo Report for the Joiner Ranch East Project, City of Lincoln, Placer County, California	Michael Baker International	
NCIC-13033		2020	Theadora Fuerstenberg	Cultural Resources Inventory, Joiner Ranch East, Placer County, California	ECORP Consulting, Inc.	
NCIC-13456		2021	Megan Webb, Shannon Joy, and Laurel Zickler-Martin	Cultural Resources Inventory Report for Madena 1 Solar Energy Storage Project, Placer County, CA	ECORP Consulting, Inc.	
NCIC-13653		2020	Carrie Wills	Section 106 FCC Form for Project SC15382C (SR131 McBean Park)	Environmental Assessment Specialists, Inc.	
NCIC-14001		2022	Zack Starke	Wise 1101-B 12kV Routine CT Hwy 193 2021 192275	Kleinfelder, Inc.	
NCIC-14010		2019	Melinda Peak and Michael Lawson	Determination of Eligibility and Effect for the Cresleigh Grove Village 2 Project Area, City of Lincoln, Placer County, California	Peak & Associates, Inc.	
NCIC-14664		2021	Shannon Lopez	HISTORICAL RESOURCES EVALUATION REPORT FOR THE MCBEAN PARK DRIVE OVER AUBURN RAVINE BRIDGE REPLACEMENT PROJECT, CITY OF LINCOLN, PLACER COUNTY, CALIFORNIA	Cogstone Resource Management, Inc.	31-006863

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
NCIC-14664		2021	Alison Bryson-Deveraux and Holly Duke	ARCHAEOLOGICAL SURVEY REPORT FOR THE MCBEAN PARK DRIVE OVER AUBURN RAVINE BRIDGE REPLACEMENT PROJECT, CITY OF LINCOLN, PLACER COUNTY, CALIFORNIA	Cogstone Resource Management, Inc.	
NCIC-14906		2023	Garrett Johnson	CANC-LINC03 (CVL06562) Tower, Placer County, California	Tower Engineering Professionals, Inc.	
NCIC-15165		2011	Entrix, Inc.	Cultural Resources Inventory of 60 Acres for the Epick Development Project, Lincoln, CA	Entrix, Inc.	31-005434
NCIC-15166		2015	Shannon Karvonen, Erin Mich, Ashley Hallock, Johsual Peabody, and Jeremy Adams	Cultural Resources Inventory and Evaluation, Epick Property (APN 021-272-014-000)	Cardno, Inc.	31-005434, 31-007049
NCIC-15166		2016	Julianne Polanco, Anmarie Medin, and Leah Fisher	Section 106 consultation for the Epick Development Project east of the City of Lincoln, Placer County (COE File Number SPK-2009-001517)	OHP; USACE	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-31-000625	CA-PLA-000499	Other - Site 1	Site	Prehistoric	AP04	1983 (Ann Peak/Melinda Peak, Peak & Associates)	NCIC-00023
P-31-000816	CA-PLA-000690H	Resource Name - California Central Railroad; Other - Map Reference #3; Other - Roseville A-1; Other - CCRR-1; Other - Union Pacific Railroad	Structure, Site	Historic	AH07	1990 (Patti Johnson, Sannie Osborn, US Army Corps of Engineers); 1999 (W.L. Norton, S.M. Atchley, Jones & Stokes Associates); 2000 (Unknown, JRP Historical Consulting Services); 2008 (Heidi Koenig); 2012 (Ric Windmiller); 2019 (Dylan Stapleton, Natural Investigations Company)	NCIC-02785, NCIC-04058, NCIC-04872, NCIC-09376, NCIC-10998, NCIC-13013, NCIC-14623
P-31-001713	CA-PLA-001345H	Resource Name - Ferrari Ranch Building Complex; Other - Ferrari 8; Other - LS-18	District	Historic	HP33	1989 (S.G. Lindstrom, Unknown); 1997 (Donald S. Napoli, Unknown)	NCIC-04055, NCIC-04059
P-31-001715		Resource Name - Barringer Realty	Building	Historic	HP06	2000 (Rand F. Herbert, Theresa Saputo Rogers, JRP Historical Consulting Services)	NCIC-04058
P-31-002600	CA-PLA-001848H	Other - PA-05-02	Building	Historic	HP02	2005 (Ann S. Peak, Peak & Associates, Inc.)	NCIC-06380
P-31-003040			Building	Historic	HP02	2007 (Amber Grady, EIP Associates); 2015 (Megan Webb, ECORP)	NCIC-08567, NCIC-11792
P-31-003593	CA-PLA-002607H	Resource Name - Yuba Rail Road; Other - Southern Pacific Railroad; Other - Roseville to Marysville Line; Other - RK-02; Other - SPRR-Roseville to Marysville	Structure	Historic	AH07; HP11; HP19; HP39	2008 (Drew M. Bailey, William Self Associates, Inc); 2010 (Rebecca Kellawan, Far Western); 2014 (Vicki Beard, Tom Origer & Associates)	NCIC-09612, NCIC-10816, NCIC-13861
P-31-003676		Resource Name - Lincoln Substation	Building	Historic	HP09	2008 (Cindy Baker, PAR Environmental Services, Inc.)	NCIC-10019

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-31-003709		Resource Name - Lincoln Public Library; OHP PRN - 5648-0002-0000; Other - Carnegie Library; Other - NRHP Lincoln Public Library; Other - NRHP #2	Building	Historic	HP13; HP15	1988 (Richard Wyatt, Lardner Architects); 1989 (Lucy Kortum, Sonoma State University)	
P-31-003715		Resource Name - Woman's Club of Lincoln; Other - NRHP Woman's Club of Lincoln	Building	Historic	HP13; HP38	2000 (Dorothy Nowak, Evelyn Procissi, Woman's Club of Lincoln)	
P-31-003869		Resource Name - Ferrari Ranch Building No. 4	Building, Element of district	Historic	HP04	1997 (Donald S. Napoli, Unknown)	NCIC-04059
P-31-003871		Resource Name - Ferrari Ranch Building No. 6	Building, Element of district	Historic	HP04	1997 (Donald S. Napoli, Unknown)	NCIC-04059
P-31-003872		Resource Name - Ferrari Ranch Building No. 7	Building, Element of district	Historic	HP04	1997 (Donald S. Napoli, Unknown)	NCIC-04059
P-31-004237		Resource Name - Edward Hill House; OHP PRN - 5648-0001-0000	Structure	Historic	HP02	1982 (Bruce Douglas)	
P-31-005221		OHP PRN - 5648-0038-0000	Site	Historic	AH09	1992 (Brian F. Terhorst, Placer County Department of Museums)	
P-31-005385		Other - RK-01	Site	Historic	AH01; AH07	2010 (Rebecca Kellawan, Far Western)	NCIC-10816
P-31-005434	CA-PLA-002427H	Other - Walkup Ranch #2	Structure, Object, Site	Historic	AH02; AH04; AH11; AH15	2010 (J. Peabody and E. Mick, ENTRIX, Inc); 2011 (S. Pappas, D. Quivey, ECORP Consulting, Inc.)	NCIC-11036, NCIC-15165, NCIC-15166
P-31-005469		Resource Name - Lincoln Canal; Other - LM1	Structure, Other	Historic	AH06; HP20	2006 (John W. Dougherty, PAR Environmental Services, Inc); 2016 (Kim Tremaine, Tremaine & Associates, Inc.)	NCIC-06819, NCIC-12406
P-31-005470		Other - LM2	Structure	Historic	AH08	2006 (John W. Dougherty, PAR Environmental Services, Inc)	NCIC-06819

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-31-005601		Resource Name - Jansen Block Historic District, Lincoln; Other - Block 52; Other - Lots 1-6; Other - Jansen Block; Other - Lincoln Brand Feeds	Building, District, Element of district	Historic	HP06; HP08; HP45	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005602		Resource Name - 5th and G Streets Historic District, Lincoln; Other - Ziegenbein/Fleming Building; Other - Bank of Western Placer/Former Lincoln City Hall; Other - Emmada Building; Other - Ingram Drug Store; Other - Lot 9; Other - Front of Lot 10; Other - Block 44; Other - Front of Lots 12 & 13	Building, District, Element of district	Historic	HP06; HP45	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005603		Resource Name - Lincoln Automotive Center; Other - 401 G Street/SR 65, Lincoln; Other - Block 45; Other - Lots 10 & 11; Other - Portions of Lots 9 & 12	Building	Historic	HP06	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005604		Resource Name - Lincoln Municipal Court; Other - Lincoln News Messenger & PG&E Office; Other - Lots 12 & 13; Other - Block 45; Other - 451/453 G Street/SR 65, Lincoln	Building	Historic	HP06	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005605		Resource Name - Zellner Building; Other - Lot 3; Other - Portions of Lot 4; Other - Block 53; Other - Salt Mine; Other - Vine Ministries; Other - True Blue Hall Site	Building	Historic	HP06	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-31-005606		Resource Name - Lincoln Auto Body; Other - Lots 1 & 2, Block 53	Building	Historic	HP06	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005607		Resource Name - Gold Rush Building; Other - 629 G Street/SR 65, Lincoln; Other - Block 43, Lot 11	Building	Historic	HP06	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005608		Other - 631 G Street/SR 65, Lincoln; Other - Block 43; Lots 11 & 12	Building	Historic	HP06	2012 (Michael Hibma, LSA Associates, Inc)	NCIC-11223
P-31-005736		Resource Name - ML-001	Site	Historic	AH11	2014 (Stephen Pappas, Megan Webb, ECORP Consulting, Inc.)	
P-31-005737		Resource Name - ML-002	Other	Historic	AH16	2014 (Stephen Pappas, Megan Webb, ECORP Consulting, Inc.)	
P-31-006863		Resource Name - 110 McBean Park Dr.	Building	Historic	HP02; HP06; HP08	2021 (Shannon Lopez, Cogstone Resource Management, Inc.)	NCIC-14664
P-31-007048		Resource Name - LINCOLN DOWNTOWN CIVIC CENTER; Other - 511 5th Street, Lincoln; Other - 511 Fifth Street, Lincoln; Other - Lincoln Civic Center; OTIS Resource Number - 519931 (2026 BERD); OHP Property Number - 178175 (2026 BERD); Other - HUD091221G	Building	Historic	HP12	2010 (Milford Wayne Donaldson, Shannon Lauchner, Steve Art, OHP; City of Lincoln)	

Appendix D

Water Supply Assessment



Lincoln Downtown Master Plan

Water Supply Assessment

prepared by

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Community Development Department
600 Sixth Street
Lincoln, California 95648
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November 2026

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1 Introduction

This Water Supply Assessment (WSA) has been prepared for the City of Lincoln's proposed Downtown Master Plan (DMP) or "proposed project," for compliance with California Water Code (CWC) as amended by Senate Bill (SB) 610. In accordance with SB 610, a WSA is required for certain types of development projects that are subject to the California Environmental Quality Act (CEQA), would rely on groundwater, and meet one or more thresholds defining "project" under SB 610. The proposed DMP is not a development project; however, as described below, it would facilitate new residents within the City of Lincoln that were not anticipated in the City's 2050 General Plan, and subsequently are not reflected in the City's 2025 Urban Water Management Plan (UWMP). Therefore, this WSA assesses the water demands associated with development not accounted for in the 2025 UWMP, and considers water supply availability and reliability to meet those demands from existing and planned sources.

Section 2, *Project Description*, provides an overview of the proposed DMP, including Section 2.2, *Buildout Changes*, which details how buildout of the proposed DMP would differ from buildout of the approved 2050 General Plan for the City of Lincoln. The proposed DMP would revise certain components of the approved 2050 General Plan applicable to buildout of the Lincoln Downtown area, referred to herein as the "Plan Area." These changes would facilitate increased residential density through infill development and redevelopment in the Plan Area, including 1,056 new residential units and approximately 2,682 additional residents by 2050, as well as 23,638 fewer square feet of commercial floor space.

The 2050 General Plan sets the city's long-term growth vision and land use framework, serving as a long-term policy guidance document for the city's physical, economic, and environmental growth. The goals and policies set forth in the 2050 General Plan apply to the City's entire Sphere of Influence (SOI), which surrounds the incorporated city limits and defines the physical boundary of future city services, which are authorized by Placer County's Local Agency Formation Commission (LAFCO). The 2050 General Plan was assessed in an Environmental Impact Report (EIR) for CEQA compliance, and the Final EIR and 2050 General Plan were both adopted in 2008. An Addendum to the 2008 EIR is currently being prepared to assess potential environmental impacts of the proposed DMP compared to the 2050 General Plan, based on environmental analysis in the 2008 EIR.

This WSA assesses water demands associated with buildout under the proposed DMP compared to the approved 2050 General Plan, which is reflected in the City of Lincoln's 2025 UWMP. Because the proposed DMP would facilitate additional residents, this WSA assesses new water demands associated with 2,682 additional residents that were not previously accounted for in the 2050 General Plan or the 2025 UWMP. In accordance with CWC as amended by SB 610, this WSA assesses water supply availability and reliability for the proposed project over a 20-year planning horizon and with consideration to climatic variability, represented by single dry year and multiple dry year conditions.

2 Project Description

The proposed DMP establishes a framework for how land uses, building design, and commercial spaces would be implemented in the Plan Area to complement the historic character of Downtown Lincoln. It establishes new transect zones, land uses, and development standards and guidelines to guide development in the Plan Area and to achieve the physical outcomes envisioned in the 2050 General Plan.

2.1 Location

The proposed project would occur in the DMP Plan Area which consists of Downtown Lincoln. The City of Lincoln is located in Placer County, California. California State Route (SR) 65 runs in a north-south alignment through the City of Lincoln and the DMP Plan Area, and SR 193 runs in an east-west alignment. Surrounding areas include the City of Rocklin to the south, Sierra College Boulevard and low density rural and agricultural uses to the east, and agricultural land to the north and west. Figure 1 on the following page provides an overview of the regional location, and Figure 2 outlines the DMP Plan Area.

Water supply service to the DMP Plan Area is provided by the City of Lincoln, which purchases imported treated water from Placer County Water Agency (PCWA), and has a contract in place with Nevada Irrigation District (NID) for raw water, though infrastructure is currently limited to provide delivery of NID water to Lincoln (see Section 4, *Water Supply Scenario*) for further discussion. PCWA provides retail and wholesale water service across all of Placer County, including the City of Lincoln, as well as the cities of Auburn, Rocklin, and Roseville. PCWA also serves numerous unincorporated communities throughout Placer County, with service area boundaries that are contiguous with Placer County's legal limits. Figure 3 provides an overview of the PCWA and NID service area boundaries relative to the PCWA Plan Area.

2.2 Proposed Buildout

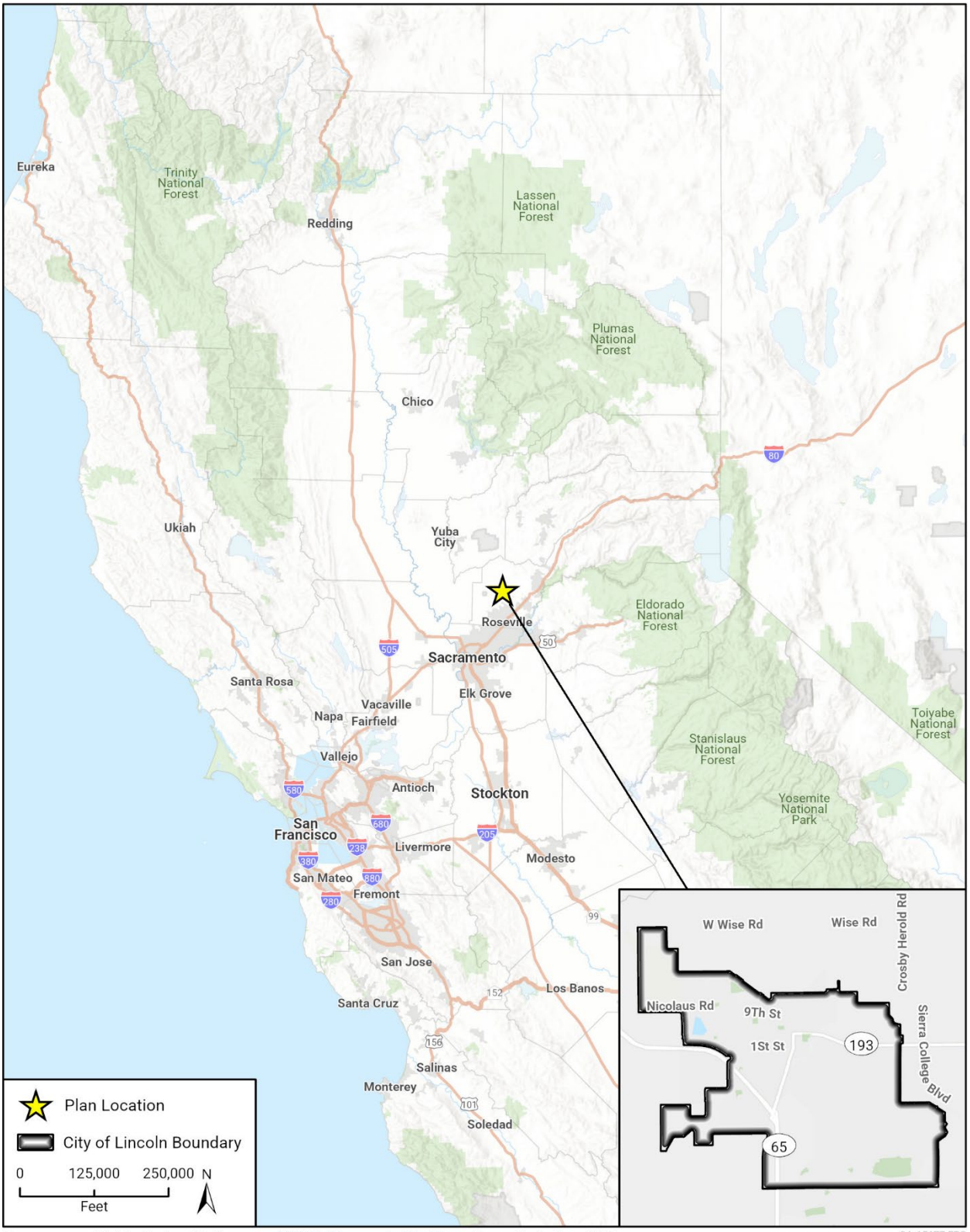
The proposed project is designed to provide consistency of future development in the DMP Plan Area with the 2050 General Plan, which includes goals to guide development in the Downtown Lincoln area as infill projects (occupying remaining undeveloped space) and redevelopment projects (rehabilitating or replacing existing development).

For the purposes of this WSA and assessing potential maximum water demands within the Plan Area, this project description is focused on zoning and land use changes that would affect water demands compared to the demands quantified in the City of Lincoln's 2025 UWMP. Specifically, the proposed DMP would result in the land use designation changes of three parcels in the Plan Area, resulting in increased development density on those parcels, including two parcels that would be changed from Low Density Residential to Community Commercial, and one parcel that would be changed from Business Professional to Community Commercial. These changes would affect the intensity of development within the Plan Area as follows:

- 1,056 additional residential dwelling units, and
- 23,638 fewer square feet of commercial space within the Plan Area.

The California Department of Finance (DOF) estimates there are approximately 2.54 residents per household in the City of Lincoln in 2026 (DOF 2026). Based on this DOF occupancy rate, the proposed project would facilitate growth of approximately 2,682 residents. This growth was not previously anticipated in the City's 2050 General Plan, which informed projections of water supply availability and reliability in the City's 2025 UWMP. Therefore, this WSA estimates water demands associated with additional growth facilitated by the proposed project, and assesses water supply availability and reliability for that additional growth in Section 5, *Supply Reliability Analysis*.

Figure 1 Regional Location



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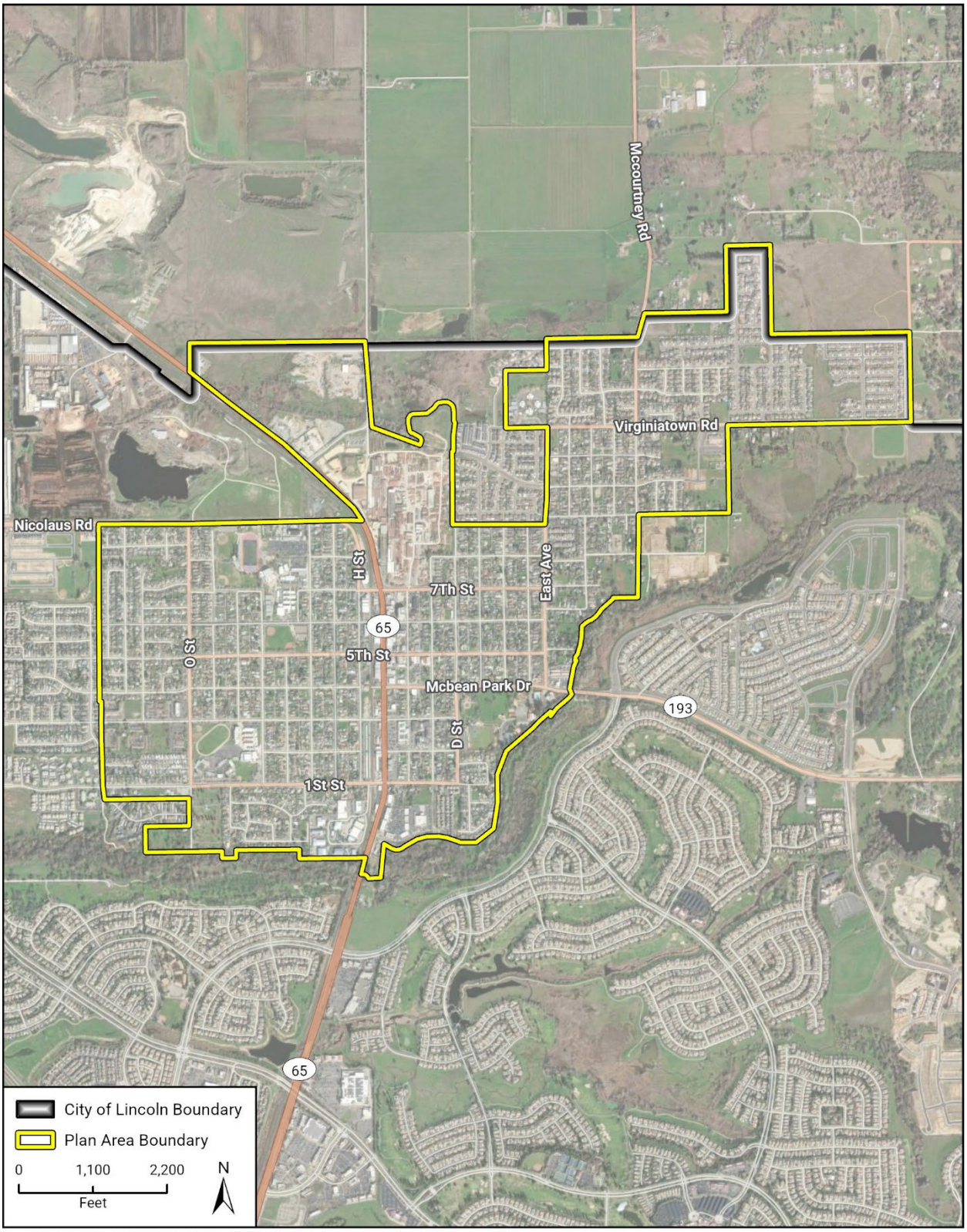
24_15677 EPS
Fig 1 Regional Location

Figure 2 DMP Plan Area



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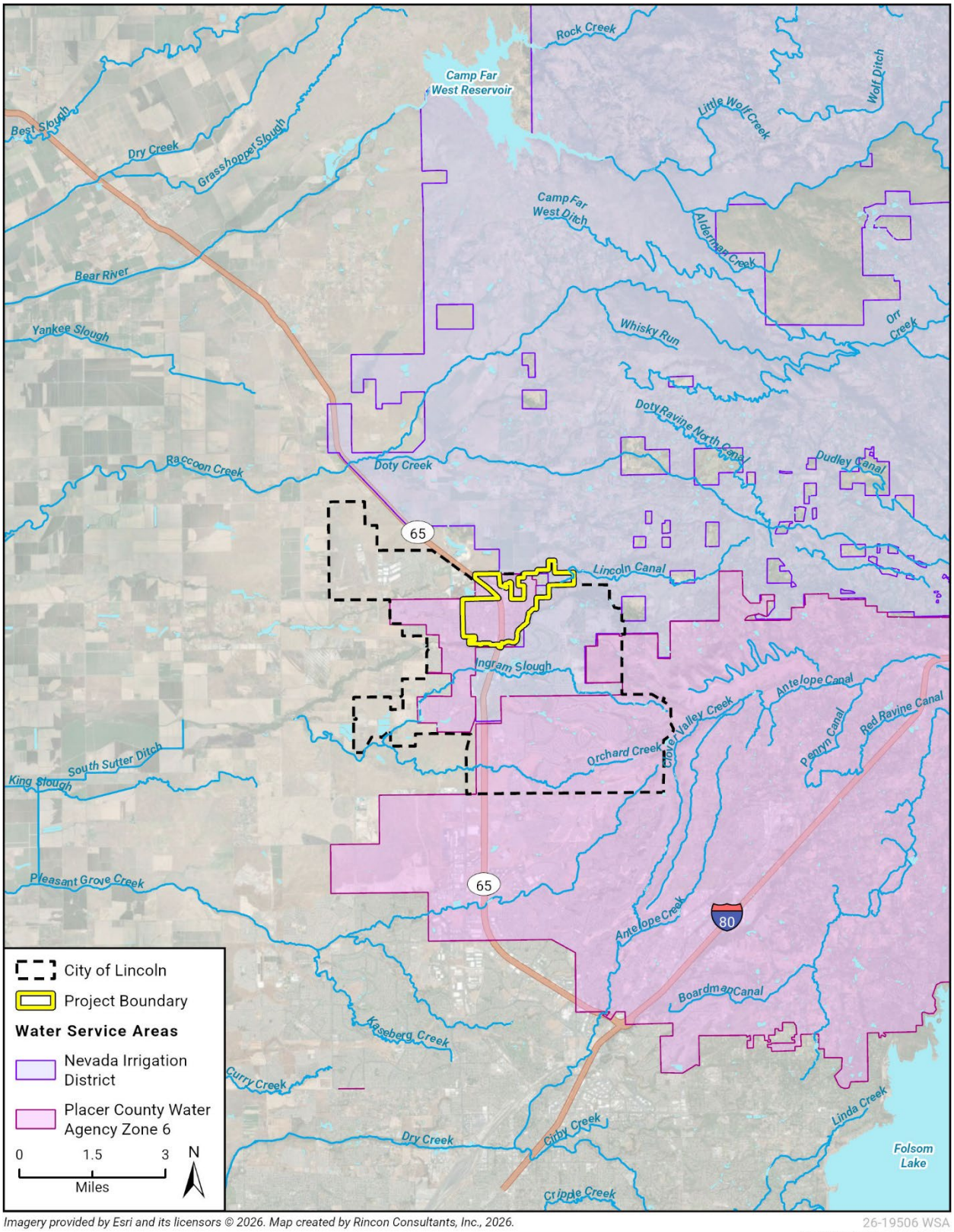
24_15677 EPS
Fig X Plan Area Location

Figure 3 Water Service Areas



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26-19506 WSA
Fig X Water Service Areas

2.3 Water Demands

Water demands associated with buildout changes under the proposed DMP have been estimated for the purposes of this WSA using water demand factors identified in the City of Lincoln's 2026 Water Master Plan Update, as detailed in the *Water Use Factor Technical Memorandum* provided as Appendix B to the 2026 Water Master Plan Update. Table 1, below, presents the demand factors applicable to buildout changes that would occur under the proposed DMP for residential and commercial uses.

Table 1 Water Demand Factors

Lan Use	General Plan Land Use Designation	Demand Factor	Units
Residential	High Density Residential[1]	0.18	AF/DU/year
Commercial	Community/Neighborhood Commercial[2]	1.45	AF/acre/year

AF = acre-feet; DU = dwelling unit

[1] The *Water Use Factor Technical Memorandum* in the City of Lincoln's Water Master Plan Update details residential water demand factors for multiple General Plan land use designations, including Low Density Estates, Low Density Residential, Medium Density Residential, and High Density Residential. All residential land use changes under the proposed DMP would occur within Downtown Lincoln, where development is considered high density. Therefore, the water demand factor for "High Density Residential" is used for the proposed DMP.

[2] The *Water Use Factor Technical Memorandum* identifies two General Plan land use designations for commercial uses, including Community Commercial and Neighborhood Commercial; both have the same demand factor, presented above.

Source: City of Lincoln 2026b, pg. 369

As shown in Table 1, the water demand factor for High Density Residential uses of 0.18 AF per dwelling unit per year was selected as representative of growth that would be facilitated by the proposed project, because all residential land use changes under the proposed DMP would occur in the downtown area where development is considered high density. Table 2, below, presents estimated water demands associated with the buildout changes that would be facilitated by the proposed DMP, including 1,056 additional residential dwelling units and 23,638 fewer square feet of commercial space.

Table 2 Water Demands for Buildout Changes under the Proposed DMP

Land Use	Quantity Change	Demand Factors[1]	Water Demand
Residential Units	+1,056 units	0.18 AF/DU/year	+190.08 AFY
Commercial Space	-23,468 square feet	1.45 AF/acre/year	-0.11 AFY
Total Water Demand	**n/a**	**n/a**	**+189.97 AFY**

AF = acre-feet; AFY = acre-feet per year; DU = dwelling unit

[1] Demand factors are identified in the *Water Use Factor Technical Memorandum* provided as Appendix B to the City of Lincoln's Water Master Plan Update (City of Lincoln 2026b, pg. 369). The conversion rate of 325,851 square feet per acre was used to calculate commercial space water demands for 23,468 square feet (0.0725 acre).

As shown in Table 2, the additional 1,056 residential units that would be facilitated by the proposed project would introduce water demands of approximately 190.08 AFY, based upon the water demand rate of 0.18 AF/DU/year for High Density Residential uses, as provided in the City's 2026 Water Master Plan Update (City of Lincoln 2026b, pg. 369). Accounting for reduced commercial space which would reduce water demands in the Plan Area by approximately 0.11 AFY, the proposed project would increase local water demands by approximately 190 AFY (rounded up from 189.97 AFY), compared to projections in the City's 2025 UWMP. Section 5, *Supply Reliability Analysis*, provides analysis of the availability and reliability of water supply to meet these increased demands.

3 Senate Bill 610

The primary purpose of SB 610 is to improve the linkage between water supply availability and land use planning decisions. This is accomplished through communication between water providers and local planning agencies, ensuring that land use decisions for certain types of development projects consider whether sufficient water supply is reliably available to meet project demands. In accordance with SB 610, the primary question to be answered in a WSA is:

> Will the total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection meet the projected water demand of the Project, in addition to existing and planned future uses of the identified water supplies, including agricultural and manufacturing uses?

SB 610 requires the preparation of a WSA for certain types of development projects that are subject to CEQA and would rely on groundwater to meet project demands. SB 610 identifies questions to be considered in a WSA, as presented below and discussed with respect to the proposed DMP.

- **Is the proposed project subject to CEQA?** Yes. The proposed DMP would require discretionary approvals and therefore is subject to CEQA.
- **Is the proposed project a "project" under SB 610?** No. The proposed DMP is a plan for future development and does not specifically propose the construction of new development projects. However, the proposed DMP would revise land use designations within the Plan Area to facilitate future development, the buildout of which would involve changes that meet at least one SB 610 definition of "project." Specifically, the proposed DMP would facilitate up to 1,056 additional residential dwelling units compared to Plan Area buildout that would occur under current land use designations in the 2050 General Plan. As detailed below, one of the SB 610 thresholds defining a "project" is the introduction of 500 or more new residential dwelling units. Although the proposed DMP would not directly construct these units, it would facilitate such buildout under future proposed projects.
- **Is there a public water system that will serve the proposed project?** Yes. The proposed project would occur within the DMP Plan Area, which consists of Downtown Lincoln and is within the City of Lincoln's water supply service area. The City of Lincoln is a public water supply system and is responsible for providing water supply service to the Plan Area.
- **Is there a current Urban Water Management Plan (UWMP) that accounts for the proposed project's water demand?** No. The City of Lincoln's 2025 UWMP includes water demand projections based on anticipated development associated with buildout of the approved 2050 General Plan, which does not account for approximately 1,056 additional residential dwelling units and 2,682 additional residents that would be facilitated by the proposed project. The water demands associated with this additional growth equate to approximately 190 AFY, based upon the "High Density Residential" demand factor of 0.18 AF/dwelling unit/year; as detailed in Table 2 footnotes, this demand factor was derived from the City of Lincoln's Water Master Plan Update, *Water Use Factor Technical Memorandum.* Analysis of water supply availability and reliability to meet the estimated demand of 190 AFY for additional growth facilitated by the proposed project is provided in Section 5, *Supply Reliability Analysis*.
- **Is groundwater a component of the water supply source(s) for the proposed project?** Yes. Water supply for development under the proposed DMP would be provided by the City of Lincoln, which sources potable water from PCWA and non-potable water from local groundwater. Development under the proposed DMP would include both potable and non-potable uses, consistent with the 2050 General Plan. Therefore, for the purposes of this WSA, it is assumed that groundwater is a component of water demands for the proposed DMP, as groundwater serves all non-potable water demands in the Plan Area. The City of Lincoln overlies the North American Subbasin of the Sacramento Valley Groundwater Basin, as described in Section 4.3, *Water Supply Sources,* under "Groundwater."

- **Are there sufficient supplies to serve the proposed project over the next 20 years?** Yes. Based on the data and analysis provided in this WSA, including assumptions developed where necessary, sufficient water supply is available to the City of Lincoln to meet anticipated water demands associated with buildout under the proposed DMP during normal, single dry, and multiple dry year conditions over a 20-year planning horizon. Supply reliability projections from the City of Lincoln's 2025 UWMP are presented in Section 5, and conclusions are detailed in Section 6, *Conclusions*.

As noted above, the proposed DMP is a planning document that does not propose specific development and therefore does not meet SB 610 thresholds defining a "project." However, the proposed DMP would facilitate development within the Plan Area that would meet at least one SB 610 threshold defining a "project." Each of the SB 610 thresholds are considered below for the proposed DMP.

- **Residential Development.** A proposed residential development of more than 500 dwelling units is defined as a "project" under SB 610. Although the proposed project is a planning document and not a development proposal to construct residential development, it would revise zoning in such a way that would facilitate the additional residential dwelling units compared to buildout under existing zoning as defined in the 2050 General Plan. As detailed in Section 2.2, the proposed project would facilitate approximately 1,056 additional residential dwelling units than envisioned through existing zoning. Therefore, for the purposes of this WSA, the proposed project is considered a "project" under SB 610 because it would facilitate the introduction of more than 500 new residential dwelling units, although the proposed project does not propose to construct any development.
- **Shopping Center or Business Establishment.** A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space is defined as a "project" under SB 610. The proposed project does not include a shopping center or business establishment that would employ 1,000 people or encompass 500,000 square feet. The proposed project does not meet SB 610 thresholds based on shopping center or business establishment uses.
- **Commercial Office Building.** A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space is defined as a "project" under SB 610. The proposed project would reduce commercial space compared to total buildout that could occur under existing zoning as defined in the 2050 General Plan. The proposed project does not meet SB 610 thresholds based on commercial office building uses.
- **Hotel or Motel.** A proposed hotel or motel, or both, having more than 500 rooms is defined as a "project" under SB 610. The proposed project does not include any hotel or motel uses and does not meet SB 610 thresholds based on these uses.
- **Industrial, Manufacturing or Processing Plant, or Industrial Park.** A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area is defined as a "project" under SB 610. The proposed project does not include industrial, manufacturing, processing, or industrial uses and does not meet SB 610 thresholds based on these uses.
- **Mixed-Use Project.** A proposed mixed-use project that includes one or more of the projects listed above and would introduce new water demands equivalent in size to those associated with a 500-unit residential development is defined as a "project" under SB 610. As described in Section 2, *Project Description*, the proposed project would facilitate multiple uses within the Plan Area, including mixed uses and up to 1,056 additional residential dwelling units compared to buildout under existing zoning as defined in the 2050 General Plan. As described above for the "Residential Development" threshold, for the purposes of this WSA, the proposed project is considered a "project" under SB 610 because it would facilitate the introduction of more than 500 new residential dwelling units; similarly, the proposed project is also considered to meet the threshold for "Mixed-Use Project" because it would facilitate multiple residential and non-residential uses in the Plan Area, although it does not propose to construct any development.

This WSA has been prepared to inform the Project's CEQA analysis with current and comprehensive data, analysis, and conclusions regarding water supply availability and reliability for the Project. As such, this WSA is designed to meet the requirements of SB 610 in support of its purpose to improve linkages between water supply and land use planning.

4 Water Supply Scenario

Water supply service to the DMP Plan Area is provided by the City of Lincoln, which provides potable and non-potable water supply to its 29-square-mile water service area. The City delivers potable water consisting of treated surface water and locally produced groundwater, and non-potable water consisting of recycled water. These sources are summarized below and described in the following sections:

- **Treated Surface Water (potable)**– wholesale treated surface water supply purchased from PCWA and conveyed to Lincoln service connections via PCWA facilities;
- **Groundwater (potable)** – retail groundwater supply produced by Lincoln from City-owned wells in the North American Subbasin; and
- **Recycled Water (non-potable)** – retail recycled water from the Lincoln-Sewer Maintenance District 1 Wastewater Authority (LiSWA) wastewater treatment and reclamation facility (WWTRF).

Each of these water supply sources is described below.

4.1 Treated Surface Water

Approximately 90 percent of Lincon's water supply portfolio consists of treated surface water purchased from PCWA (City of Lincoln 2026b, pg. 18). As shown in Figure 3, Lincoln is located in PCWA's Zone 6 service area. Within Zone 6, Lincoln is located within the Zone 1 Subarea. Table 3, below, provides an overview of PCWA's surface water supply sources and maximum use rates, as well as the authorized purpose and place of use for each source.

Table 3 PCWA Surface Water Sources

Source	Legal Right	Max Use Rate	Purpose of Use	Place of Use
American River	Permits 13856-13858	120,000 AFY	Irrigation, Domestic, M&I, Recreation	Western Area; portions of Sacramento County
American River	CVP Contract	35,000 AFY	M&I	Zone 1 Subarea
Yuba and Bear Rivers	PG&E Water Supply Agreement (2015)	100,400 AFY	Irrigation and Domestic	Western Area
Yuba and Bear Rivers	PG&E (Zone 3) Purchase Agreement (1982)	25,000 AFY	Irrigation and Domestic	Zone 3 Subarea
Canyon Creek	Pre-1914 Appropriative Right (S000959)	40 cfs (max)	Irrigation and Domestic	Alta, Colfax, Monte Vista, and rural areas
Tributary to Auburn Ravine	Pre-1914 Appropriative Right (S000967)	Not specified.	Irrigation and Stock Watering	Boardman Canal area
South Fork Dry Creek (Coon Creek tributary)	Pre-1914 Appropriative Right (S010397)	Not specified.	Irrigation	Localized irrigation east of Auburn
North Fork Dry Creek (Coon Creek tributary)	Pre-1914 Appropriative Right (S010398)	Not specified.	Irrigation	Localized irrigation east of Auburn

AFY = acre-feet per year; CVP = Central Valley Project; M&I = Municipal and Industrial

Source: PCWA 2026, pg. 369

As noted above, Lincoln is located within the Zone 1 Subarea of PCWA's Zone 6 service area. Table 3 shows that PCWA provides water from the American River to the Zone 1 Subarea, through a Central Valley Project (CVP) Contract for up to 35,000 AFY; this contract, between PCWA and the U.S. Bureau of Reclamation (USBR) is identified as CVP Repayment Contract 14-06-200-5082A-IR1-P, dated February 28, 2020, and remains in effect in perpetuity with no expiration date. However, as detailed in PCWA's 2025 UWMP, the point of delivery of CVP water to PCWA under the CVP Contract is Folsom Dam, but PCWA does not currently own or control facilities to convey water from Folsom Dam to the PCWA service area. As a result, the availability of CVP water to the Zone 1 Subarea is limited by physical constraints, and PCWA currently uses only a small portion of its contracted CVP water. PCWA is engaged in negotiations with the City of Roseville and other regional entities to potentially utilize existing facilities to divert and deliver PCWA's CVP project water supplies. (PCWA 2025, pg. 80)

The City of Lincoln's *Water Master Plan Update* details water supply system improvements needed to provide the physical connections to convey CVP Contract water into the City of Lincoln's water service area, planning towards full use of the CVP Contract water by 2050. PCWA also provides water from the American River to Lincoln through the Middle Fork Project, as well as water from the Yuba and Bear Rivers purchased from Pacific Gas & Electric (PG&E), and water diverted under pre-1914 appropriations (City of Lincoln 2026b, pg. 34).

The City of Lincoln also holds contractual rights to purchase water NID, which provides surface water from the Yuba, Bear, and Deer Creek watersheds diverted under both pre-1914 and post 1914 appropriative rights (NID 2026). The City of Lincoln, PCWA, and NID entered a temporary raw water sales agreement in 2004, referred to as the "Temporary Agreement," which provides the City of Lincoln with NID raw water supply that has been treated and delivered to the City via PCWA facilities (City of Lincoln 2026b, pg. 35). However, the City does not currently receive water supply from NID, primarily due to the lack of necessary infrastructure connections (City of Lincoln 2026a, pg. 61).

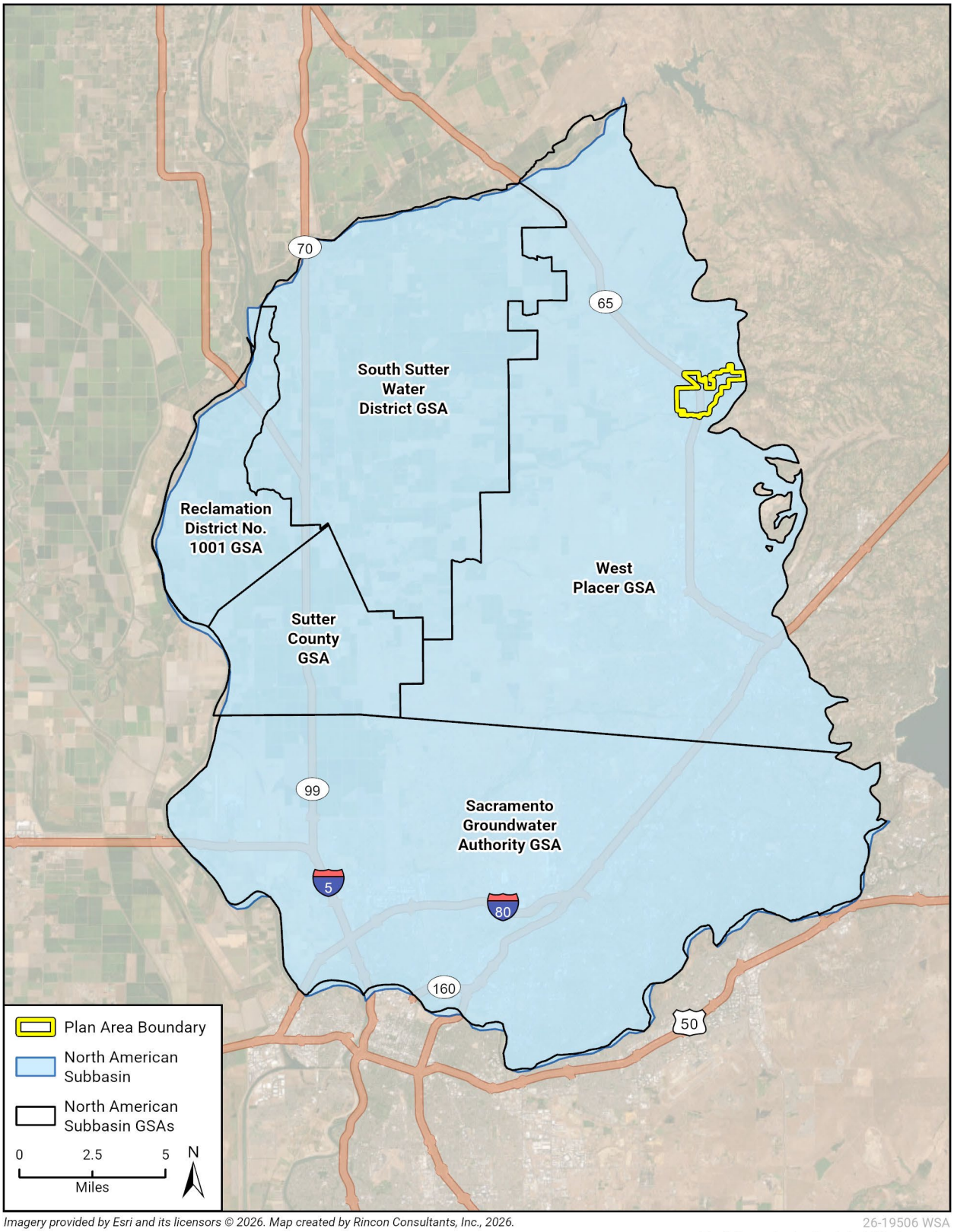
As detailed in their respective 2025 UWMPs (PCWA 2026; NID 2026), PCWA and NID both assume that growth throughout the City of Lincoln would occur as planned in the 2008 General Plan.

4.2 Groundwater

The City of Lincoln overlies the North American Subbasin of the Sacramento Valley Groundwater Basin, which is designated by the Department of Water Resources (DWR) as High Priority but is not designated as Critically Overdrafted. The North American Subbasin is managed by multiple Groundwater Sustainability Agencies (GSAs) for compliance with the Sustainable Groundwater Management Act (SGMA). The City is a member of the West Placer GSA, which also includes the City of Roseville, Placer County, PCWA, NID, and Cal Am. Figure 4 on the following page identifies all GSAs within the North American Subbasin. In compliance with SGMA, the five GSAs developed a comprehensive Groundwater Sustainability Plan (GSP) for the North American Subbasin, which was completed in December 2021 and approved by the DWR in July 2023. The North American Subbasin GSP is currently being implemented to achieve and maintain sustainable groundwater conditions in the North American Subbasin. (City of Lincoln 2026a, pg. 47)

The North American Subbasin is bounded on the north by the Bear River and the Yuma-Placer County line; on the east by granitic, metamorphic, and marine sedimentary rocks along the Sierra Nevada foothills; on the south by the American River, and on the west by Sacramento County, Sutter County, and the Feather River (City of Lincoln 2026a, pg. 45). Groundwater within the North American Subbasin occurs in both shallow and deep aquifer systems; the upper aquifer system is generally unconfined and consists of alluvial deposits within the upper 200 to 300 feet below ground surface, while the deeper semi-confined aquifer system is composed primarily of fragmented volcanic and sedimentary formations, including the Mehrten Formation (DWR 2006). The City owns and operates five wells within the North American Subbasin, which it uses to supplement treated surface water supplies, when necessary, particularly when surface supplies are reduced due to drought conditions.

Figure 4 North American Subbasin Groundwater Sustainability Agencies



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26-19506 WSA
Fig X Groundwater Sustainability Agencies

The North American Subbasin GSP presents the results of groundwater modeling conducted to assess how groundwater inflows and outflows to the North American Subbasin are balanced to achieve sustainable conditions during normal water years as well as during years characterized by the effects of climate change, including increased temperatures and decreased precipitation. Table 4, below, presents an overview of the average annual change in groundwater storage for modeled baseline conditions, including historical, current, and future demands over 50 years with and without climate change.

Table 4 North American Subbasin – Modeled Changes in Groundwater Storage

Baseline Condition	Average Annual Change in Storage
Historical (Water Years 2009-2018)	+31,900 AF
Current (Water Years 1970-2019)	+14,900
Future over 50 years (1970-2019 hydrology)	+5,400 AF
Future over 50 years with Climate Change (1970-2019 hydrology)	-3,500 AF

AF = acre-feet

Source: North American Subbasin GSAs 2021, pg. 23

The overview of modeled groundwater conditions presented above shows that the North American Subbasin has a current surplus of water, as confirmed by rising groundwater levels in the central portions of the subbasin (North American Subbasin GSAs 2021, pg. 23). Surplus conditions are shown to continue into the future, with future conditions modeled based on new developments and growth anticipated based on planning documents including the City of Lincoln's 2008 General Plan.

The supply deficit anticipated under future climate change conditions would be addressed through projects and management actions identified in the North American Subbasin GSP. These include Project #1 – Regional Conjunctive Use Expansion, which identifies additional conjunctive use that could be implemented in the near-term by reoperating existing water treatment and distribution facilitates. This project would provide additional surface water during wet years to reduce existing demand on groundwater; some additional groundwater would be utilized during dry years, but overall, a net decrease in groundwater extractions would occur to resolve the anticipated deficit of 3,500 AFY under future climate change conditions (North American Subbasin GSAs 2021, pg. 320-321).

4.3 Recycled Water

Recycled water, also referred to as reclaimed water in the City's 2025 UWMP, is municipal wastewater that has been treated to a specified quality for beneficial reuse. In the City of Lincoln, wastewater flows are treated at the LiSWA WTRF, located southwest of the City near Fiddyment Road. The LiSWA was formed in 2022 through a joint powers agreement between the City of Lincoln and Placer County, and is responsible for wastewater collection, treatment, and disposal within the City and portions of western Placer County. The LiSWA WWTP produces Title 22 recycled water for agricultural use at reclamation areas outside the existing City limits but inside the City's SOI, as well as for irrigation and industrial use within the City's limits (City of Lincoln 2026a, pg. 30).

The City's *Reclamation Master Plan* indicates substantial infrastructure will need to be constructed to expand the delivery of recycled water. Many developments within the City over the past five years have not been located adjacent to existing recycled water infrastructure, limiting opportunities for connection. Since 2000, the City has required installation of recycled water mains within new developments to facilitate future recycle connections. Planned expansion efforts include additional parks and public facilities, while future opportunities may include schools, cemeteries, streetscapes, and other large landscape irrigation users. (City of Lincoln 2026a, pg. 55)

5 Supply Reliability Analysis

The City of Lincoln develops supply and demand projections separately for potable and non-potable water because their uses are not interchangeable. Residential and commercial land uses such as those that would change within the DMP Plan Area under the proposed project would require potable water sources, consisting of treated surface water and local groundwater. Non-potable water would not be used by the developments facilitated by the proposed DMP, and non-potable water consisting of recycled water is therefore not detailed in this supply reliability analysis. While recycled water use is planned to be expanded over time to offset potable water demands, such expansion requires substantial infrastructure improvements and has not been quantified at this time.

5.1 Supply and Demand Projections

As discussed in Section 2, *Project Description,* the proposed DMP would involve zoning changes that would change the density of residential and commercial buildout within the Plan Area, facilitating approximately 1,056 additional residential dwelling units and 2,682 additional residents than projected in the City's 2025 UWMP based on the approved 2050 General Plan. As detailed in Section 2.3, *Water Demands*, this additional growth would introduce water demands of approximately 190 AFY. As described in Section 4, *Water Supply Scenario,* the City of Lincoln provides water supply service to the Plan Area, with approximately 90 percent of the city's water supply portfolio provided by PCWA. Therefore, this analysis of water supply availability and reliability presents projections from the City's 2025 UWMP as well as from PCWA's 2025 UWMP, to demonstrate that sufficient water supply would be available from existing and planned sources to meet the additional 190 AFY introduced by growth facilitated by the proposed project. In accordance with SB 610, this analysis considers water supply availability during normal, single dry, and multiple dry year conditions.

Normal Water Year

The City's projected normal year water supplies reflect actual 2025 production from surface water and groundwater sources, based on the City's conjunctive use strategy of utilizing approximately 90 percent surface water and 10 percent groundwater to meet its potable demands (City of Lincoln 2026a, pg. 59). Table 5, below, details the City's normal year potable water supply sources consisting of treated surface water and locally produced groundwater.

Table 5 Potable Water Supply Sources

	2030	2035	2040	2045	2050
PCWA Surface Water	12,043	14,938	17,842	19,848	22,877
Local Groundwater	338	1,660	1,982	2,205	2,542
Total	**13,381**	**16,598**	**19,824**	**22,053**	**25,419**

AFY = acre-feet per year

Source: City of Lincoln 2026a, pg. 61

As shown above, the City of Lincoln's potable water supply consists of treated surface water from PCWA and locally produced groundwater from the North American Subbasin. Future surface water supplies include the City's existing maximum delivery entitlement from PCWA as well as additional treated water capacity associated with the Ophir Water Treatment Plant (WTP) beginning in 2030 (City of Lincoln 2026a, pg. 59); see Section 5.3, *Planned Water Supply Projects,* for discussion of the Ophir WTP. Groundwater supplies will continue to be used to support peak demands and system resiliency, as

detailed in the North American Subbasin GSP, which will continue to be implemented for SGMA compliance and to achieve and maintain the planned sustainability conditions.

Table 6, below, provides a comparison between potable water supply sources and anticipated demands under normal water year conditions, based on the City's 2025 UWMP projections.

Table 6 Normal Year Supply and Demand (AFY) – City of Lincoln

	2030	2035	2040	2045	2050
Supply	13,381	16,598	19,824	22,053	25,419
Demand	13,381	16,598	19,824	22,053	25,419
Surplus/(Shortfall)	0	0	0	0	0

AFY = acre-feet per year
Source: City of Lincoln 2026a, pg. 71

As shown above, the City of Lincoln anticipates having sufficient potable water supply to meet demands during normal water year conditions, based on its 2025 UWMP projections. As described throughout this WSA, the City's 2025 UWMP does not account for approximately 190 AFY in water demands that would be introduced through additional residential development facilitated by the proposed project. Lincoln obtains approximately 90 percent of its water supply portfolio from PCWA; therefore, Table 7, below, presents PCWA's supply and demand projections for normal year conditions.

Table 7 Normal Year Supply and Demand (AFY) – PCWA

	2030	2035	2040	2045	2050
Supply	252,800	260,300	267,800	295,800	297,800
Demand	198,653	210,615	218,520	228,430	240,355
Surplus/(Shortfall)	54,147	49,685	49,280	67,370	57,445

AFY = acre-feet per year; PCWA = Placer County Water Agency
Source: PCWA 2026, pg. 93

The table above shows that PCWA has surplus water supply availability during normal year conditions through 2050 in quantities that are substantially greater than the additional 190 AFY anticipated to be required for growth facilitated by the proposed project. The City would purchase additional supply to meet its demands as development progresses within the Plan Area, and sufficient water is available from PCWA to meet increased demands associated with the proposed project.

Single Dry Year

The single dry year represents the lowest water supply available to the City. Table 8, below, presents the City of Lincoln's potable water supply and demands for single dry water year conditions.

Table 8 Single Dry Year Supply and Demand (AFY) – City of Lincoln

	2030	2035	2040	2045	2050
Supply	13,381	16,598	19,824	22,053	25,419
Demand	13,381	16,598	19,824	22,053	25,419
Surplus/(Shortfall)	0	0	0	0	0

AFY = acre-feet per year
Source: City of Lincoln 2026a, pg. 71

The City's projections of water supply and demand are the same for normal year conditions (Table 6) as for single dry year conditions (Table 8) because the City's potable water portfolio does not experience reductions in a single dry year. Lincoln's treated surface water deliveries from PCWA are contractually firm and are not reduced under single dry year hydrologic conditions, and the City's groundwater wells are operated as a supplemental reliability source without single dry year production constraints. Therefore, the City does not apply single dry year conservation factors to projected demands, consistent with DWR guidance allowing agencies to report unchanged values when supplies and customer demands are not expected to vary in a single dry year.

However, because the City's projections do not account for approximately 190 AFY in water demands that would be introduced by growth associated with the proposed project, and the City obtains approximately 90 percent of its water supply portfolio from PCWA, Table 9, below, presents PCWA's single dry year supply and demand projections. As detailed in its 2025 UWMP, PCWA anticipates that single dry year conditions will affect its water supply portfolio as follows:

- PG&E supply – reduce by 50 percent;
- Middle Fork Project – no reduction, due to the ability to store and deliver supplies under this permit;
- CVP – reduce by 75 percent of normal usage based on the USBR's current M&I shortage policy;
- Pre-1914 appropriative rights – reduce by 75 percent due to runoff dependency of creeks;
- Recycled water – no reduction;
- Groundwater – no reduction (PCWA 2026, pg. 92).

Based on the assumptions outlined above, Table 9, below, provides an overview of PCWA's supply and demand projections during single dry year conditions.

Table 9 Single Dry Year Supply and Demand (AFY) – PCWA

	2030	2035	2040	2045	2050
Supply	186,050	191,300	195,050	204,300	206,300
Demand	160,653	167,615	175,520	185,430	197,355
Surplus/(Shortfall)	25,397	23,685	19,530	18,870	8,945

AFY = acre-feet per year; PCWA = Placer County Water Agency
Source: PCWA 2026, pg. 94

As shown above, PCWA projects having substantially more than 190 AFY in surplus water supply available through 2050 during single dry year conditions. Therefore, sufficient water supply would be available from PCWA to meet demands associated with increased growth facilitated by the proposed project. As described above for normal year conditions, sufficient potable water supply would be available under single dry water year conditions to meet all anticipated demands within the City of Lincoln's water service area, including the proposed DMP.

Multiple Dry Years

Multiple dry years represent the period with the lowest average water supply availability to the City for a period of at least five consecutive years. Table 10, below, presents potable water supply and demands for multiple dry water year conditions, from the City of Lincoln's 2025 UWMP.

Table 10 Multiple Dry Year Supply and Demand (AFY) – City of Lincoln

	2030	2035	2040	2045	2050
Year 1					
Supply	13,381	16,598	19,824	22,053	25,419
Demand	13,381	16,598	19,824	22,053	25,419
Surplus/(Shortfall)	0	0	0	0	0
Year 2					
Supply	14,024	17,243	20,270	22,726	25,419
Demand	14,024	17,243	20,270	22,726	25,419
Surplus/(Shortfall)	0	0	0	0	0
Year 3					
Supply	14,668	17,888	20,716	23,399	25,419
Demand	14,668	17,888	20,716	23,399	25,419
Surplus/(Shortfall)	0	0	0	0	0
Year 4					
Supply	15,311	18,534	21,161	24,073	25,419
Demand	15,311	18,534	21,161	24,073	25,419
Surplus/(Shortfall)	0	0	0	0	0
Year 5					
Supply	15,955	19,179	21,607	24,746	25,419
Demand	15,955	19,179	21,607	24,746	25,419
Surplus/(Shortfall)	0	0	0	0	0

AFY = acre-feet per year

Source: City of Lincoln 2026a, pg. 72

The multiple dry year projections presented above indicate that surface water and groundwater supplies are projected to remain available, and no potable water supply shortage is anticipated by the City of Lincoln based on its 2025 UWMP. Because the proposed project would facilitate additional development and introduce 190 AFY in water demands not reflected in the City's 2025 UWMP, projections from PCWA's 2025 UWMP are presented in Table 11, below. As detailed in its 2025 UWMP, PCWA anticipates that multiple dry year conditions will affect its water supply portfolio as follows:

- PG&E supply – no reduction, based on historical five-year periods;
- Middle Fork Project – no reduction, due to the ability to store and deliver supplies under this permit;
- CVP – reduce by 50 percent of normal usage for all five years;
- Pre-1914 appropriative rights – reduce by 50 percent for all five years;
- Recycled water – no reduction;
- Groundwater – no reduction (PCWA 2026, pgs. 92-93).

Based on the assumptions outlined above, Table 11, below, provides an overview of PCWA's supply and demand projections during multiple dry year conditions.

Table 11 Multiple Dry Year Supply and Demand (AFY) – PCWA

	2030	2035	2040	2045	2050
Year 1					
Supply	250,100	256,100	261,100	276,600	278,600
Demand	160,653	167,615	175,520	185,430	197,355
Surplus/(Shortfall)	89,447	88,485	85,580	91,170	81,245
Year 2					
Supply	250,100	256,100	261,100	276,600	278,600
Demand	160,653	167,615	175,520	185,430	197,355
Surplus/(Shortfall)	89,447	88,485	85,580	91,170	81,245
Year 3					
Supply	250,100	256,100	261,100	276,600	278,600
Demand	160,653	167,615	175,520	185,430	197,355
Surplus/(Shortfall)	89,447	88,485	85,580	91,170	81,245
Year 4					
Supply	250,100	256,100	261,100	276,600	278,600
Demand	160,653	167,615	175,520	185,430	197,355
Surplus/(Shortfall)	89,447	88,485	85,580	91,170	81,245
Year 5					
Supply	250,100	256,100	261,100	276,600	278,600
Demand	160,653	167,615	175,520	185,430	197,355
Surplus/(Shortfall)	89,447	88,485	85,580	91,170	81,245

AFY = acre-feet per year
Source: PCWA 2026, pg. 94

As shown above, PCWA anticipates having surplus water supply availability during all years projected for multiple dry year conditions, in quantities substantially greater than the additional 190 AFY in increased water demands anticipated to be introduced by development facilitated by the proposed project. As noted in PCWA's 2025 UWMP, conditions experienced during recent drought years including 2012-2026 and 2020-2022 demonstrate that actual water supply availability during multiple dry years is dependent on multiple factors that require flexibility by water managers to manage (PCWA 2026, pg. 94).

The City may implement water conservation measures, including activation of its Water Shortage Contingency Plan (WSCP), if required to address drought conditions. In addition, in 2023, the City approved a funding agreement with PCWA for participation in the Ophir WTP for additional potable water supply beginning in 2030, to support long-term supply planning and regional reliability (City of Lincoln 2026a, pg. 74). The WSCP is described below in Section 5.2, and the Ophir WTP is discussed in the following Section 5.3, along with other planned water supply projects that would supplement the City's existing potable water sources.

5.2 Water Shortage Contingency Plan

The City's WSCP is provided as Appendix F to its 2025 UWMP (City of Lincoln 2026a, pg. 367). The WSCP describes the City's strategic plan in preparation for and response to water shortages, with a goal to proactively prevent catastrophic service disruptions. Although the City's supply availability projections indicate that sufficient potable supply is available to meet demands under normal, single dry, and multiple dry year conditions, unanticipated shortage events could occur. The WSCP would be activated when the

City determines based upon hydrologic conditions, PCWA supply notifications, groundwater production constraints, or emergency events, that available water supplies may not fully meet projected demands. Activation may occur due to drought, regulatory curtailments, catastrophic interruptions, or other conditions that reduce treated surface water deliveries or limit groundwater production.

The WSCP includes water shortage conditions and associated response actions that will be implemented in the event of a water supply shortage, which may occur if the available supply of potable water is not sufficient to meet potable water demands. Table 12, below, provides an overview of water shortage levels and associated response actions that would be implemented by the City to ensure sufficient potable water supply would be available to meet demands during shortage conditions.

Table 12 Water Shortage Levels and Response Actions

Shortage Level	Percent Shortage	Response Actions
Stage 0 (Normal Year)	No Shortage	Ongoing water efficiency, conservation programs, and system maintenance.
Stage 1	Up to 10%	Voluntary conservation measures, public outreach, and increased monitoring of water use and system conditions.
Stage 2	Up to 20%	Enhanced conservation messaging, implementation of additional voluntary measures, and operational adjustments to improve system efficiency.
Stage 3	Up to 30%	Implementation of mandatory conservation measures, increased enforcement, and operational actions such as expedited leak detection and repair.
Stage 4	Up to 40%	Expanded mandatory restrictions, intensified enforcement, and additional operational changes to reduce water loss and system demand.
Stage 5	Up to 50%	Significant demand reduction actions, strict enforcement of water use restrictions, and implementation of all available operational measures to reduce demand and maintain supply reliability.
Stage 6	Over 50%	Maximum water use restrictions, emergency response actions, and implementation of all feasible demand reduction and supply augmentation measures.

Source: City of Lincoln 2026a, pg. 377

As indicated in the response actions summarized above, the City's WSCP includes a suite of demand reduction and operational actions tailored to the severity of potential shortage conditions. These actions include public outreach and conservation messaging, restrictions on outdoor irrigation, limitations on non-essential water uses, increased enforcement of water-waste prohibitions, and adjustments to groundwater pumping to supplement reduced surface water supplies. Higher shortage levels may include mandatory irrigation schedules, suspension of new potable water connections, or expanded reliance on groundwater wells to maintain essential service. The WSCP ensures that Lincoln can respond quickly and effectively to changing supply conditions, and its structured shortage levels provide a predictable, transparent framework for managing demand during drought or emergency events.

5.3 Planned Potable Water Supply Projects

The City has identified key projects to expand its potable water supply capacity, including through development of the Ophir WTP, future aquifer storage and recovery (ASR), and recharge to the North American Subbasin. Table 13, below, provides an overview of planned potable water supply projects.

Table 13 Planned Potable Water Supply Projects and Programs

Project or Program	Planned Implementation Year	Expected Increase in Water Supply
Ophir WTP Phase 1	2030-2040	560-5,600 AFY
Ophir WTP Phases 2 and 3	2040 onwards	11,200 AFY
ASR Groundwater Wells	2030 onwards	1,900-15,235 AFY

AFY = acre-feet per year; ASR = aquifer storage and recovery
Source: City of Lincoln 2026a, pg. 58

As shown above, the City anticipates expanded potable water supply availability starting in 2030 through development of the Ophir WTP Phase 1 and ASR groundwater wells, with additional supply available starting in 2040 through the Ophir WTP Phases 2 and 3.

The Ophir WTP Phase 1 will provide an additional 10 MGD of treatment capacity to PCWA's Western Water System. In accordance with Resolution 2023-109, adopted by the City of Lincoln in 2023, the City entered into a funding agreement with PCWA for shared implementation of the Ophir WTP. Under the agreement, the City's additional purchased capacity from PCWA is planned to be initiated in 2030 and may increase incrementally, not to exceed 5.0 MGD, subject to the terms of the agreement and reaching full capacity in approximately 10 years; any additional capacity would be made available upon the completion of Phase 2, which is estimated for another 10 MGD (City of Lincoln 2026a, pg. 42).

As shown above, the City also plans to develop ASR wells starting in 2030. ASR is a water management strategy that involves the injection of treated surface water into a suitable aquifer during times when surplus water is available, typically during winter months when demands are low. The stored water can then be recovered and used to meet potable water demands during periods of high demand, typically during the summer months or during emergency conditions. It is anticipated that the City will need to construct a new well approximately every four to five years, assuming a capacity of 1.7 MGD (1,900 AFY) per well to support growth in peak demands. Seven new ASR wells are planned by 2045, with one additional ASR well in 2050, resulting in a total of eight new ASR wells added to the system and an estimated 15,235 AFY of additional groundwater production capacity. (City of Lincoln 2026a, pg. 57)

6 Conclusions

The information and analysis presented in this WSA demonstrate that sufficient water supply would be available to meet the needs of development facilitated by the proposed DMP within the DMP Plan Area, including up to 1,056 additional residential units and 2,682 additional residents. As discussed in Section 2, *Project Description,* and shown in Table 2, the buildout changes facilitated by the proposed DMP would increase water demands in the Plan Area by approximately 190 AFY, which was not accounted for in the projections of supply and demand presented in the City's 2025 UWMP. Therefore, to assess water supply availability and reliability to accommodate growth that would be facilitated by the proposed DMP, including water demands of approximately 190 AFY, this WSA considered projections from PCWA, which provides approximately 90 percent of the City's water supply portfolio.

The tables presented in Section 5.1, *Supply and Demand Projections*, from the City of Lincoln's 2025 UWMP demonstrate that the City anticipates having sufficient water supply available to meet all projected demands under normal year, single dry year, and multiple dry year conditions through 2050, based on the buildout of development facilitated by the City's approved 2050 General Plan. To assess additional water demands of approximately 190 AFY associated with development facilitated by the proposed project, Section 5.1 also includes tables from PCWA's 2025 UWMP, which demonstrate that PCWA anticipates having surplus water supplies available in quantities greater than 190 AFY for all projected conditions, including normal year, single dry year, and multiple dry year conditions. As such, the City of Lincoln will be able to obtain sufficient water supply from PCWA to meet all projected demands, including with consideration to the 190 AFY not previously accounted for in 2025 UWMPs.

In addition, the WSCP water shortage response actions summarized in Section 5.2, *Water Shortage Contingency Plan*, would be implemented if needed, although supply shortages are not anticipated for normal, single dry, or multiple dry year conditions. As discussed in Section 5.3, *Planned Potable Water Supply Projects*, the City is also expanding its potable water supply sources including through coordination with PCWA to implement the Ophir WTP, with a minimum of 560 AFY of additional water anticipated to be available starting in 2030. The water demand of 189.97 AFY associated with buildout of the proposed DMP represents approximately 34 percent of the minimum additional supply expected from the Ophir WTP Phase 1, which would be in addition to existing supply sources reflected in Section 5.1.

Based on the information and analysis provided in this WSA for the proposed DMP, which would increase residential density within the Plan Area and would increase local water demands by approximately 190 AFY compared to 2025 UWMP projections, sufficient water supply would be available to meet increased demands of development facilitated by the proposed DMP over a 20-year planning horizon, including during normal year, single dry year, and multiple dry year conditions.

7 References

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PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL APPROVE THE DOWNTOWN MASTER PLAN FOR THE PLAN AREA, WHICH IS APPROXIMATELY TWO SQUARE MILE AND ENCOMPASSES THE DOWNTOWN CORE AND RESIDENTIAL AREAS TO THE WEST AND EAST OF LINCOLN BOULEVARD. THE PLAN AREA IS GENERALLY DEFINED BY 9TH STREET TO THE NORTH, EAST AVENUE TO THE EAST, AUBURN RAVINE TO THE SOUTH, AND R STREET TO THE WEST. (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, the proposed Downtown Master Plan (DMP) is a high-level policy and vision document that provides a framework to transform downtown Lincoln and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing opportunities. The proposed amendments to Title 18 (Zoning) of the LMC are non-substantive, cleanup amendments intended to clarify, update, and ensure consistency between the City's Design Review regulations, the DMP, and the ODDS. This project is a coordinated effort with a separate City-Initiated General Plan Amendment project that will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Plan Area; and

WHEREAS, On August 22, 2022, the City Council authorized Resolution 2022-206 to designate Downtown Lincoln as a Green Zone under Sacramento Area Council of Government (SACOG) Green Means Go Program, and for staff to apply for future grant fund opportunities. Green Means Go is a multi-year pilot program that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle miles traveled, and electrifying vehicle trips; and

WHEREAS, On August 22, 2023, the City Council authorized Resolution 2023-148 for the City of Lincoln to accept SACOG's Green Means Go Funding in the amount of $400,000 to be utilized for the Downtown Lincoln Green Zone. Authorizing the City Manager to enter into an agreement and execute any and all necessary documents associated with acceptance and administration of said funds; and

WHEREAS, On August 15, 2024, Staff and Opticos (consultant) initiated work of the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project for the Downtown Lincoln Green Zone; and

WHEREAS, On May 5, 2025, the City of Lincoln was awarded an Engage, Empower, Implement (EEI) grant award for $374,931. The City of Lincoln, in partnership with the Chamber, was selected to implement this grant to support meaningful community engagement in the Downtown Master Plan project. The updated scope of work included dividing up the $374,931 grant award as follows: City would obtain $51,921 (14%), Professional Service Consultant would obtain $125,410 (33%), and the CBO – Chamber would obtain $197,600 (53%) to carry out additional outreach for the Downtown Master Plan; and

WHEREAS, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that subsequent analysis is not required when the lead agency (City) determines that no substantial changes are proposed in the project, no substantial changes have occurred with respect to the circumstances under which the project was undertaken, and no new information of substantial importance has been identified. Pursuant to the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City, the City has

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prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR. Therefore, in accordance with CEQA Guidelines § 15164, no further environmental analysis is required beyond the EIR Addendum prepared for this project; and

WHEREAS, this item will be heard pursuant to Chapter 18.92 (Amendments) of the LMC (Title 18 – Zoning). The notices describing the proposed project was published in at least one newspaper of general circulation within the City of Lincoln at least twenty calendar days before the Planning Commission's public hearing; and

WHEREAS, the Planning Commission has reviewed the Downtown Master Plan and conducted a public hearing.

NOW, THEREFORE, BE IT RESOLVED by the planning commission of the City of Lincoln that it recommends approval to the City Council, as follows:

Section 1. The Planning Commission finds and determines that:

1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the *2050 General Plan Environmental Impact Report (EIR)* continues to apply and by this reference the mitigation in the MMRP will carry forward by Downtown Master Plan.

2. The DMP provides a policy-level framework for future change within the Plan Area. It identifies a vision for strengthening downtown Lincoln through mixed-use infill, housing opportunities, walkability, connections among neighborhoods and community amenities, and improvements to the public realm.

3. The proposed DMP would provide a unified blueprint for the Plan Area, that would establish a clear framework for how land uses, building forms, and commercial spaces should evolve to complement the historic character of Downtown Lincoln.

4. The DMP's implementation strategy identifies the ODDS and Regulating Plan as regulatory tools intended to translate the DMP's vision into day-to-day development decision-making.

5. The City of Lincoln's General Plan 2050 has land use policies that encourage mixed-use development and high-density multi-family housing in the Downtown.

6. The goals of the Economic Development and Land Use and Community Design Elements of the 2050 General Plan are to guide development to the Downtown area as infill and redevelopment, which correspond with the objectives of the Downtown Master Plan.

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7. The City of Lincoln 2021-2029 Housing Element includes actions that facilitate housing development to help increase housing supply and encourage higher density and mixed-use development.

Section 2. The Downtown Master Plan is approved subject to the text set forth in Exhibit A, attached hereto and incorporated by this reference.

Section 3. Based on the findings set forth in this Resolution and the evidence in the Staff Report, the Downtown Master Plan, is hereby recommended for City Council approval subject to the text set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 18th day of November 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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Exhibit:
A. Downtown Master Plan

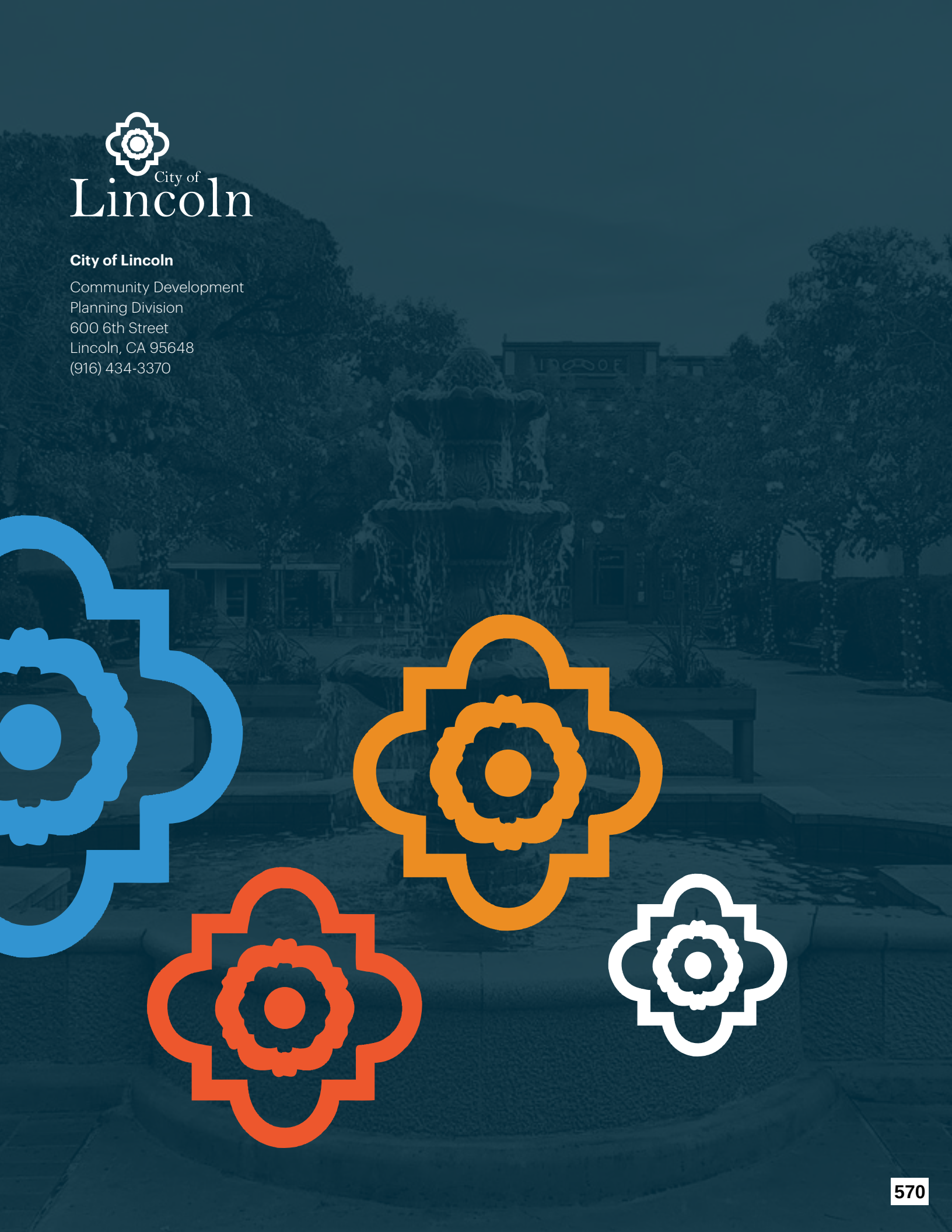


City of Lincoln

Downtown Master Plan

Public Draft

October 2026



City of
Lincoln

City of Lincoln

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Appendix A. Existing Conditions

Appendix B. Public Engagement

Chapter 1. **Downtown Vision**

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1.1 Vision Statement

Downtown Lincoln will be a vibrant, welcoming destination at the heart of a growing neighborhood, where residents and visitors can safely and enjoyably walk between community amenities and a variety of thriving local businesses.

Over the course of the Downtown Master Plan (DMP) planning process, a renewed vision for the future of Downtown Lincoln took shape. The effort began with an analysis of existing conditions and past planning work to identify goals that reflect community values, respond to market realities, and respect the natural environment. All segments of the community were engaged to provide input and feedback throughout the process to ensure transparency, build broad, community-driven support for the plan, and ultimately create a shared vision shaped by many voices.



Rendering of Lincoln Boulevard re-envisioned with active ground-floor mixed-use buildings and enhanced streetscapes that create a more walkable, inviting downtown environment.

1.2 Guiding Principles

Through input from community members and city staff, four guiding principles emerged to shape the strategies in this Downtown Master Plan (DMP). These principles reflect the community's shared vision for Downtown Lincoln and are intended to foster an enjoyable, mixed-use, pedestrian-oriented downtown with an identity that is distinctly Lincoln. Together, these principles chart a path toward a future where local businesses thrive, lively events and social gatherings draw people from across the region, neighborhoods grow and flourish, walking and biking provide comfortable ways to get around town and access trails, and more people discover the unique character and charm of Lincoln.



Guiding Principle #1. Welcome and Serve the Whole Community

Downtown Lincoln should be inclusive and accessible to everyone—residents, workers, and visitors—by offering inviting civic spaces and amenities that are easy to reach by transit, by bike, or on foot and welcoming to people of all ages, backgrounds, and abilities.



Guiding Principle #2. Provide a Variety of Housing Choices

Downtown Lincoln should offer a range of housing types, from small apartments and townhomes to live-work units, so people at different incomes and life stages can live near jobs, shops, and amenities, while new development recognizes and complements the area's historic aesthetic and architectural character.



Guiding Principle #3. Make Walking and Biking the Easy Choice

Streets, crossings, and trails connecting to and within Downtown Lincoln should be designed so that everyday trips can be made safely and comfortably without a car—through continuous sidewalks, protected bikeways, traffic calming, shade, and good lighting along key routes.



Guiding Principle #4. Mix Housing, Businesses, and Civic Places

Homes, neighborhood shops and services, and civic amenities should be located near each other to encourage walking and biking, support small businesses, and create a lively, active downtown.

1.3 Illustrative Vision

The illustrative vision translates the community's aspirations into a clear picture of where and how potential change may occur in Downtown Lincoln. It reflects existing conditions and future development possibilities, consistent with the principles and strategies in this Downtown Master Plan (DMP) and the standards of the accompanying Downtown Objective Design and Development Standards (ODDS).

Building on the Community Framework + Land Plan

The illustrative vision builds on the Community Framework and Land Plan (see Chapter 3), which establishes the physical structure for the Plan Area and identifies the uses and intensities that fit within that structure. Accordingly, key priorities for land use, urban design, connectivity, and public spaces are reflected in the illustrative vision, including:

- Strengthening the downtown core and elevating the commercial street experience through strategic mixed-use infill.
- Introducing activity nodes and opportunities for mixed-use infill development along key corridors to provide amenities close to residential neighborhoods to the east and west, while creating vibrant gateways into the downtown core.
- Encouraging a range of infill housing types throughout the neighborhoods, with a focus on vacant lots, while ensuring that new development respects and reinforces the area's historic aesthetic and architectural character.
- Redeveloping select city-owned parcels as public parking lots or mixed-use development where appropriate.
- Enhancing the streetscape along Lincoln Boulevard and 5th, 6th, and F streets to be more continuous and pedestrian-oriented.
- Improving the bikeway network by closing gaps and linking downtown, surrounding neighborhoods, and existing green infrastructure.

One Possibility Among Many

The illustrative vision on the following page depicts a modest degree of change, focusing infill development on vacant and city-owned parcels as the most promising near-term opportunities. The new homes, businesses, and parking illustrated on these sites fill gaps in the urban fabric and establish a more coherent and compatible built form for both commercial/civic main streets and surrounding residential neighborhoods. In select locations along Lincoln Boulevard, auto-oriented uses are shown transitioning to mixed-use buildings near the sidewalk, reflecting the community's desire for a more active, walkable downtown streetscape.

Actual outcomes will vary with market conditions and the effective use of the ODDS. Some areas may experience more intensive redevelopment than illustrated here, while others may not be viable for development in the near term. Most importantly, the development shown on any given parcel is just one possible scenario and should not be interpreted as a literal proposal for that site. Implementation of any redevelopment potential remains at the discretion of individual property owners.

Figure 1.3.1. Illustrative Vision of Downtown Lincoln



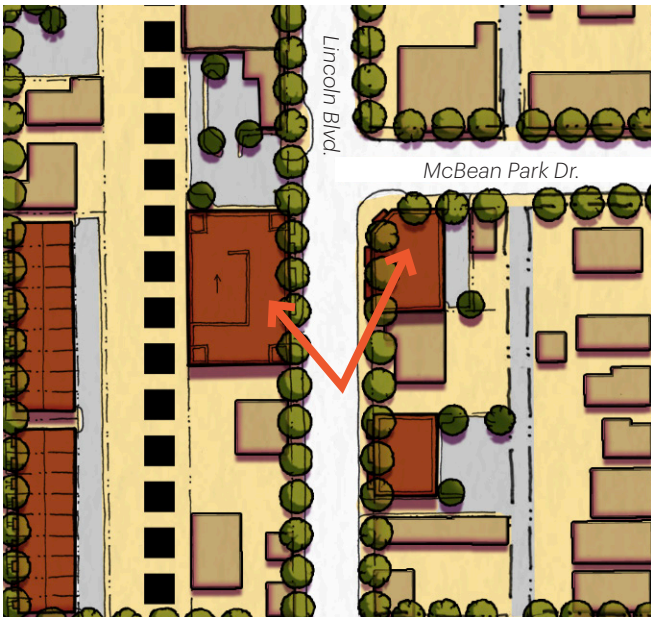
1.4 Conceptual Visualizations

Three opportunity sites with strong potential for infill or redevelopment were identified that could contribute toward achieving the vision for Downtown Lincoln. Concepts for these sites were shaped by community input from a design charrette and illustrated to show potential outcomes. Together, the visualizations cover a range of contexts, from the downtown core to undeveloped edge parcels, demonstrating how the Downtown Master Plan's (DMP) design principles can guide different types of development in response to local conditions.

Opportunity Site #1. Extending the Downtown Core as a Walkable Destination

Located at the intersection of Lincoln Boulevard and McBean Park Drive, this site marks the point where the active streetscape along Lincoln Boulevard, from 5th Street to McBean Drive, currently breaks down. The concept for the two vacant lots envisions a new mixed-use building and a parking structure with ground-floor retail/restaurants to extend the walkable environment and support visits to Downtown Lincoln. By enabling shared parking, the parking structure could also unlock additional housing opportunities nearby. Taken together, these elements suggest a strong opportunity for a public-private partnership.

Figure 1.4.1. Illustrative Plan of Opportunity Site #1



CLOSER LOOK

How Economics Shape New Buildings

Just because something is allowed by zoning does not mean it will be built. Land values and construction costs strongly influence a builder's expectations for a project's profitability. While more units generally translate into a higher return on investment, larger buildings can also cost significantly more to build. The result is that the most advantageous option depends on market demand: larger buildings generally become more feasible (and smaller buildings less so) as land values increase.

Figure 1.4.2. Opportunity Site #1. Existing Conditions



Figure 1.4.3. Opportunity Site #1. Visualization



Lincoln Boulevard as a walkable corridor with active ground floors and enhance streetscape

Opportunity Site #2. A Range of Possibilities for Infill Development

Located on the northwest corner of 5th and E streets, this vacant site can accommodate multiple outcomes as market conditions evolve. The concept presents three graduated options that provide a transition in scale and use. The low-intensity option with two duplexes (four units total) is highly compatible with the single-family houses to the east. The medium-intensity option with an eight-unit, house-scale multiplex modestly gradual increases massing. The high-intensity option features a 12-unit mixed-use building with ground-floor flex space for small businesses and neighborhood services—more comparable in scale to the civic uses along 5th Street, including the Veterans Memorial Building, Civic Auditorium, and Women's Club. In all cases, parking is located toward the rear with access from E Street.

Figure 1.4.4. Illustrative Plan of Opportunity Site #2

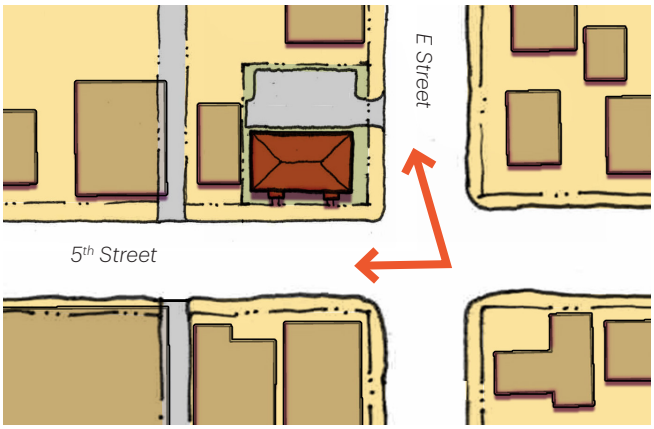


Figure 1.4.5. Opportunity Site #2. Existing Conditions



Figure 1.4.6. Opportunity Site #2. Visualization



Low intensity option with two duplexes

Figure 1.4.7. Opportunity Site #2. Visualization



Medium intensity option with an eight-unit multiplex

Figure 1.4.8. Opportunity Site #2. Visualization



High intensity option with a 12-unit mixed-use building and ground-floor flex space for small businesses

Opportunity Site #3. New Housing with Shared Open Space

This site is one of several larger parcels in the eastern portion of the Plan Area and is well-suited for cottage courts or pocket neighborhoods — small homes clustered around shared open space. This type of development typically consolidates parking in small, centralized areas, preserving more of the site for usable common green space and resident amenities.

Figure 1.4.9. Illustrative Plan of Opportunity Site #3



CLOSER LOOK

Who do cottage developments serve?

Cottage Developments, or "Pocket Neighborhoods," are a series of small detached or attached housing units oriented around a shared open space. Cottages are typically between 600 and 1,200 sf, contain one to three bedrooms, and are less than two stories. Because of their size, cottages are ideal for smaller households, such as singles, seniors, and families with fewer children, and are often more affordable than a single-family house. Cottage housing types provide greater density on a single lot than a single-family house (which is one unit per lot), yet offer a similar sense of privacy. Shared access to open spaces in this type of development enables community members to connect with one another.

Figure 1.4.10. Opportunity Site #3. Visualization



Cottages around a shared open space

Chapter 2. **Project Overview**

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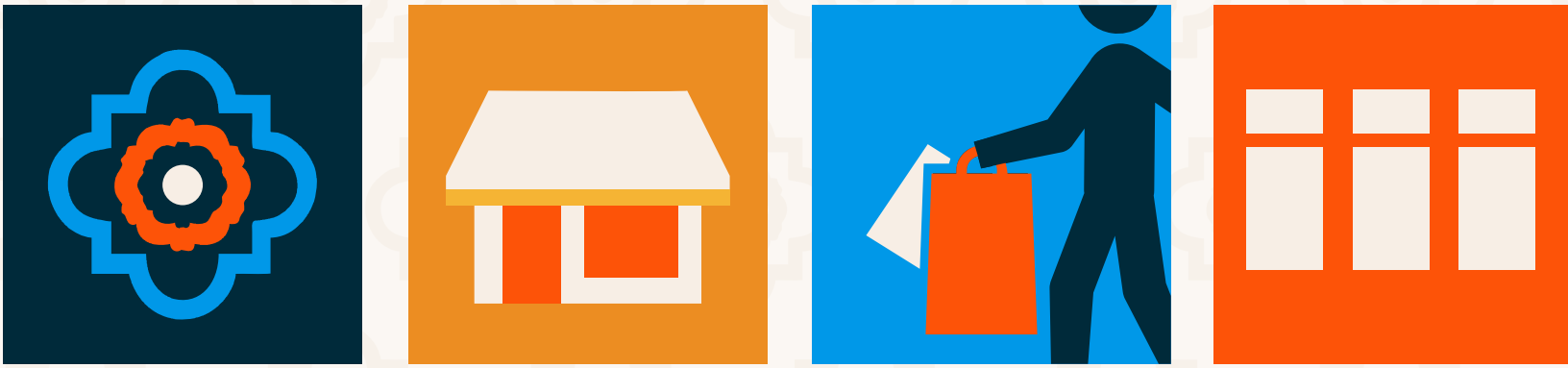


2.1 Context + Project Description

The Lincoln Downtown Master Plan (DMP) provides the vision and framework to transform downtown into a thriving destination for residents and visitors alike.

Context

The City of Lincoln was established in 1859 along the proposed California Central Railroad line and the town quickly grew as a rail terminus. Downtown was initially centered on 5th Street, with a few retail options and neighborhood convenience services. The discovery of clay deposits in the 1870s brought pottery and brick manufacturing to the town, anchoring local employment and driving residential growth over the next few decades. Lincoln was still a relatively small town until the late 2000s, but due to Sacramento's suburban expansion, it then grew 282.1 percent between 2010-2020, reaching almost 50,000 people.

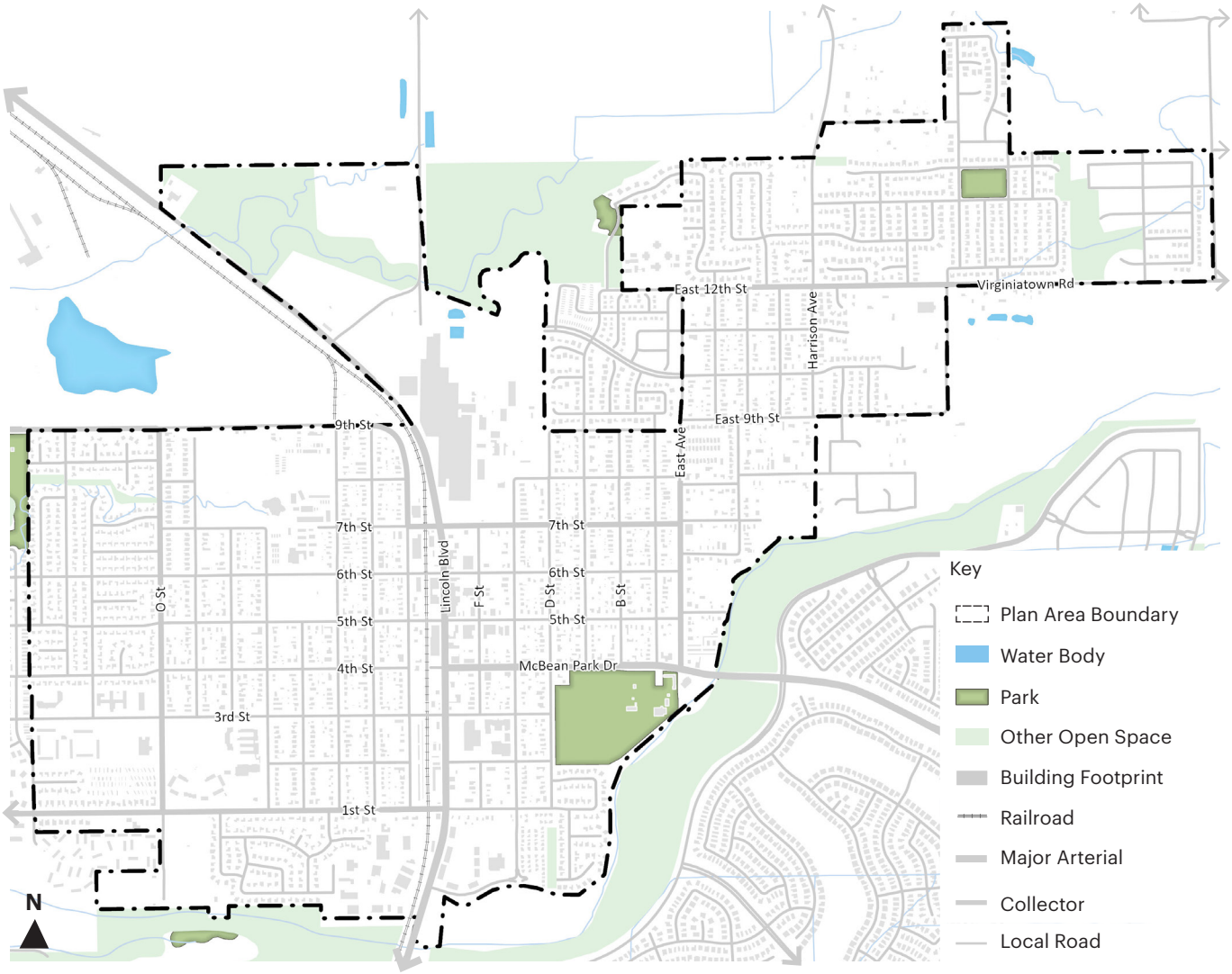
Lincoln Boulevard serves as the city's main spine, linking eastward to Highway 193 (SR 193) and southwest to Highway 65 (SR 65). Downtown extends from its historic core southward, forming a commercial corridor along Lincoln Boulevard. To the west and east, residential neighborhoods have developed around open spaces, playgrounds, and schools. This area maintained the small-town character of Lincoln, largely due to community efforts to reroute SR-65 and preserve Lincoln Boulevard as the downtown corridor.

Newer neighborhood developments can be found to the south of the ravine and in the northwest corner of the city near the Lincoln Regional Airport.



View along 5th street toward Lincoln Town Square and surrounding built environment

Figure 2.1.1. Downtown Master Plan Area



Project Description

The DMP is a high-level policy and vision document that provides the framework to transform the downtown and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing options.

The Plan Area, as shown in Figure 2.1.1 (Downtown Master Plan Area), is approximately 2 square miles and encompasses the downtown core and residential areas to the west and east of Lincoln Boulevard. It expands the initial Green Zone identified by the Sacramento Area Council of Governments (SACOG) to include surrounding parcels that are currently not governed by a General Development Plan (GDP) or a Specific Plan (SP). This ensures consistent planning and design guidance for parcels that currently lack coverage under an existing GDP or SP, while promoting cohesive urban form, walkability, and high-quality infill development throughout the Plan Area.

The DMP establishes land use designations and the circulation network within the Plan Area and sets forth design principles and implementation strategies to direct the future development of Downtown Lincoln. The DMP is implemented through the Downtown Objective Design and Development Standards (ODDS), which work together to realize the community's vision for Downtown Lincoln.

2.2 Existing Conditions

Analyzing multiple layers of Downtown Lincoln's existing conditions provides a deep understanding of its opportunities and constraints, enabling more informed and strategic decisions for future planning.

This section presents key findings from existing conditions analyses and community input on Downtown Lincoln's assets and challenges.



1 Land Use + Development Patterns



View from the streetscape towards the low-rise residential neighborhoods characterized by lower densities and larger setbacks.

Downtown Lincoln's built landscape is shaped by two primary areas: the historic downtown core and the surrounding low-rise residential neighborhoods.

Land Use

The downtown core serves as the historic commercial core of the city including retail, offices, some mixed use, civic functions and denser building forms.

Surrounding downtown are the residential neighborhoods interspersed with schools, parks, playgrounds and open spaces.

Outside the periphery of Downtown Lincoln, especially towards the edges of the city, lie industrial zones (manufacturing, warehousing, retail) and major infrastructure such as the Lincoln Regional Airport. Large open spaces, agricultural land and the Auburn Ravine buffer the Downtown Lincoln from these areas.

Development Patterns

The shift in character between the downtown core and the neighborhoods is evident in key built form patterns analyzed below:

Building Scale and Heights

The downtown core, especially along Lincoln Boulevard, comprises block-scale buildings — buildings that individually are as large as most of a block or, when arranged together along a street, appear as long as most of a block. In contrast, other areas in the city consist of house-scale buildings, which are the size and scale of a typical house, generally ranging in footprint from as small as 25 feet up to 80 feet overall, including wings.

Building heights in Lincoln are predominantly 1 to 2.5 stories, with occasional exceptions of 3 to 5 stories concentrated in the downtown and adjacent areas.

This change in building scale creates a distinct identity for Downtown Lincoln, especially along the streetscape, and visually interesting views.

Building Setbacks, Lot Coverage and Lot Size

Building setbacks play a vital role in shaping the physical layout of cities and the experience of the residents along the sidewalks. They determine how space is allocated between private features, such as front yards, porches, and stoops, and public areas, such as sidewalks.

In Downtown Lincoln, there are minimal front setbacks to bring public and private spaces closer together, whilst in residential neighborhoods, deep setbacks offer residents increased privacy and larger, usable open space.

Similarly, high-density areas, like the downtown core, are characterized by high lot coverage that allows for more buildable space and, thus, multiple uses to occupy a building. Smaller lot coverages are important to allow for some open space in residential areas. However, when lot coverages are too limited, they can restrict the building footprint, as well as the number of units per lot. Lot sizes can also affect development patterns. For instance, narrow lots may constrain certain building types, particularly where driveway access to rear parking is needed. In Downtown Lincoln, the prevalent lot size is 50 feet by 130 feet with alleys at the back.

Building Entry Types

Building entries vary with the character of the place: in residential neighborhoods, porches and stoops dominate, while in the downtown core, common entries and shopfronts are the prevailing forms.

Building Characteristics in Downtown Lincoln

- Building widths are narrow to medium width.
- A variety of canopies provide shade along the sidewalk.
- Building facades feature distinct base, middle and top sections.
- Chamfered building corners create inviting spaces at corners.
- Windows are arranged in an orderly and symmetrical way.
- Brick is a commonly used material.

Residential Building Types

The following are the commonly found residential building types in the Plan Area.

- Single family house
- Fourplex
- Duplex
- Courtyard
- Townhomes
- Cottage Court



Local example of shopfronts with varied widths.



Local example of 2.5 story single-family house, D St.



Local example of setbacks above 15 feet within a residential neighborhood, B St.



2 Transportation + Circulation

Network Connectivity

The City of Lincoln has a well-defined street hierarchy. The following streets serve as the basic street network in the Plan Area.

- **Lincoln Boulevard** serves as the primary north-south arterial, connecting downtown Lincoln with the regional highway system, Highway 65, and linking the city to neighboring communities such as Rocklin and Roseville. It serves as the city's main commercial spine.
- **McBean Park Drive** runs east-west, connecting the residential neighborhoods west of downtown to McBean Memorial Park and Lincoln Boulevard.
- **3rd Street** forms part of the historic downtown grid, offering local access and walkable connections between Lincoln Boulevard and the surrounding neighborhoods.
- **East Avenue** runs through the eastern neighborhoods providing links between Lincoln Boulevard, 12th Street, and F Street.
- **VirginiaTown Road** connects the southern part of Downtown Lincoln to the rural and agricultural lands and provide a transition between the urban edge and the surrounding countryside.

Public Transportation and Multi-modal Connections

Public transportation in Lincoln is primarily provided through Placer County Transit (PCT) and Lincoln Transit. Lincoln Transit currently operates two fixed routes known as the Lincoln Loop and Lincoln Circulator. Each bus is equipped with two bike racks.

- **The Lincoln Loop** operates throughout the city with stops at several schools, parks, community centers, and major activity centers. The route beings daily at the southwest corner of Venture and lakeside Drives. It continues to the Lincoln Transfer Point at 3rd and F streets and then to other destinations throughout the city.
- **The Lincoln Circulator** operates in the downtown core and along Highway 65 with stops near City Hall (6th Street), downtown retail centers, Safeway Center, Twelve Bridges Library, Twelve Bridges Medical Center, and Kaiser Permanente. The Lincoln Circulator connects daily with the Lincoln Loop and the PCT's Lincoln/Rocklin/Sierra College route.
- Bus stops, 70 and 80, are primarily located along Lincoln Boulevard and McBean Park Drive serving as the backbone of the city's transit corridor. However, service frequency and stop coverage are limited and could be further enhanced to better serve residents.

Bike Infrastructure

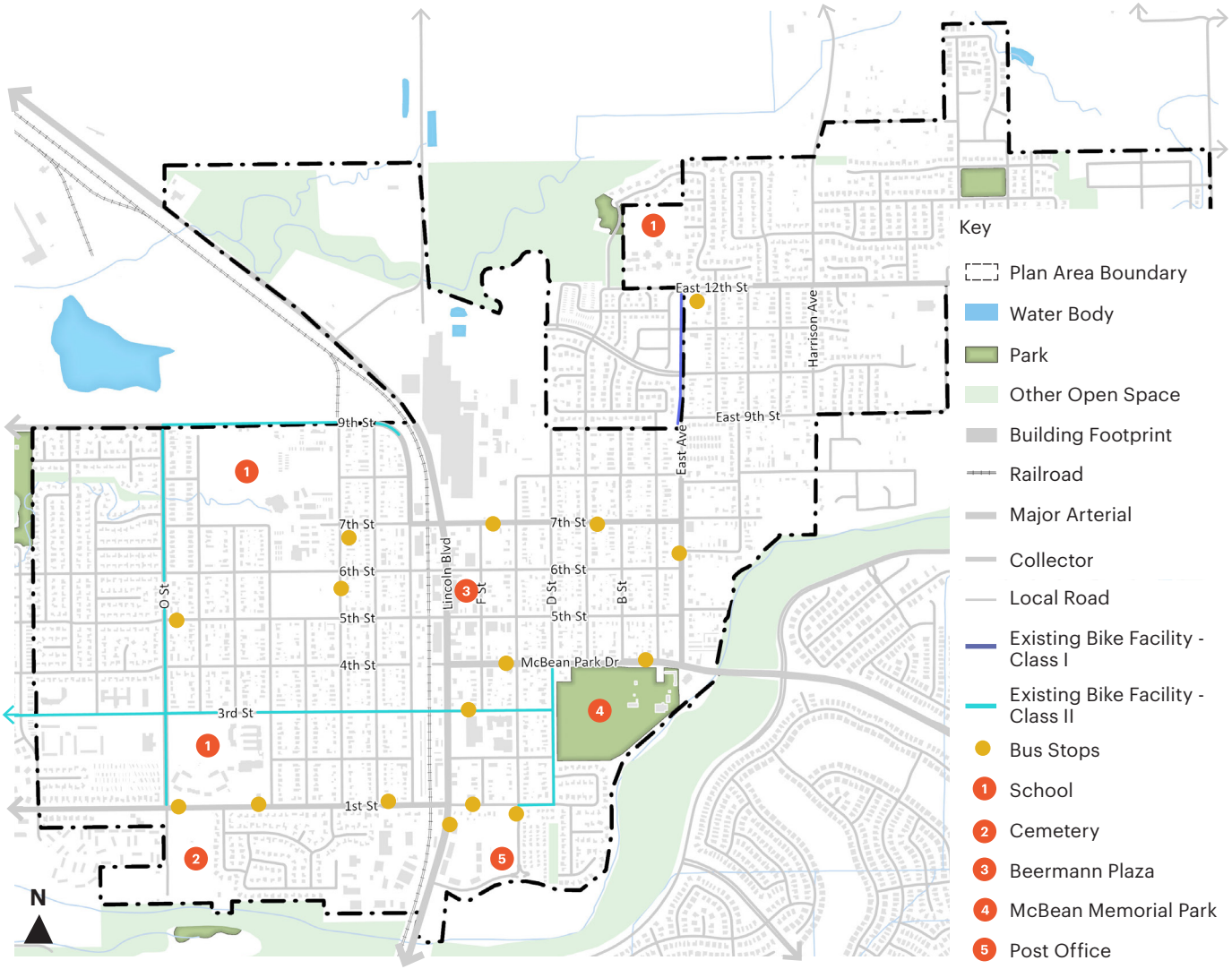
The city has several natural and physical barriers to bicycle connectivity, including Auburn Ravine, railine and high traffic roadways like Lincoln Boulevard and McBean Park Drive. These create gaps in the network limiting mobility and connectivity. As a result, intra-city connectivity is limited to "islands" (or pockets) of bike networks, dramatically reducing the number and length of potential connected bike trips within the city. In addition, the lack of adequate bicycle protection at some intersections makes many existing bicycle routes less suitable for all users.

The existing bike infrastructure in Downtown Lincoln includes:

- **Class II Bike Facilities:** East-west routes along 9th, 3rd and 1st streets, connect downtown with western neighborhoods and Joiner Park, and McBean Memorial Park. Class II bike facilities also run along O Street and D Street.
- **Class I Bike Facilities:** Shorter segments of Class I bike facilities are found along East Avenue.

Overall, the high vehicular speeds and disconnected bicycle routes can create stressful conditions for a majority of potential bicycle users discouraging cycling in the area.

Figure 2.2.1. Existing Road Network Connectivity and Bike Infrastructure





3 Open Space + Public Realm

Green and Blue Infrastructure

A system of open spaces are found within the City of Lincoln comprising the following.

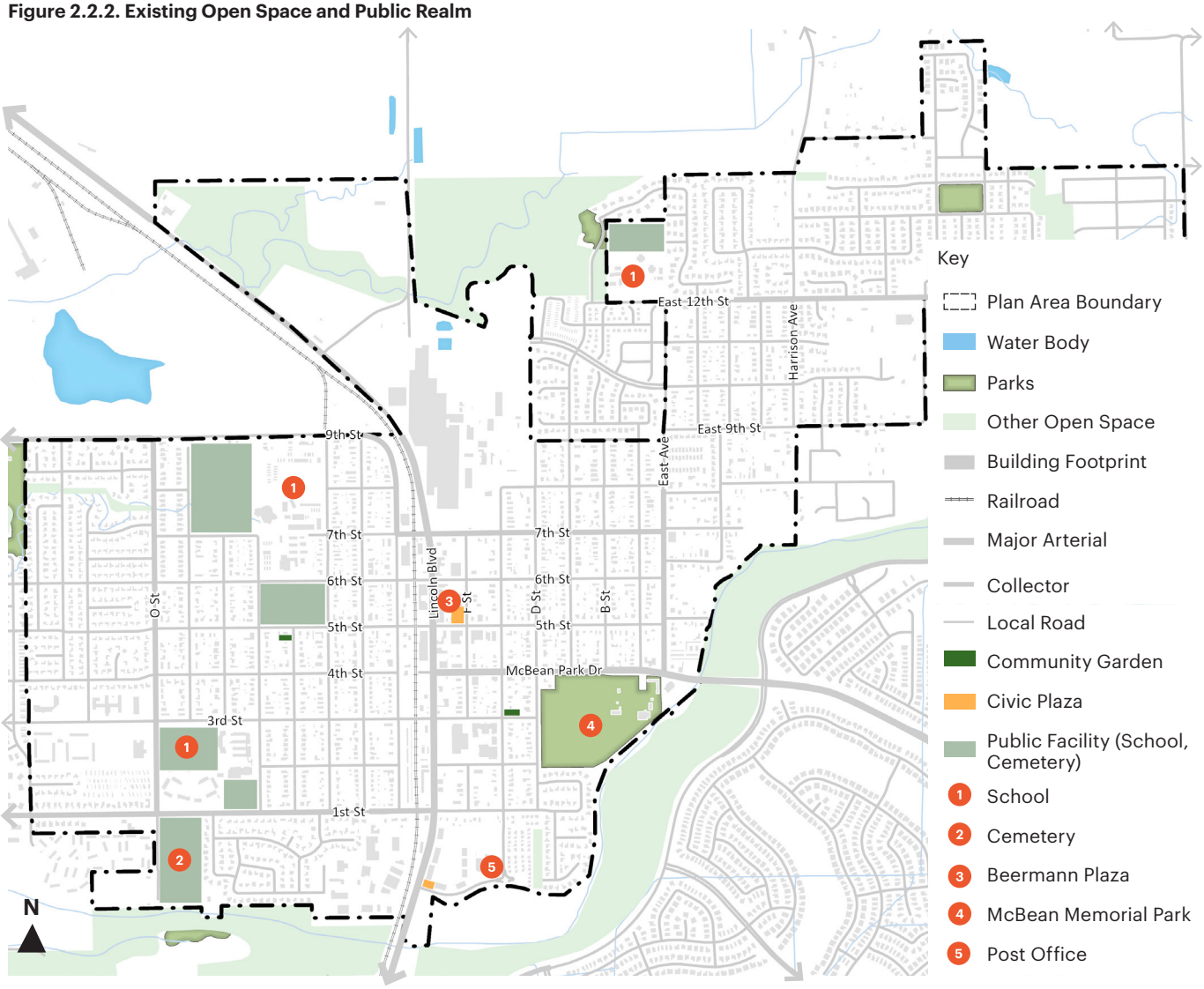
- **Neighborhood parks** of various scales, such as Palo Verde Park, Meadowlands Park or Joiner Park, serve residential areas. They are characterized by predominately soft landscaping, footpaths and designated areas for sitting and play.
- **Amenity parks** are larger in size compared to the neighborhood parks and typically include more amenities. For instance, McBean Memorial Park is an amenity park that offers access to Lincoln Learning Center, swimming pool, McBean Stadium, Baseball Field, Rifle Club Indoor Range, and McBean Pavilion, as well as to hiking trails along Auburn Ravine. Another amenity park is Lincoln High School Park, which is equipped with baseball field and tennis courts; although it is owned by the school, it offers access to the public.
- Other open spaces include Lincoln Cemetery along First Street and the Sports Fields attached to Glen Edwards Middle School, Lincoln High School, or Carlin C. Coppin Elementary. These spaces, although not available for leisure activities, break the built form and contribute to a feel of openness in the area.
- Beermann Plaza, Lincoln's Town Square, centrally located and accessed from F and 5th streets, is a **Civic Open Space** type and serves as a local landmark. Another example of a civic open space is a privately-owned plaza located at the corner of Lincoln Boulevard and Gateway Drive. This plaza is a good example of private public space integrated into private development.
- **Auburn Ravine Park** is located south of the Lincoln Cemetery and offers access to trails and bike lanes along Auburn Ravine. However, the connection from the park and Auburn Ravine to downtown core and residential neighborhoods is not strong and there are opportunities for an improved network.
- There are two **Community Gardens** in Lincoln serving the west and east side of the City. One is located along K Street between 5th and 4th streets, and the other is located along 3rd Street between E and D streets.

Public Realm

The public realm refers to the publicly accessible spaces, such as streets and sidewalks, that support movement, social interaction and community life. It offers diverse experiences to pedestrians depending on the surrounding context.

- Within the downtown, the public realm facilitates pedestrian flows along active frontages of varied uses. Building façades are usually continuous with minimum setback variations. The architectural variety of the buildings offers visual interest along the streetscape.
- Residential neighborhoods tend to be more open and include more green space. The watercourse running from Joiner Park to O Street breaks up the built environment and offers a convenient walking connection for nearby residents.
- The existing network of trails along Auburn Ravine and between the Creek and the residential neighborhoods to the north is limited. However, the quality of paving is good allowing accessibility throughout the year, whilst there is available seating at places.

Figure 2.2.2. Existing Open Space and Public Realm





4 Market Conditions + Economic Profile

Beyond physical and infrastructure constraints, market conditions also play a key role in determining whether development occurs. The success of new housing and commercial projects depends on sufficient demand, attainable development costs, and a local population that can support businesses and services.

For Downtown Lincoln to thrive, it needs to significantly increase business activity, which depends on growing the number of households in and around Downtown, attracting more socioeconomically diverse residents, and providing more attainable housing options. In addition, a mixed-use environment that integrates daily destinations within a walkable setting can strengthen the local customer base, support small businesses, and create a vibrant, activity-rich destination that draws both residents and visitors.

Currently, most for-sale homes in the city are unaffordable for the regional workforce, making compact multi-unit housing an important strategy as it is generally more attainable than detached single-family homes. However, like most U.S cities, Lincoln's efforts to promote infill housing face regulatory barriers that limit project feasibility. Key levers for improving attainability include reducing parking requirements and increasing the number of units per lot.



5 Infrastructure + Utilities

To better understand the feasibility of accommodating additional residential growth in Downtown Lincoln, the project team completed a high-level assessment of the City's existing domestic water, sanitary sewer, storm drain, and roadway infrastructure systems. The analysis evaluated the condition and capacity of these systems and identified potential improvements that may be needed to support future redevelopment and increased residential density.

The assessment found that updates to portions of the water and sewer systems, as well as improvements to several streets, may be required to support anticipated future development. For stormwater infrastructure, it was assumed that all redevelopment projects would be designed to maintain or reduce runoff generated at each site. The cost of these infrastructure improvements is estimated over a 50-year planning horizon.

For further details on existing conditions for items 4 and 5, see Appendix A.

2.3 Relevant Planning Documents

The Downtown Master Plan (DMP) provides goals, strategies, and policy direction across a variety of topics for the Plan Area in coordination with other plans and policy documents.

The DMP is informed by, and works in coordination with, other planning documents to achieve the community's vision for Downtown Lincoln. This section provides a summary of the relationship between the DMP and the following documents:

- General Plan 2050
- Housing Element 2021-2029
- 2023-2025 City Council Strategic Plan
- Lincoln Downtown Urban Design Plan
- Lincoln Municipal Code and Title 18 Zoning Ordinance
- General Development Plans
- Downtown Objective Design and Development Standards (ODDS)

General Plan 2050

Adopted in 2008, Lincoln's General Plan 2050 is the City's overarching, long-range policy framework for land use and intensity and provides goals, policies, and implementation measures to guide future development within the City. Many of its priorities are still relevant today, including attracting businesses to downtown and preserving/reusing historic buildings.

Conditions have changed since 2008, however, and other priorities, such as housing affordability and production, have come to the forefront. Accordingly, the 2023-2025 City Council Strategic Planning Report sets a goal (Goal 8) to "conduct a review of the City's General Plan for a potential General Plan amendment," specifically addressing housing affordability.

The DMP reflects and implements the General Plan's policies while also addressing current priorities set by the City of Lincoln and the State of California. To this end, an amendment to the General Plan is needed to allow more housing choices and opportunities for residential and mixed-use development in the downtown area. This will also enable more community amenities and facilitate the transformation of the City's historic and commercial core into a thriving destination.

Housing Element 2021-2029

The Housing Element is one of seven mandated elements of a local General Plan. As required by State law, the City of Lincoln addresses the housing needs of all economic segments of the community through its housing element. Lincoln's housing element was most recently updated in 2021 and states the City's goals and

CLOSER LOOK

Why Is a General Plan Amendment Needed to Realize the Vision for Downtown?

As stated in Chapter 1, two of the Downtown Master Plan's principles are to "incentivize more small businesses and community amenities by housing an economically diverse and growing population" and "facilitate housing affordability in Downtown Lincoln by enabling a greater supply of infill housing options."

These principles are congruent with the land use and housing policies of the City's General Plan, and the goals of the 2023-2025 City Council Strategic Planning Report, but the General Plan's FAR and density limits offer little to no capacity for the Plan Area's residential population to grow. Only a few parcels enable more than single-family homes and FAR limits in the downtown core are prohibitive for multi-story mixed-use buildings. Amending the General Plan will not only allow more housing choices and opportunities in the Plan Area, but it will also enable additional businesses and the amenities the community envisions for the Downtown.

objectives regarding housing production, rehabilitation, and conservation, and defines the policies and programs the City will implement to achieve them.

The DMP implements the housing element by facilitating housing production at a range of affordability levels through a variety of housing types. Moreover, the ODDS for the Plan Area will streamline approval processes for eligible projects, as set forth under California Government Code § 65913.4.

2023-2025 City Council Strategic Plan

Approved in 2023, the City Council Strategic Plan sets priorities for the City of Lincoln's circumstances over a two-year period. The Strategic Plan recognizes the need for solutions that were not foreseen when the General Plan was adopted, including the pressing challenge of housing affordability.

The DMP and accompanying ODDS address the following goals of the Strategic Plan:

- Goal 4: Formulate and complete the Downtown Specific Plan Update within the next two years
- Goal 8: Conduct a review of the City's General Plan for a potential General Plan amendment.

Lincoln Downtown Urban Design Plan

The Downtown Urban Design Plan (UDP) was adopted in 1992 as an Area Plan consistent with zoning and development standards at the time. It provided a vision for the future of the community's core commercial district and was intended as a comprehensive master planning tool to guide the physical development of downtown.

Though the DMP builds on the vision and policies of the UDP, it will supersede the UDP and be the primary policy document governing future development in the downtown area.

Lincoln Municipal Code and Title 18 Zoning Ordinance

The Lincoln Municipal Code (LMC) is the body of local laws adopted by the City to protect public health, safety, welfare, and quality of life within the city. Title 18 of the Municipal Code is the Zoning Ordinance, which serves as the City's primary regulatory tool for implementing the General Plan. Title 18 works in conjunction with other sections of the City's Municipal Code to regulate future development.

The LMC will remain applicable to development within the Downtown Master Plan Area, but the accompanying ODDS will supersede Title 18, except where it remains silent or cites standards in Title 18.

General Development Plans

The City has numerous General Development Plans (GDPs) that set design and development standards for most areas of the City. The Downtown Master Plan Area is the major exception, covering older parts of the city where, for the most part, no GDPs are in effect.

Only two GDPs overlap the Plan Area: Lincoln Gateway and Clover Meadows. Within the boundaries of these two GDPs, the ODDS prepared in conjunction with the DMP will apply on an opt-in basis, meaning that property owners can choose to comply with either the applicable GDP standards or the ODDS.

Downtown Objective Development + Design Standards (ODDS)

The ODDS implements the DMP through objective standards for overall building form, building types, building entry types, building design, site design, and open space within the Plan Area. These standards reflect the community's vision for the downtown area and reinforce the highly valued character and scale of Downtown Lincoln's walkable downtown core, neighborhoods, and corridors. The ODDS work in conjunction with the LMC and applicable GDPs. However, the ODDS are optional and applicants may continue to use the base zones (e.g., Medium Density Residential MDR) for future development.

2.4 Public Engagement Process

Engaging all segments of the community throughout the Downtown Master Plan and ODDS project processes is critical to their success.

Overview

The Downtown Master Plan + ODDS project included numerous community engagement activities throughout the project process, including:

- Three Stakeholder Meetings
- Three Community Workshops
- Multi-Day Design Charrette
- Two Public Hearings, including public review periods

These activities aimed to gather community input and feedback to prepare a meaningful Downtown Master Plan and a responsive ODDS. They were distributed at key milestones throughout the process to ensure transparency and establish trust and rapport with community members.

The City of Lincoln, in collaboration with the Lincoln Chamber of Commerce, pursued and was awarded the Engage, Empower, Implement (EEI) Grant by SACOG and the California Department of Transportation (Caltrans), specifically to engage community members who are typically underrepresented in the planning process. The grant provided for meetings held entirely in Spanish, interpreter services, and translation of project materials.

Stakeholder Meetings

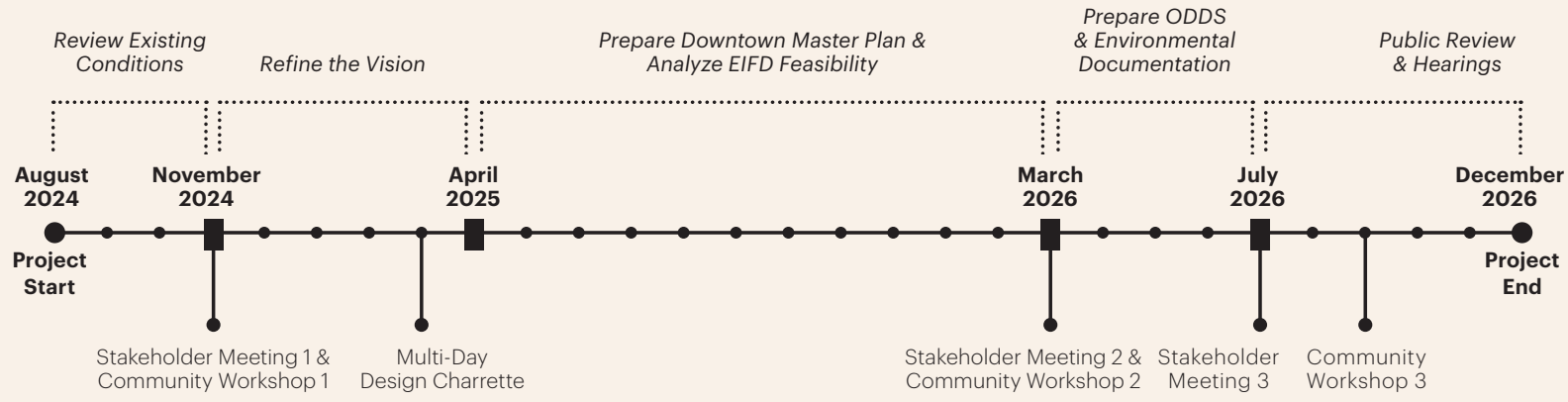
Group meetings with stakeholders were held to discuss specific topics relevant to development in Downtown Lincoln. Stakeholders are generally those whose decisions, properties, operations, or lived experiences can provide insight into the challenges and opportunities for development in Downtown Lincoln, such as local developers, business owners, and property owners.

- **Stakeholder Meeting 1.** Held in person on November 13, 2024, City staff and Opticos met with 11 stakeholders to introduce the project team, project goals and scope, and discuss a vision for Downtown Lincoln. Two small-group discussions were held, each with focused questions for local developers and local business and property owners.

  Comments from the local developer group included:

  - A desire to see vacant properties developed in ways that enhance Downtown Lincoln.
  - Suggestions included improved parking, placemaking, and the implementation of a historic downtown sign.
  - Form and character would be important for compatibility.

Project Timeframe



- Multifamily residential projects (duplexes, multiplexes, or townhomes) are considered good housing prototypes for Downtown Lincoln.

Comments from the local business and property owners group included:

- Need to increase foot traffic in Downtown Lincoln.
- Although studies indicate ample parking, perceptions differ due to poorly visible signs.
- To improve the pedestrian experience, zoning needs to be reevaluated, traffic should be redirected, and auto-centric businesses should be reduced.
- High impact fees for new developments deter investment; potential solutions include using city-owned lots for parking and simplifying development regulations.
- Enhancements like building façades, parklets, improved signage, and lighting are recommended to make Downtown Lincoln more inviting.

- **Stakeholder Meeting 2.** Held virtually on March 10, 2026, City staff and Opticos presented the first draft of the Downtown Master Plan and gathered feedback and direction for the next draft.

  The results of the lot testing were also presented and reviewed together to confirm direction on the desired level of regulation for key topics.

  Comments during the meeting included:

  - The importance of clearly communicating realistic implementation timelines for the Master Plan, ODDS and future development to manage expectations.
  - Revising the Vision and Guiding Principles to better reflect Lincoln's identity as an enduring, evolving, and historic community, emphasizing respect for long-standing residents while supporting future growth and reinforcing existing downtown character.
  - Parking as a major issue with calls for realistic parking standards, better use of vacant lots, clearer signage, and explicit integration of parking strategies into the plan narrative to support business vitality and accessibility.

- **Stakeholder Meeting 3.** Held virtually on July 9, 2026, City staff and Opticos presented the first draft of the ODDS and gathered feedback and direction for the next draft of the ODDS. As the regulatory framework that implements the Downtown Master Plan, the ODDS establishes objective standards within the Plan Area. Summary of the feedback received are provided in a separate appendix to the ODDS.

Community Workshops

Community workshops were held to present information on the project at key milestones and gather feedback and direction to be incorporated in the Downtown Master Plan + ODDS.

- **Community Workshop 1.** Held in person on November 13, 2024, City staff and Opticos met with community members to introduce the project team, project goals and scope, and to discuss a vision for Downtown Lincoln.

  Despite the rain and Bingo night, over 40 community members attended the workshop and participated in the following activities at three stations.

  - **Station #1: Downtown Lincoln Highlights.** Participants identified community assets, points of interest, and issues at specific locations throughout the Plan Area.
  - **Station #2: Beyond Lincoln.** Participants explored other great downtowns together via Google Earth to see what could also work in Downtown Lincoln.
  - **Station #3: Real-Time Survey.** Participants took a self-led survey to provide input on current challenges and the future vision for Downtown Lincoln. Survey responses were shown instantly on the screen!

  Key comments from Station #1: Downtown Lincoln Highlights included:

  - Lincoln Boulevard experiences significant truck traffic, impacting its accessibility and pedestrian appeal.
  - 5th Street is currently a pleasant street for walking, offering the potential for further pedestrian-friendly improvements.
  - Improve walkability by establishing better connections to the area east of Lincoln Boulevard.
  - Additional parking facilities would help to support local businesses and visitors.
  - McBean Park lacks sufficient amenities, limiting its functionality and appeal as a public space.
  - Introduce new public open spaces, such as an outdoor stage or enhancements to the library's surrounding area.



Community Meeting Presentation



Google Earth Stations



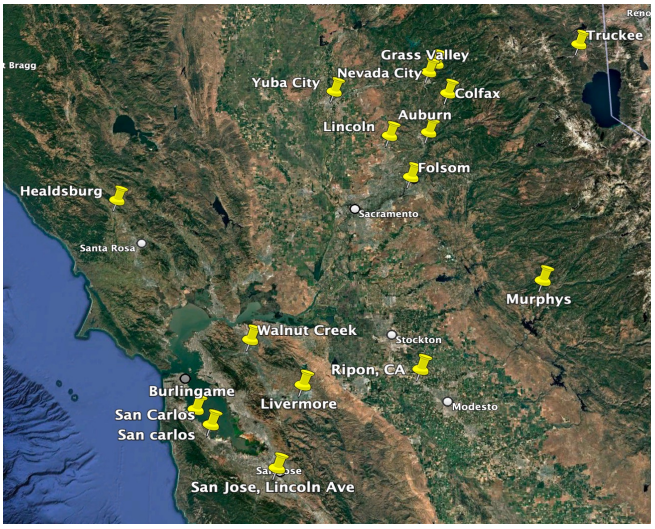
Station #1: Downtown Lincoln Highlights

At Station #2: Beyond Lincoln, participants identified the following cities and attributes as ideas for Downtown Lincoln:

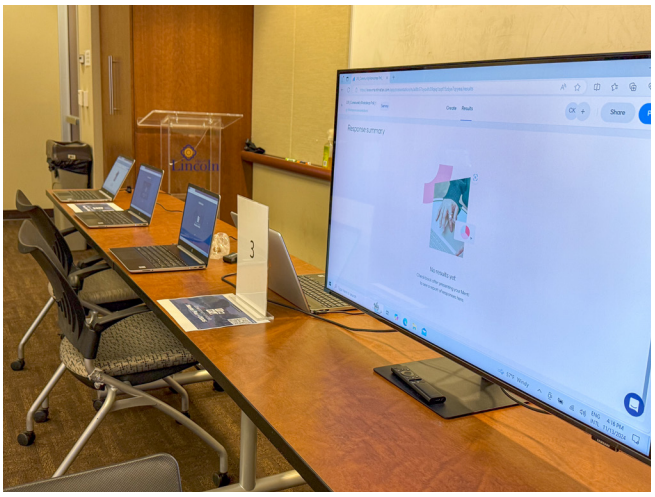
- Grass Valley, CA & Colfax, CA & Murphys, CA & Franklin, TN (historic character, walkable)
- Rogue River, OR (landscaping)
- Burlingame, CA & San Carlos, CA& Sedona, AZ (main street)
- Walnut Creek, CA & San Jose/Lincoln Ave & Chicago, IL (shade, outdoor seating)
- Livermore, CA (parklets)
- Healdsburg, CA (plaza, walkable)
- Lafayette, CA (open space)
- Ripon, CA (historic character, landscaping)
- Truckee, CA (active main street)
- Boulder City, NV (proximity to schools)

At Station #3: Real-Time Survey, participants were asked 10 questions about existing and desired attractions in Downtown Lincoln, the pedestrian experience, and a one-word descriptor for a future vision of Downtown Lincoln.

- Participants generally noted existing attractions as civic spaces, dining opportunities, and public events, while a greater variety of businesses and more pedestrian-friendly spaces, especially without truck traffic, were desired.
- Many participants found walking through Downtown Lincoln to be relaxing and pleasant, especially along 5th Street and Lincoln Boulevard, though somewhat disconnected.
- The main contributors to a pleasant street were attractive buildings and engaging shopfronts, highlighting the importance of activated ground floors. Moreover, pedestrian-friendly streets were ranked as a top priority for creating a thriving downtown.
- Responses to the final open-ended question showed high interest in improved walkability and outdoor spaces, slowing traffic, providing ample parking, the importance of signage and placemaking, the need for a public library, and support for businesses.



Station #2: Beyond Lincoln



Station #3: Real-Time Survey



Station #3: Real-Time Survey. Word cloud responses

- **Community Workshop 2.** On March 14, 2026, City staff, Drago Vantage, and Opticos held two workshops, one in English and one in Spanish, to present the first draft of the Downtown Master Plan and gather feedback and direction for the next draft. The results of the lot testing were also presented and reviewed with community members to confirm direction on the desired level of regulation for key topics.

  Key comments from both workshops included:

  - Strong desire to maintain Lincoln's village like, small town character even as the city grows.
  - Desire for guiding principles that shape the architectural "look" of new development.
  - Strong emphasis on public art, including theatre and music, with the goal of positioning Lincoln as an arts hub.
  - Additional parking and improved signage to help both locals and visitors understand existing available options.
  - More amenities in public spaces for people of all ages and more accessible recreational areas.
  - Concerns regarding long term infrastructure needs, including the sustainability of the water table.

- **Community Workshop 3.** Held in person on September 19, 2026, City staff, Drago Vantage, and Opticos presented the first public draft of the ODDS at two workshops, one in English and one in Spanish, and gathered feedback and direction for the next draft of the ODDS. Summary of the feedback received are provided in a separate appendix to the ODDS.



Local community members gathered around the display boards, engaging in discussions about the downtown vision, key guiding principles, built form considerations, and other related topics

Multi-Day Design Charrette

In March of 2025, a three-day design charrette was held at McBean Pavilion to present and receive input on draft alternatives for the Plan Area and develop a preferred plan as the built-form vision for Downtown Lincoln.

A charrette is an intense, collaborative design and planning workshop held over multiple days and carefully organized to promote broad community participation through a combination of meetings, presentations, and open design studio times. The charrette process is designed for community members to generate ideas and give immediate feedback to the design team. As a result, this dynamic and inclusive process can quickly identify opportunities and address obstacles. Participants are invited to check in and provide feedback throughout the charrette. This allows the community to course-correct the design team and provide valuable place-specific insights. This process yields a tangible vision that reflects participants' collective ideas and the community's realities.

The Downtown Master Plan + ODDS design charrette included the following components:

- **Poster Gallery:** Opticos' design team supplied informational posters to equip charrette participants with background on the methodology, goals, and key topics to address in the Downtown Master Plan + ODDS. A draft framework and three alternative conceptual plans were also presented for discussion.
- **Opening Presentation:** The charrette kicked off with a presentation and group discussion to identify assets, opportunities, and constraints within Downtown Lincoln for the design team to address.
- **Open Studio:** Throughout the charrette, the design studio was open to the public to engage with and discuss the Lincoln Downtown Master Plan with the design team
- **Closing Presentation:** The charrette concluded with a public presentation of an illustrative vision for Downtown Lincoln, which summarized the feedback received throughout the charrette.

See Appendix B for posters and presentations from the design charrette.

Charrette Participants

80+ Community Members

10+ Local Developers

10+ Local Property Owners

5 City Staff



Exploring draft alternatives showcased at the Poster Gallery



Design team hand sketching concepts heard from community members during the design charrette

Public Hearings

The Downtown Master Plan + ODDS will be presented at public hearings with the Planning Commission and City Council. Public hearings are another opportunity for the community to share their thoughts on the project under consideration for adoption.

[More text will be added after the event]

Chapter 3. **Development Framework**

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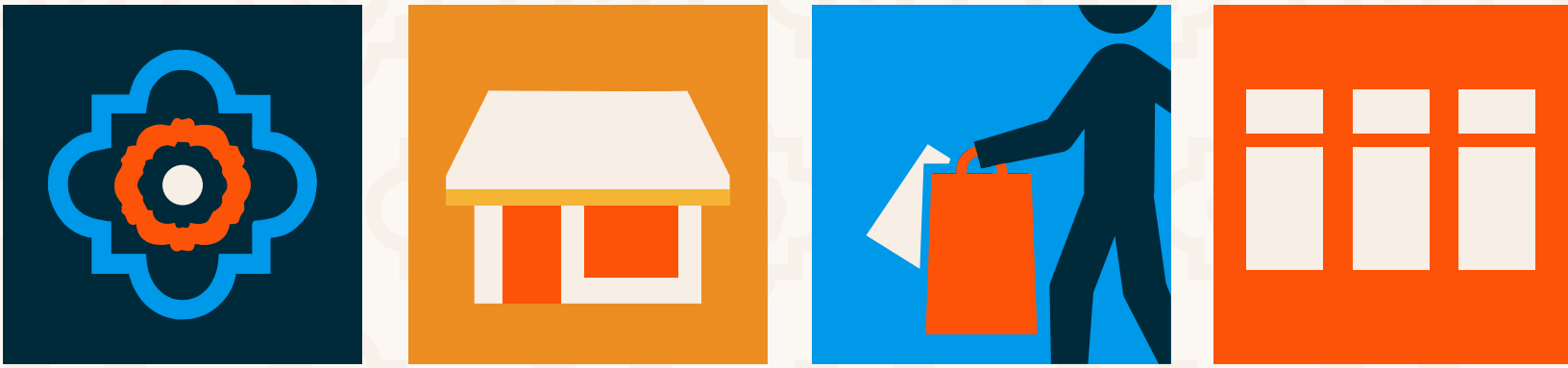

3.1 Community Framework + Land Plan

The Community Framework establishes the physical structure for the Plan Area and the Land Plan translates it into land use designations.

Community Framework

The Community Framework guides future growth and development by identifying key priorities for land use, mobility, public spaces, and design. It builds on existing conditions while establishing a clear direction for reinvestment, connectivity, and context-sensitive growth. Key priorities include:

- Strengthening the downtown core and enhancing the commercial street experience through strategic mixed-use infill.
- Introducing activity nodes and opportunities for mixed-use infill development along key corridors to provide neighborhood-serving amenities for residential areas to the east and west, while creating welcoming gateways into the downtown core.
- Encouraging a range of infill housing types throughout the neighborhoods, with a particular emphasis on the development of vacant and underutilized lots.
- Redeveloping select City-owned parcels for public parking and/or mixed-use development where appropriate
- Enhancing the streetscape along Lincoln Boulevard and 5th, 6th, and F streets to create a more continuous, pedestrian-oriented environment.
- Improving the bikeway network by closing gaps and strengthening connections between downtown, adjacent neighborhoods, and existing green infrastructure.

Based on these priorities, the Community Framework establishes the following:

- Lincoln Boulevard is established as the primary commercial corridor and downtown destination, reinforcing existing activity nodes within the downtown core, including City Hall and Beermann Plaza to the north, and the Lincoln Gateway commercial center to the south.
- Several potential activity nodes are identified at strategic locations beyond the 10-minute walking radius (1/2 mile) from Lincoln Boulevard to provide residents farther from the downtown core with convenient access to neighborhood amenities and services.
- Established neighborhoods intended to maintain their existing character and development patterns are identified as areas where minimal change is anticipated.
- Neighborhoods closer to activity nodes and with opportunities for infill development are identified as areas expected to evolve through context-sensitive growth that reinforces Downtown Lincoln's small-town character.
- Connectivity and circulation build on the existing network of streets and trails, identifying opportunities to close gaps, enhance bicycle and pedestrian mobility, and improve access to the ravine trail system.

Figure 3.1.1. Community Framework

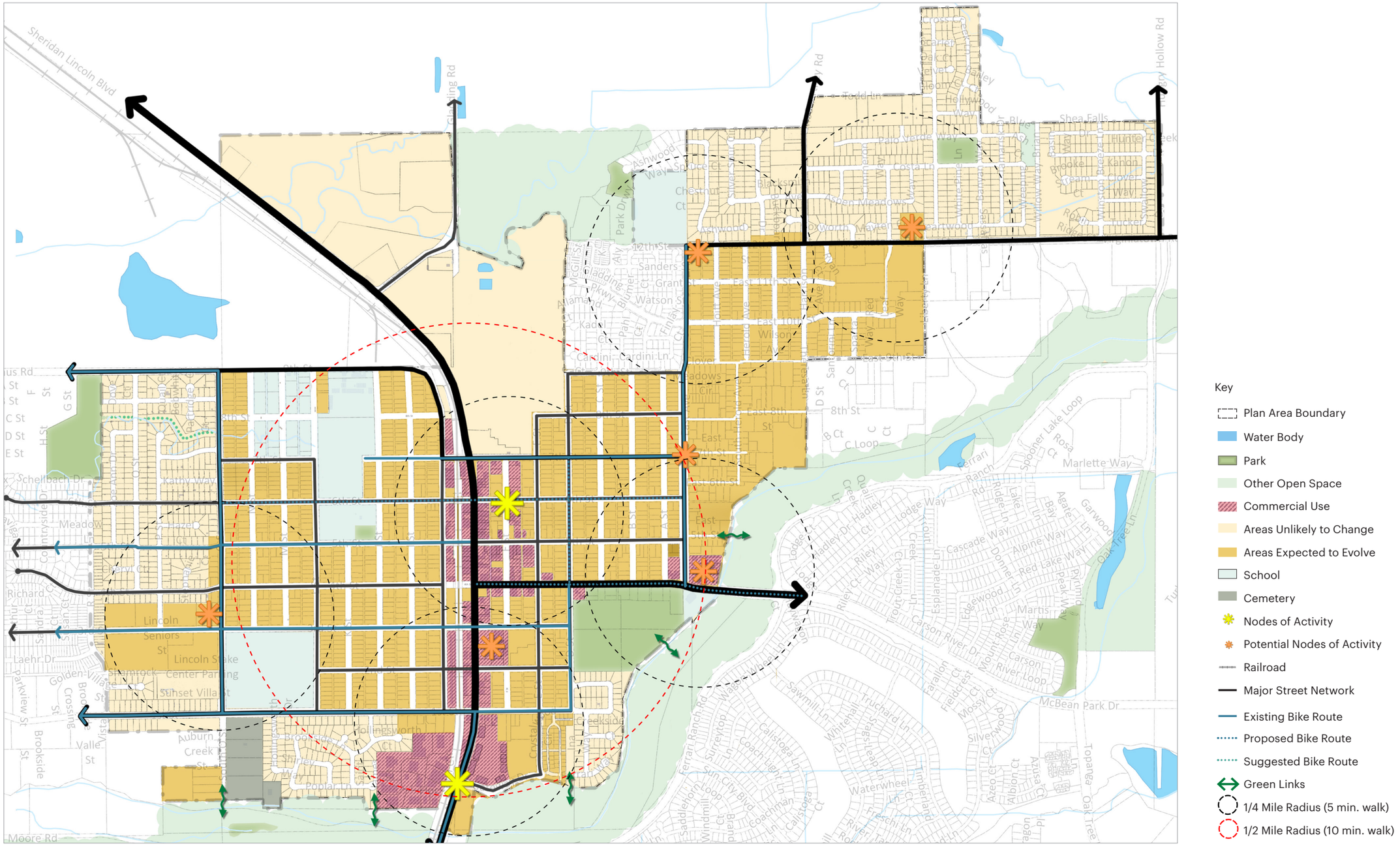

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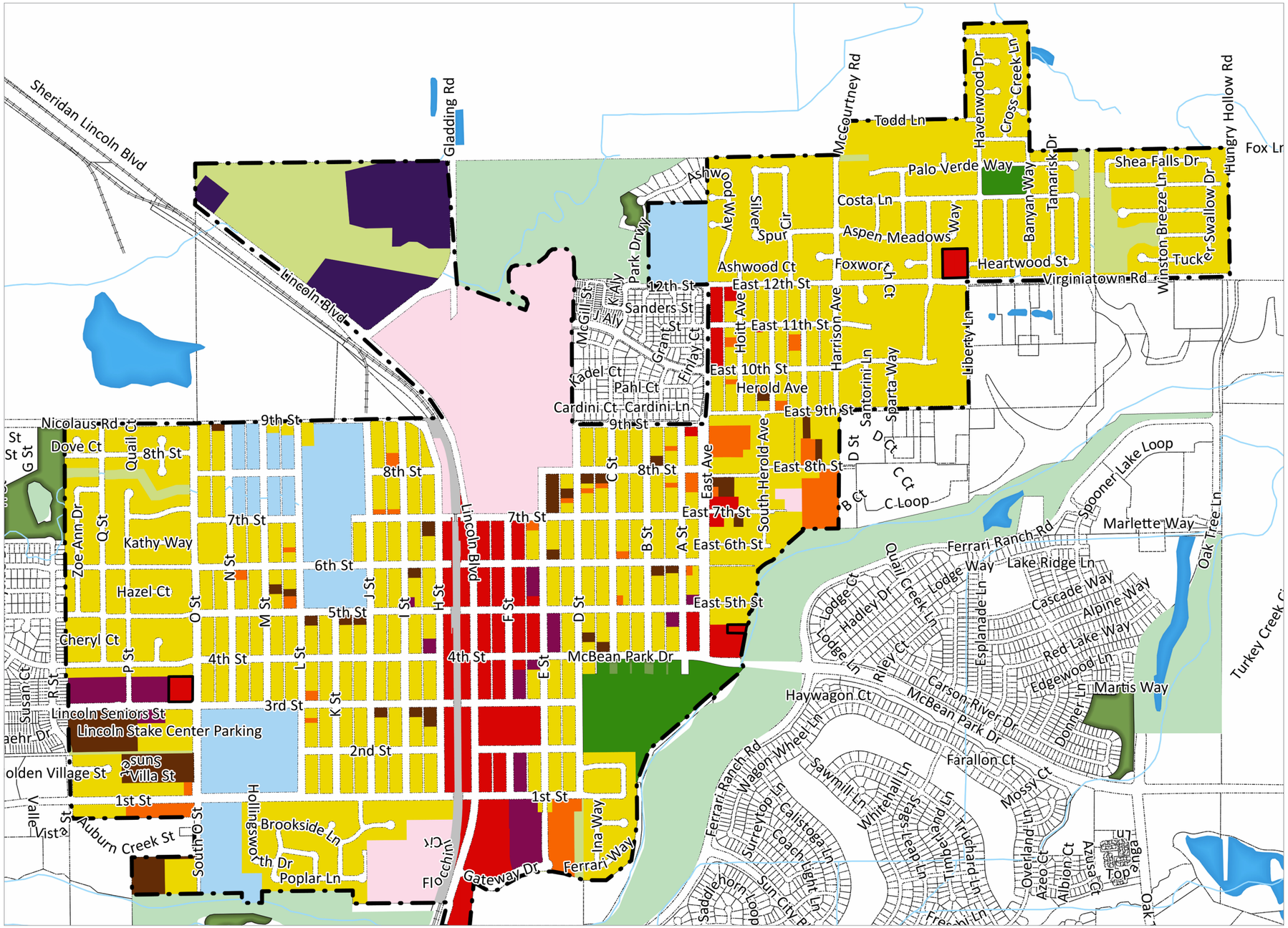
Figure 3.1.2. Land Plan



3.2 Mixed-Use Centers

Mixed-use centers strengthen local businesses, support housing diversity, and enhance walkability — key ingredients for a thriving downtown environment.

Support Small Businesses Through Housing Diversity

- The strategic integration of residential, commercial, and recreational uses is central to creating a vibrant, economically resilient, and socially connected downtown in the City of Lincoln. Downtown Lincoln's local businesses are distinctive, well-loved, and an essential part of the City's identity. Their long-term vitality depends on a larger, more diverse population living nearby, including workers, residents, and visitors who can support businesses throughout the day and evening.
- Currently, the neighborhoods in and around downtown are predominantly developed with single-family housing. While these neighborhoods contribute to the City's small-town character, this limited housing diversity constrains the customer base needed to sustain a broader mix of businesses and neighborhood-serving amenities.
- The Plan Area is well-positioned to accommodate a growing and diversifying population, but doing so will require allowing a greater range of housing types. Expanding housing choices will enable more people to live close to downtown, strengthening demand for small businesses, services, and community amenities.

Key Corridors for Mixed-Use Development

The Lincon Downtown Master Plan identifies several key corridors for additional mixed-use development to enhance Downtown Lincoln's existing character, expand access to amenities, and provide transitions between downtown and surrounding neighborhoods

- **Lincoln Boulevard and Adjacent Streets.** Reinforce the city's primary commercial corridor by expanding opportunities for businesses, housing, and entertainment at the heart of downtown.
- **McBean Park Drive, East Avenue, and East 12th Street.** Establish a mixed-use corridor that serves residential neighborhoods east of downtown, while creating stronger gateways into the city along Virginiatown Road and McBean Park Drive.
- **3rd Street.** As part of the historic downtown grid, this corridor supports a continuation of downtown-scaled mixed uses, extending amenities to residential neighborhoods west of downtown, while reinforcing visual and experiential continuity with the historic downtown core.

CLOSER LOOK

Retail Follows Rooftops

Residents have highlighted a desire for more local businesses in Downtown Lincoln, which, according to the consultant team's analysis, has less than half the businesses of peer cities like Woodland, Davis, and Lodi. The analysis also showed that, compared to these cities, Lincoln also has far fewer households near downtown, although Lincoln's households being more affluent.

Business activity is closely related to housing: the greater the population served by a commercial area, the more it thrives. To become more like its peers, Lincoln needs to roughly double business activity in its downtown. To do so, it needs to add more socioeconomically diverse households in and around Downtown, and the key to achieving this is delivering more attainable housing.



Active frontages in Downtown Lincoln and civic open space

Benefits of a Thriving Mixed-Use Neighborhood

Mixed-use neighborhoods offer a broad range of social, economic, and environmental benefits, including:

- Improved convenience and walkability through closer proximity to daily needs, reducing reliance on automobiles.
- Stronger community identity and sense of place by integrating living, working, and leisure spaces in a context-sensitive environment.
- Social benefits resulting from shared public spaces and diverse activity patterns that encourage interaction, inclusivity, and community cohesion.
- Economic vitality through a diversity of uses that attract more people, support local business, and increase investment in walkable, amenity-rich areas.
- Environmental benefits by encouraging walking, biking, and transit use; reducing vehicle trips; and supporting a higher quality of life, where residents can live, work, and play in the same area.

Together, these strategies reinforce Downtown Lincoln as a complete, connected, and dynamic place that supports both its historic character and future growth.

3.3 Housing Diversity

As Downtown Lincoln continues to grow and evolve, providing housing options for people of different ages, household sizes, and incomes is essential to sustaining a vibrant, inclusive community.

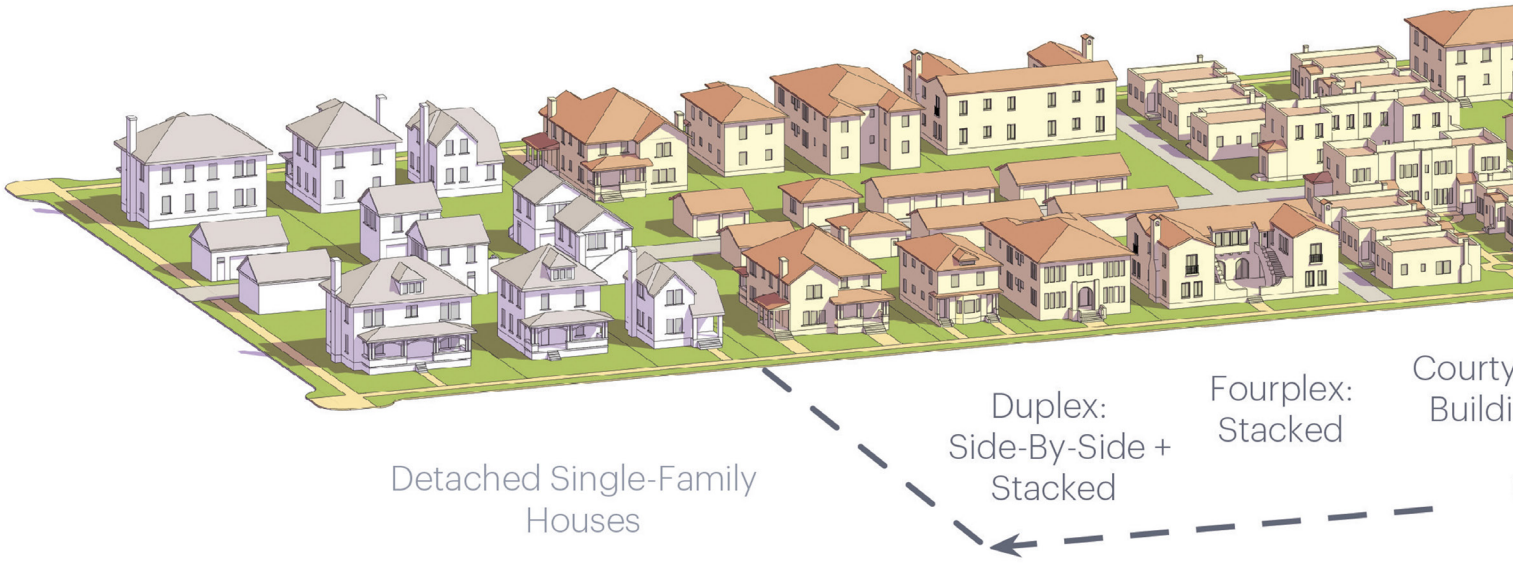
Broader Range of Housing Choices

To support local businesses, strengthen walkability, and accommodate households at different life stages and income levels, Downtown Lincoln must offer a broader range of housing choices than currently available. Expanding housing diversity within and around downtown, particularly through context-sensitive infill, allows growth while preserving neighborhood character. Missing Middle Housing (MMH) provides an appropriate, house-scale solution that increases housing options while maintaining the familiar scale and character of existing neighborhoods.

Missing Middle Housing (MMH) refers to house-scale buildings with multiple units located within walkable neighborhoods. These housing types are compatible in form, scale, and character with typical single-family homes and are an effective strategy for "gentle infill" within existing residential neighborhoods. MMH includes a range of building types, such as duplexes, triplexes, fourplexes, and cottage courts, built to a similar scale to detached single-family houses.

These housing types are considered "missing" because relatively few have been built since the early 1940s, due to a combination of regulatory barriers, the rise of auto-oriented development, and federal policies that prioritized single-family homeownership. Historically, however, MMH was a common and integral component of neighborhoods, supporting residents at various life stages and income levels. Today, communities and organizations are realizing the importance of MMH in helping neighborhoods remain vibrant, adaptable, and inclusive, particularly as populations age and more residents seek to remain in their communities.

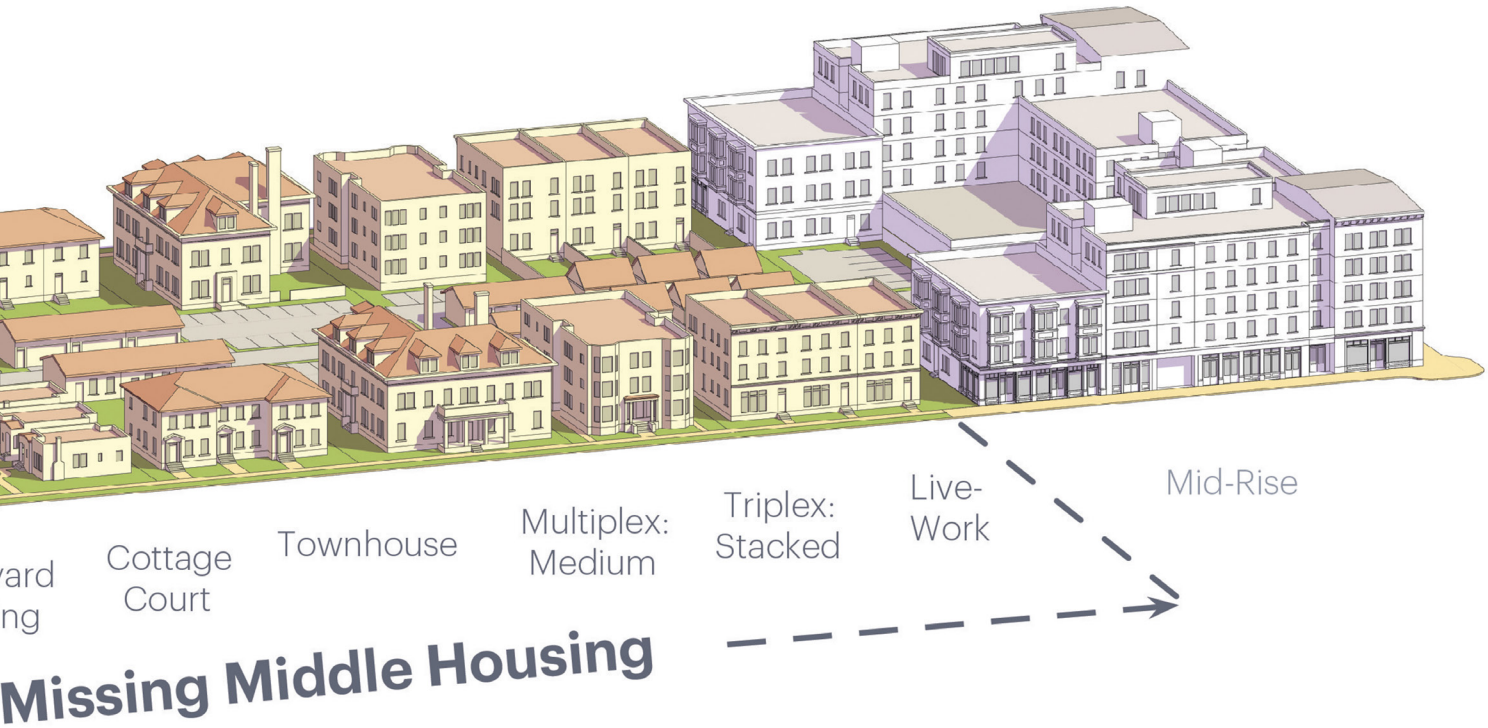
MMH responds to shifting household demographics nationwide and helps address the need for a wider array of housing choices at different price points, supporting both rental and homeownership opportunities. When thoughtfully designed, MMH provides high-quality, market-responsive options between the bookends of single-family houses and larger multi-family developments.



Benefits of Missing Middle Housing

When designd and integrated appropriately, MMH serves as both a housing and place-making strategy, yielding a wide range of community benefits.

- **Expanded housing options.** MMH provides small– to mid-scale housing options with smaller unit sizes that help reduce development costs. This creates attainable options for households whose needs are not well served by conventional single-family homes or large apartment buildings.
- **Improved access to transit and amenities.** By adding housing in walkable, amenity-rich areas, MMH supports transit use and active transportation, such as biking and walking. Housing near amenities and transit is a key factor in fostering active lifestyles in pedestrian-friendly neighborhoods.
- **Stronger sense of community.** Many MMH types incorporate shared or semi-private open spaces, fostering interaction among residents and strengthening social connections. These types support co-living, multigenerational households, and aging in place, particularly important given the growing number of single-person and older households.
- **Environmental sustainability.** MMH promotes more efficient land use by increasing the number of units per parcel while minimizing changes to neighborhood character. The compact building form of MMH reduces energy consumption and material use compared to detached single-family houses.
- **Local equity and incremental development.** MMH contributes to greater housing equity by expanding attainable rental options and providing a pathway to homeownership for first-time homeowners. These housing types can generate supplemental income for homeowners, lower barriers to entry for first-time homebuyers, and create development opportunities for local builders and small-scale developers. Due to their simple forms, smaller size, and common construction types, MMH can be built incrementally over time, supporting locally driven growth.



3.4 Infill + Redevelopment

Housing affordability in Downtown Lincoln depends on expanding housing supply and diversifying housing options through thoughtful infill and redevelopment.

Attainability of Housing for Middle-Income Earners

In the greater Sacramento region, the median four-person household earns approximately $113,000 annually[1], which significantly limits options for purchasing a new detached home in Lincoln. Housing is considered "attainable" when ownership or rental costs do not exceed 30 percent of household income. For a household earning the regional median, this affordability threshold translates to an attainable home price of roughly $450,000, depending on loan terms.

By comparison, most homes sold in Lincoln as of August 2025 exceeded $592,000[2], placing conventional detached housing well out of reach for many working households. As a result, much of the region's workforce, including teachers, healthcare workers, service employees, and municipal staff, faces limited opportunities to live in the communities they serve.

Middle-income households are generally defined as those earning between 60 and 110 percent of Area Median Income (AMI), adjusted for household size. In the greater Sacramento area, this corresponds to an annual income range of approximately $68,000 to $ 124,600 for a family of four. Existing housing supply in Lincoln generally does not align with this income range, underscoring the need for alternative housing options.

Table 2A: Housing for More Socioeconomic Diversity[3]

	Annual Income		
Cost Burden	**Teacher $82,420**	**Police Officer $109,600**	**Lawyer $177,160**
Detached Home	65%	49%	30%
Duplex	50%	38%	23%
Fourplex	31%	23%	14%

Compact and Infill Housing

Compact housing types, such as Missing Middle Housing and small-scale, mixed-use development, are typically more attainable than detached single-family houses due to their smaller unit sizes, construction efficiencies and reduced land costs per unit. When strategically introduced through infill and redevelopment, these housing types can expand access to housing options that better align with middle-income affordability thresholds.

By enabling a wider range of infill housing opportunities, Downtown Lincoln can support housing affordability without altering neighborhood character, provide attainable ownership and rental opportunities for middle-income households, and strengthen downtown as a place where people can live close to jobs, services, and amenities.

Housing Affordability Through Strategic Infill

Allowing a broader range of housing types, particularly compact, efficient, and small-scale development, creates more attainable opportunities for residents while better utilizing existing infrastructure and walkable areas.

Rather than relying solely on outward growth or large-scale development, infill and redevelopment enable incremental housing production within the downtown areas and adjacent neighborhoods. This approach supports affordability, reinforces mixed-use, walkable environments, and contributes to a more vibrant and resilient downtown.

Sources:

[1] *HUD FY 2024 Income Limits Summary for a 4-Person Household, Sacramento-Roseville-Arden-Arcade, CA FMR Area.*

[2] *Redfin. Lincoln, CA Housing Market. Accessed 9/22/2025. https://www.redfin.com/city/10571/CA/Lincoln/housing-market*

[3] *Findings presented during the Charrette Presentation*

CLOSER LOOK

What Makes Missing Middle Housing Types More Attainable than Single-Family Houses?

Missing Middle Housing, or MMH, refers to house-scale residential buildings with multiple units. MMH is frequently found in neighborhoods near pedestrian-oriented centers or corridors where driving isn't essential for meeting daily needs. In this context, "middle" refers to their classification in between detached single-family houses and large apartment complexes, but they also offer housing opportunities for middle-income earners, particularly in areas where these earners are priced out of most new development.

Several factors lead units in MMH types (such as duplexes or fourplexes) to be more affordable than a single-family house on the same lot. For one, the cost of land is divided among more units, meaning that rents or sales prices per unit do not need to be as high to recoup the builder's investment. Furthermore, MMH units are smaller than a typical single-family home and usually attached to other units, saving on construction costs. Where allowed and incentivized, MMH can deliver units that are priced significantly lower than a single-family home that would have otherwise been built: as illustrated in the examples to the right, a buyer could afford a fourplex unit in a market where they would need to earn nearly twice as much to afford a detached house.

Unfortunately, other factors, such as code requirements and impact fees, often weigh against MMH relative to detached single-family or townhouses. To truly level the playing field and encourage builders to deliver these housing types within existing amenity-rich neighborhoods like Downtown Lincoln, it's important to codify incentives to counteract these challenges. For example, Sacramento's General Plan update of 2024 allows multi-unit buildings to incorporate slightly more floor area than a single-family house on the same lot, meaning that the builder can expect a better return to offset the added costs associated with building MMH.

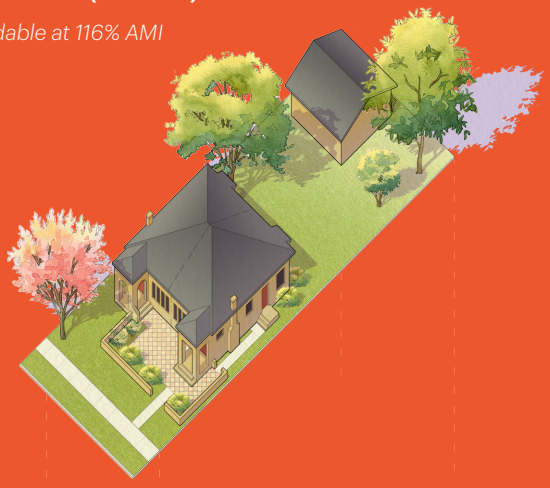
Detached Single-Family (For Sale):

Affordable at 151% AMI



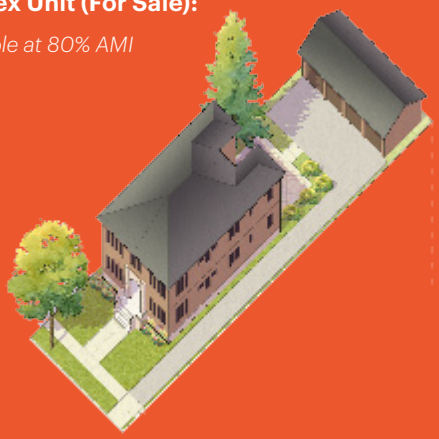
Duplex Unit (For Sale):

Affordable at 116% AMI



Fourplex Unit (For Sale):

Affordable at 80% AMI



Chapter 4. **Mobility + Connectivity**

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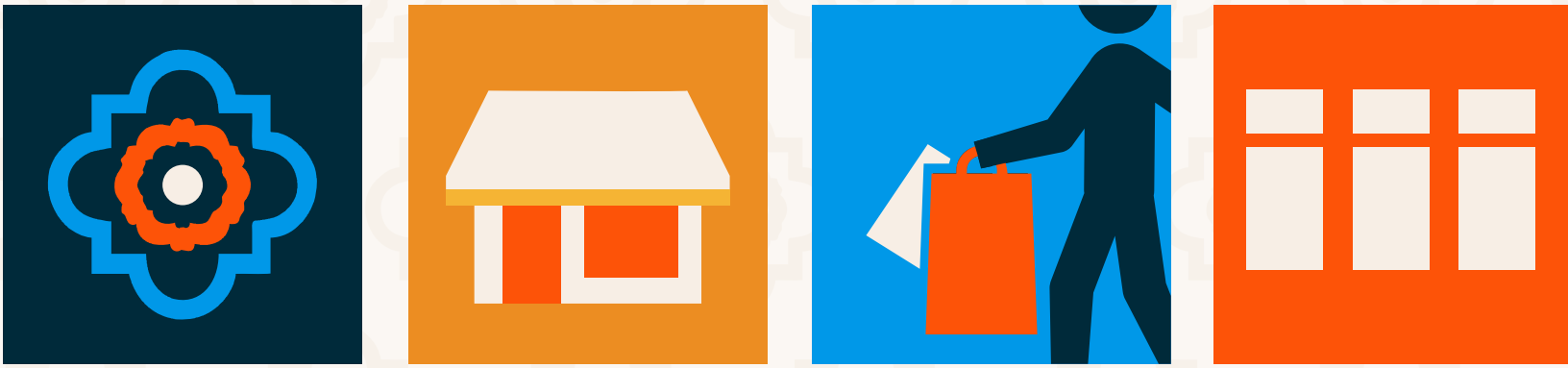


4.1 Street Network

A connected, well-designed street network is central to Downtown Lincoln's future, providing the foundation for a walkable, mixed-use, and people-oriented environment.

The Downtown Master Plan (DMP) reinforces many of the goals of the 2050 General Plan to provide streets that are connected, support adjacent land uses, and are maintained in a safe condition. The existing street pattern in the Plan Area is primarily a grid, which contributes to high connectivity, while the street classifications provide a clear hierarchy of arterials, collectors, and local streets that reflect and support the surrounding context. While the overall street pattern and hierarchy will remain, several corridors, described below, are intended to evolve with enhanced streetscapes, strengthened gateways, and improved multimodal access to better support a vibrant downtown core that is walkable and connected to surrounding neighborhoods.

Major Arterial Streets

Two major arterial streets, Lincoln Boulevard and McBean Park Drive, intersect at the downtown core and serve as gateways into the downtown area.

As the primary commercial corridor in the downtown core, Lincoln Boulevard is envisioned as a walkable main street with active storefronts, enhanced streetscape, and mixed-use buildings.

Residential uses within mixed-use developments and nearby neighborhoods will help sustain a diverse range of retail and services along Lincoln Boulevard. While truck traffic remains a challenge, the City is pursuing strategies to reduce noise and address safety concerns, aiming to create a more comfortable, pedestrian-friendly environment along Lincoln Boulevard.

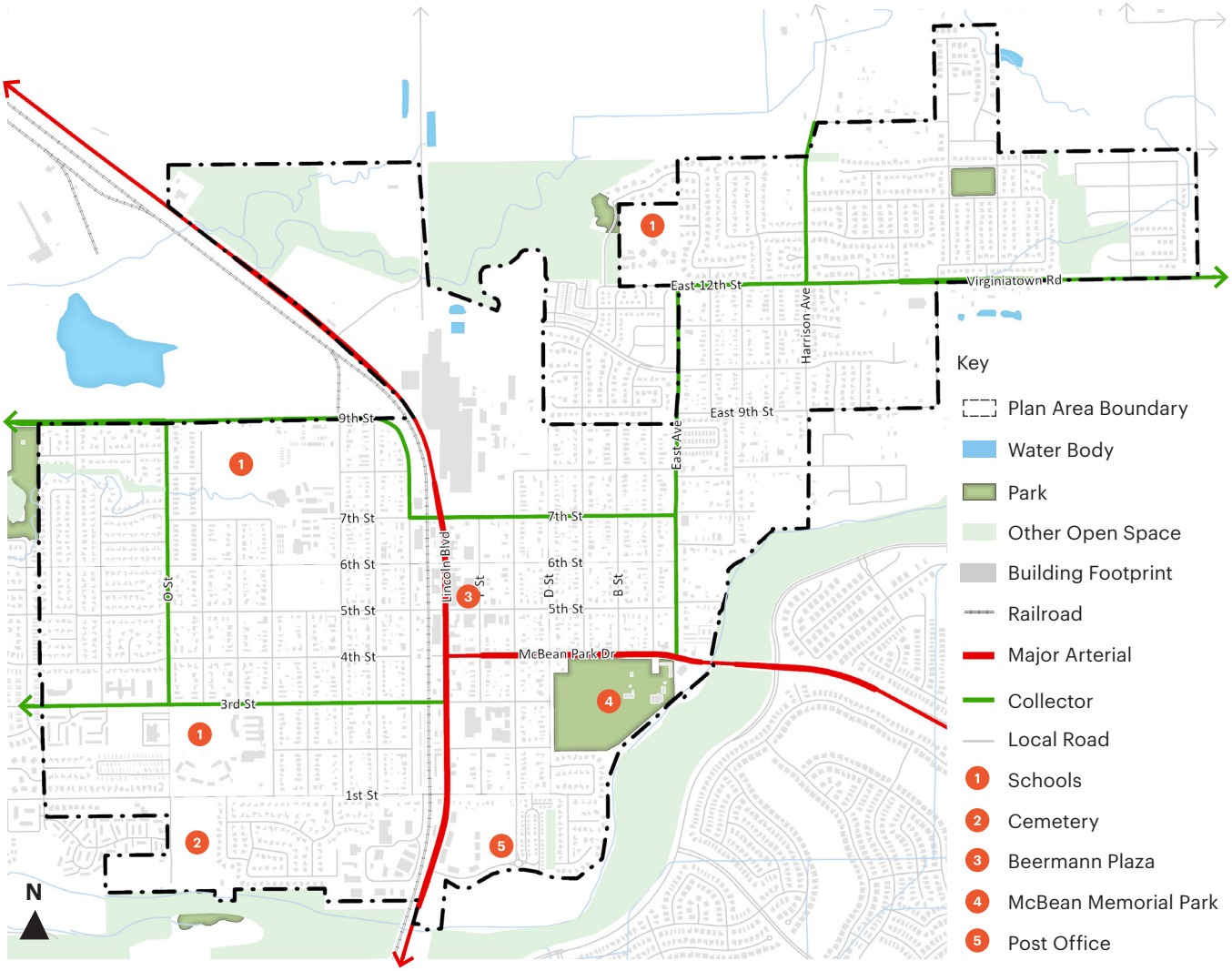
McBean Park Drive also has strong potential to support pedestrian-oriented commercial activity, as it provides a major connection between the downtown core and neighborhoods east of Auburn Ravine. McBean Memorial Park serves as a gateway and anchor along McBean Park Drive, supporting future development between the park and Lincoln Boulevard that reinforces walkability and provides opportunities for small-scale mixed-use and neighborhood-serving amenities.

While both streets play a key role in vehicular circulation, their design within the downtown core should emphasize slower speeds, safe pedestrian crossings, and high-quality streetscapes. Wide sidewalks, large shade trees, pedestrian-scale lighting, and active ground-floor uses will enhance these streets not only as gateways but also as pedestrian-oriented destinations in the downtown area.



Continuous storefronts along Lincoln Boulevard contributing to a walkable environment

Figure 4.1.1. Plan Area Street Network



Collector Streets

There are several collector streets in the Plan Area, three of which, 3rd Street, 12th Street/Virginiatown Road, and East Avenue, are identified for limited non-residential opportunities, such as neighborhood-serving shops and services. These uses are intended to be located closer to neighborhoods that are farther from the downtown core, improving access to daily needs while supporting thoughtful infill. While these uses will help activate the street frontages, development will maintain a house-scale building form. As a result, these streets serve as a transition in built form and land use between downtown and adjacent residential neighborhoods, with infill development reinforcing a cohesive, context-sensitive, and pedestrian-oriented environment.

Local Streets

The historic grid of local streets will continue to provide a highly connected framework for mobility within the downtown area. Designed to prioritize local access rather than through movement, these streets support neighborhood connectivity and walkability.

Targeted improvements to local streets will emphasize maintenance and streetscape quality to provide safe and welcoming conditions for pedestrians, bicyclists, motorcyclists, and drivers. Local streets are intended to operate at slow speeds and create a comfortable, pedestrian-scaled environment that reinforces downtown's historic character and village-like neighborhoods.

4.2 Pedestrian + Bicycle Network

Creating a safe, comfortable, and connected network for walking and biking is essential to realizing the community's vision for a lively, people-oriented Downtown Lincoln.

The downtown area benefits from a compact street grid, relatively short block lengths, and centralized civic, commercial, and recreational destinations that support walking and biking for many trips. At the same time, there are challenges to expanding walkability and bikeability beyond the downtown core.

The continuity and quality of sidewalks vary by block, with gaps, limited shade, and inconsistent crossing treatments that reduce pedestrian comfort. The bicycle network is limited and discontinuous, often requiring bicyclists to share travel lanes or take indirect routes. Outside the downtown core, greater distances between destinations and a lack of neighborhood-serving amenities further limit the practicality of walking or biking for everyday trips.

The Downtown Master Plan (DMP) addresses these conditions through a coordinated strategy of infrastructure improvements, new and improved connections, and the strategic placement of mixed-use centers. Together, these elements are intended to place daily needs within a short, safe, and enjoyable walk or bike ride, making walking and biking a travel mode of choice throughout Downtown Lincoln.

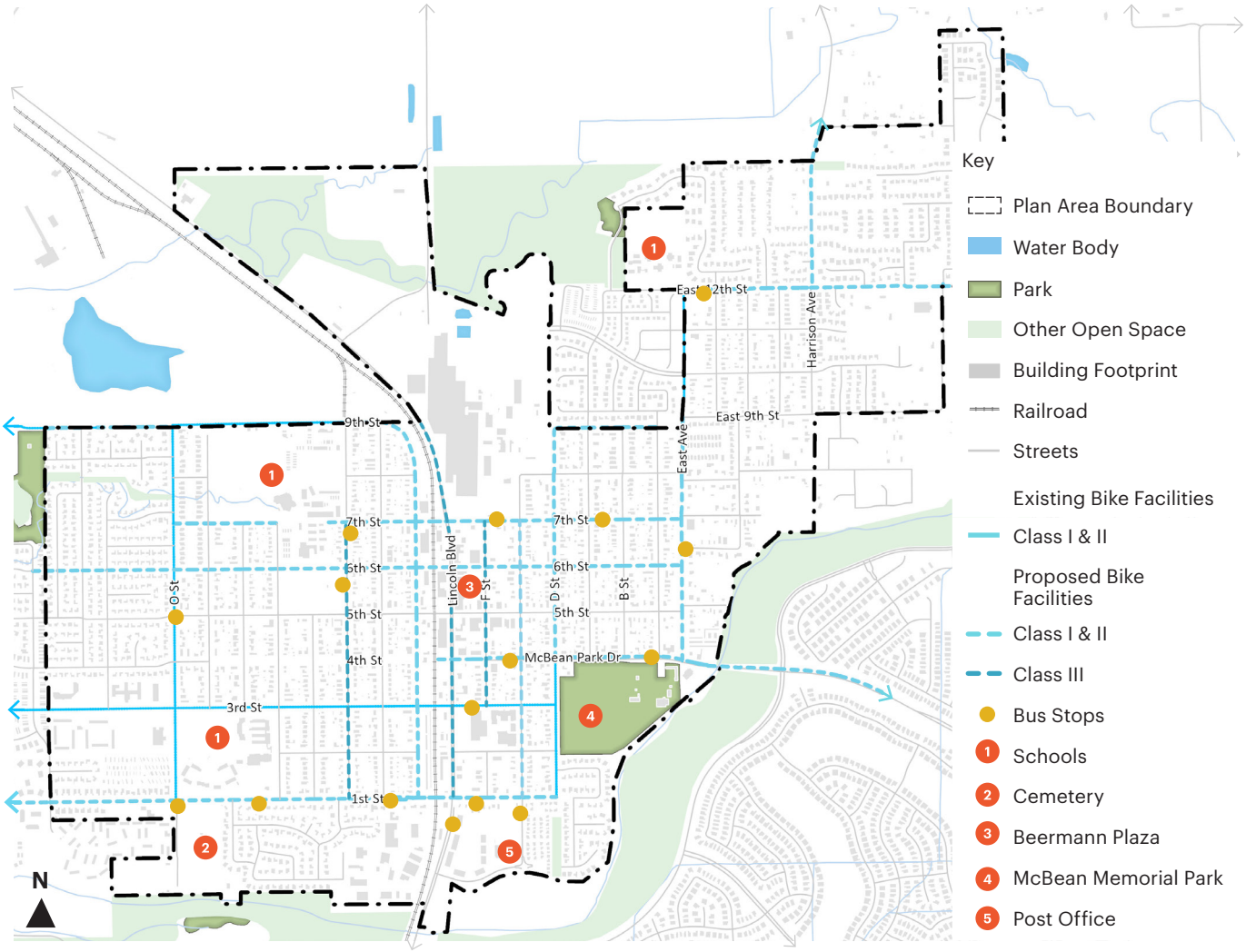
Pedestrian Network

To encourage more people to walk and to build on the strong sense of place in the downtown core, the DMP focuses on enhancing existing streets for walkability and providing new activity nodes beyond the downtown core. These activity nodes are identified at key intersections, such as 3rd Street and O Street, East Avenue and 4th Street, the western end of East 12th Street, and the eastern end of Virginiatown Road. Providing continuous sidewalks, safe crossings, and pedestrian-friendly streetscape features will help create a more comfortable and enjoyable walking experience to these neighborhood-serving destinations.



Non-vehicular connections within residential communities are an important part of the pedestrian and bicycle network

Figure 4.2.1. Plan Area Bicycle Network



Bicycle Network

The DMP supports and generally aligns with the bikeway improvements identified in the City's Bicycle Transportation Plan Update (2018). It also refines and supplements certain proposed routes to better respond to downtown street conditions, traffic volumes, and network connectivity objectives. For example, in some locations the DMP recommends shifting bikeway alignments to parallel streets with lower traffic volumes, such as proposing a bikeway along 6th Street instead of 5th Street. In other cases, it introduces new or extended connections not previously identified, such as extending the D Street bikeway northward to connect with 9th Street, strengthening north–south connectivity.

Planned bikeway improvements include upgrades to existing bicycle routes, new bicycle facilities (Class I, Class II, and Class III) routes, and enhanced intersection crossings to improve safety and comfort for bicyclists. Building on these efforts, the DMP introduces additional connections between the downtown area and Auburn Ravine, expanding access to open space and regional trails. Collectively, these improvements provide residents with more options to travel by bike, offer a convenient alternative to driving, and make it easier to reach downtown, parks, and recreational areas. All new or modified bikeway recommendations introduced through the DMP will require further evaluation by traffic engineers to confirm feasibility and ensure compatibility with street widths, traffic operations, safety considerations, and existing infrastructure conditions.

4.3 Parking System

A well-organized parking system supports local businesses, active streets, and an enjoyable downtown experience.

Parking is an integral component of a coordinated system intended to reinforce walkability, activate streetscapes, and enhance the vitality of local businesses and public spaces. In Downtown Lincoln, parking is provided through a balanced combination of on-street spaces, public parking lots, and shared off-street facilities, forming a distributed system that supports active streets and pedestrian activity rather than concentrating parking in large single-use lots.

Building on this foundation, a clear and well-organized parking system allows visitors to arrive with confidence and begin enjoying downtown immediately. Accordingly, the Downtown Master Plan (DMP) prioritizes clarity, efficiency, and strategic parking placement rather than expanding parking supply.

This approach builds on the findings and recommendations of the Downtown Parking Team, which evaluated parking conditions in 2023. They found that Downtown Lincoln provides a diverse range of parking options, including angled on-street spaces, public surface lots, and off-street parking. The primary challenge is therefore less about overall quantity and more about helping visitors find the right space at the right time. This insight supports a parking strategy focused on effective management, clear signage, and an improved user experience to support downtown activity while minimizing visual and spatial impacts on the pedestrian environment. At the same time, new development should continue to accommodate its own parking needs to avoid placing undue pressure on the existing system.

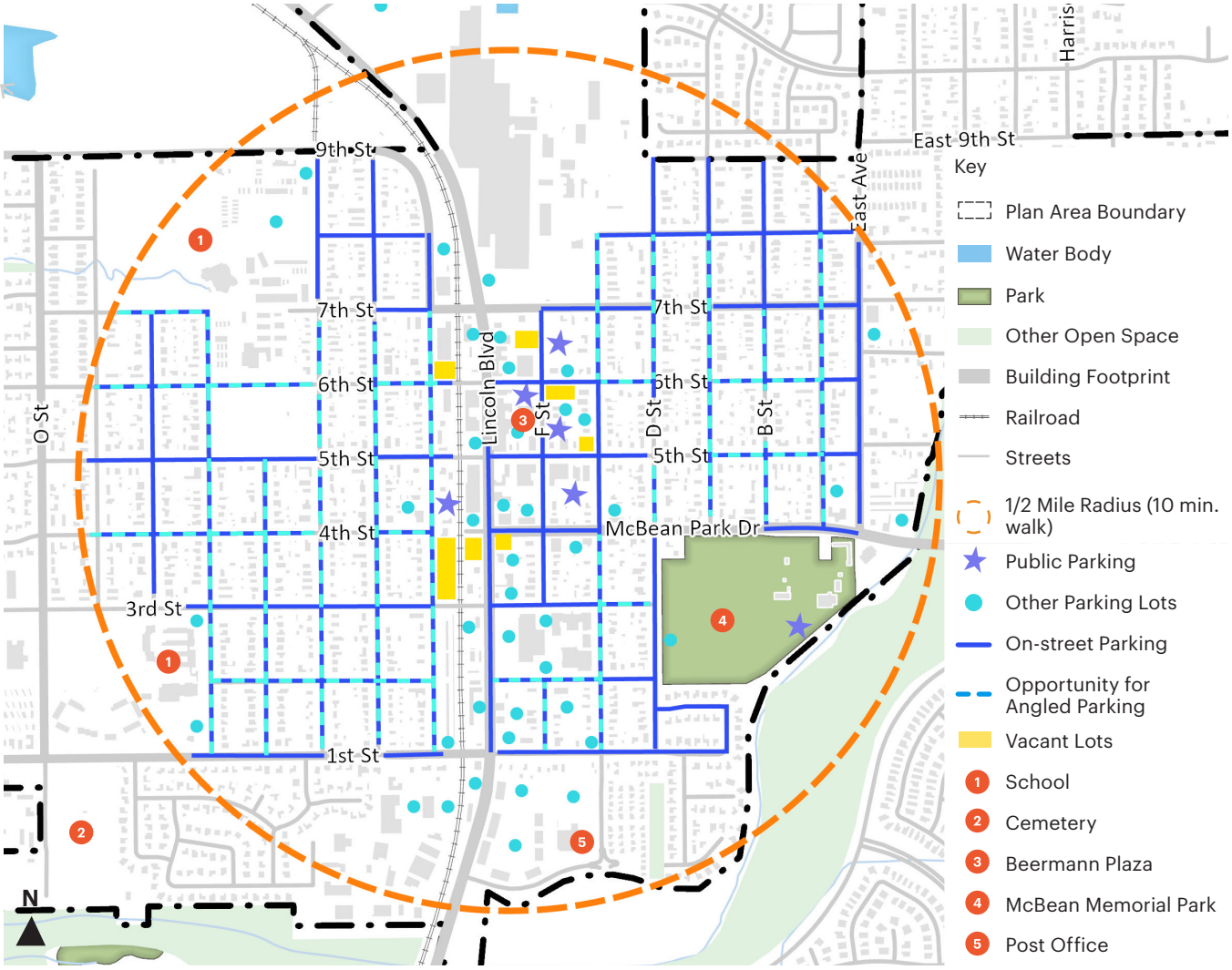
On-Street Parking

On-street parking directly supports nearby businesses and contributes to a comfortable, pedestrian-friendly streetscape. Where feasible, expanding on-street parking will further help to activate storefronts and reinforce downtown's walkable character.



Angled on-street parking is one of the most efficient ways of supplying parking downtown, since its location removes the need for additional drive aisles. This in turn leaves more private land available for homes and businesses

Figure 4.3.2. Plan Area Parking System



In some locations, there may be opportunities to convert parallel on-street parking to angled parking to better support downtown activity. Any such conversions should be evaluated for physical feasibility, safety considerations, and funding availability. Where appropriate, the City may work collaboratively with developers to contribute to a street or parking improvement fund and consider limited credit for the provision of public on-street parking improvements.

As the pedestrian environment becomes more comfortable, continuous, and engaging, visitors will be more likely to park once and explore downtown on foot, supporting businesses, public spaces, and the overall vitality of downtown.

Shared Parking Management

In addition to on-street parking, Downtown Lincoln is served by municipal public lots that provide publicly accessible surface parking for the downtown area. While the City continues to explore options for additional public parking, a more strategic near-term approach is to implement time-based parking management across all public parking spaces.

Time-based management can be structured to support different downtown users at different times of day and at different locations. Parking spaces closest to commercial businesses can prioritize short-term customer use during business hours, while public lots slightly farther can primarily serve downtown employees. During evenings, weekends, and special events, these same lots can transition to serve residents, visitors, and event-related parking needs.

This shared parking approach increases the efficiency and effectiveness of the existing parking supply and provides multiple benefits, including:

- Reducing congestion and unnecessary circulation.
- Increasing land efficiency.
- Creating opportunities for revenue generation or public-private partnerships.
- Supporting flexible use of parking resources over time.

When combined with continued improvements to the pedestrian and bicycle network, these strategies support a more people-oriented parking system that reinforces downtown activity while minimizing the need for additional surface parking.

Signage and Wayfinding

Clear wayfinding and consistent signage are central to a welcoming, visitor-friendly downtown. A coordinated, highly visible signage system reduces unnecessary circulation, shortens parking search times, and improves overall traffic flow, allowing downtown streets to remain focused on people and activity. Improvements to strengthen the parking signage system include:

- Replacing inconsistent black-and-white historic district parking signs with a unified blue system to improve clarity and legibility.
- Adding blue directional parking signs to existing signage along Lincoln Boulevard.
- Installing additional blue parking signs at key intersections, such as F Street and McBean Park Drive, and E Street and 5th Street.

Together, these improvements provide a clear wayfinding system that helps guide drivers efficiently to available parking, making their downtown experience more enjoyable.

CLOSER LOOK

Don't Kill the Goose that Lays the Golden Eggs!

When addressing parking concerns, it is important to recognize that downtown's vitality does not depend solely on parking. Its appeal is driven by its mix of local businesses, events, cultural features, and historic character, which create a unique sense of place. The Downtown Parking Team report notes that many communities have demolished older structures in favor of parking lots in an effort to "revitalize" their downtowns—only to find that additional parking did little to support economic success and, in fact, undermined the urban fabric and activity that make downtown thrive.

Lincoln is well-positioned to learn from these experiences as well as the "many examples of small towns (e.g., Bend, Oregon; Galena, Illinois) that have achieved effective results by focusing efforts on attracting unique shops and exciting events, building walkable streetscapes, and encouraging mixed-use infill development that includes housing (Downtown Parking Team Report 2023)." Ultimately, people are drawn to downtown because it is a pleasant, lively, and walkable place. This sense of place is what motivates visitors to come downtown and, by extension, to seek parking in the first place.

Chapter 5.
Public Realm + Civic Space

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5.1 Green Network

A Strengthened and Connected Network

A healthy and connected green network will be a defining characteristic of Downtown Lincoln. Green and blue infrastructure, open spaces, and tree-lined streets will play a critical role in creating a welcoming, climate-resilient, and enjoyable environment for all.

Residents and visitors will be able to access nature through continuous, intuitive connections that build on the pedestrian and bicycle systems described in Chapter 4.2 (Pedestrian + BIke Network). By linking parks, open spaces, and ecological corridors into a cohesive web, the Downtown Master Plan (DMP) promotes healthier lifestyles while strengthening habitat connectivity.

Key interventions will:

- Expand access to parks and open spaces.
- Establish green corridors along major pedestrian and bike routes to provide shade, comfort and encourage alternative modes of transportation. Priority corridors include the east-west route along 6th Street, as well as 3rd Street, D Street, and O Street.

Ultimately, a strong green network reinforces the overall vision for Downtown Lincoln as a lively, people-centered place by layering green infrastructure onto pedestrian and bike improvements.



Pedestrian and bike connections within residential communities are essential to encourage walking and cycling

5.2 Gathering Places

Downtown Lincoln's Public Spaces

A vibrant downtown is typically characterized by public spaces where the people who live in or visit the downtown area can spend time.

Beermann Plaza

Beermann Plaza, also known as Lincoln Town Square, is located directly off 5th Street in the heart of Downtown Lincoln. It abuts the Lincoln Archives Museum and Lincoln Area Chamber of Commerce and serves as an anchor for the downtown civic area, which extends from City Hall to the Civic Auditorium. It features small shade trees, seating, and a central fountain. The Plaza is an existing community asset for Downtown Lincoln and a focal point and a gathering space.

Further development within the downtown, as suggested in Figure 1.3.1 (Illustrative Vision of Downtown Lincoln), will strengthen Beermann Plaza's role:

- **As a focal point.** Increased density through infill development will enhance the pedestrian flows in the area. In addition to this, the proposed bike networks along the 5th and 6th Streets will offer more opportunities for sustainable transportation.
- **As a gathering space.** Due to its proximity to historic and cultural landmarks, as well as the Main Street, the increased density and activity will offer more opportunities for events.
- **As an open space.** Proposed infill development will offer visual continuity along the streetscape, whilst the Plazas' role as an open space within the urban fabric will be enhanced.

Figure 5.2.1 (Examples of Public Space Types) provides examples of public space types.



A view toward Lincoln Museum in Lincoln Town Square. A local landmark and gathering space for Downtown Lincoln



Example of Privately-Owned Public Open Space (POPO) at the corner of Lincoln Boulevard and Gateway Drive

Privately-Owned Public Open Space

Privately-owned public open spaces (POPOS) play an important role in downtown communities, as they contribute to the overall public amenity of the area, whilst offering high quality spaces within developments.

The plaza at the corner of Lincoln Boulevard and Gateway Drive is an example of POPOS located within a mixed use development benefiting the wider community as well.

Figure 5.2.1. Examples of Public Space Types



Community Garden



Greenway



Passage



Shared Street



Pocket Plaza



Pocket Park



Shared Street



Playground

5.3 Streetscape

A successful streetscape

A successful future streetscape in Downtown Lincoln will be defined by clear, welcoming entryways and a public realm that encourages social interaction, comfort, and a strong sense of place. These spaces will support everyday activity, foster community life, and contribute to a more convivial and people-centered downtown.

Building frontages play a central role in shaping this experience. They help establish the transition between the public and private realms, offering both security and a sense of openness. In addition to this, thoughtfully designed frontages also provide an indoor-outdoor space where people can pause or rest.

Building frontages are important to ensure a cohesive and visually engaging downtown environment, and to guide the form and character of future development. Frontage types establish predictable patterns that enhance the streetscape while allowing for variety and architectural expression.



Continuous frontages with minimum setback variations and quick transition from public to private realm due to smaller (or no) setbacks

5.4 Public Art

A Creative and Cultural Downtown

A strong and visible commitment to arts and culture will be a defining element of Downtown Lincoln's identity. New development should contribute to an environment where public art, performance, and creative expression are integrated into the public realm, reinforcing Lincoln's aspiration to function as a regional arts hub.

Architectural design and site planning should be guided by principles that encourage visually engaging façades, inviting public spaces, and opportunities for artistic expression through murals, sculpture, theatre, music, and other cultural installations.

By embedding art into buildings, streetscapes, plazas, and parks, the Downtown Master Plan (DMP) strengthens a welcoming and memorable public realm that reflects community identity, celebrates local culture, and brings creativity into everyday spaces. In line with Lincoln's Art in Public Places program, this approach supports artworks that create meaningful experiences throughout the downtown.





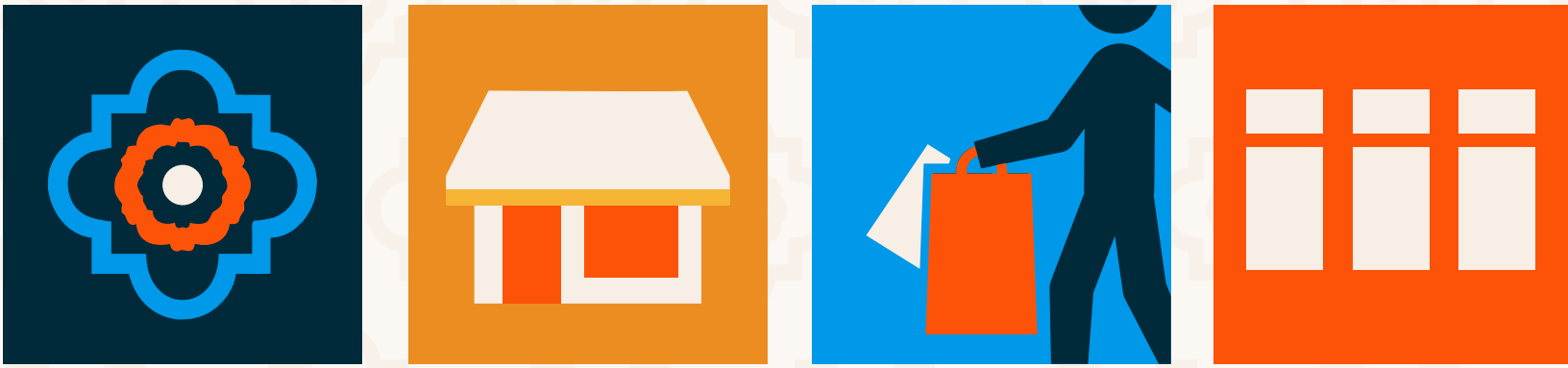
Examples of incorporating art into public spaces (Top image: San Luis Obispo, Bottom image: Sebastopol)

Chapter 6. **Infrastructure + Utilities**

6.1 Infrastructure Readiness for Infill Development 67

6.2 Water, Sewer + Storm Drainage 68

6.3 Roadway Pavement 75



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6.1 Infrastructure Readiness for Infill Development

Infill development — building on smaller, existing lots within a city — often runs into problems with old or undersized infrastructure like sewer pipes, stormwater drains, and roads. This creates two distinct problems: cost and uncertainty.

Infill development — building on smaller, existing lots within a city — often runs into problems with old or undersized infrastructure like sewer pipes, stormwater drains, and roads. This creates two distinct problems:

- The first is cost. Because infill projects are usually relatively small, an unexpected infrastructure repair can be enough to sink the whole project financially. A large "greenfield" developer building on open land at the edge of town, by contrast, is working at a much bigger scale — so it's easier for them to spread the cost of extending new infrastructure across the whole project.
- The second problem is uncertainty. A greenfield developer typically installs brand-new pipes and roads, so they know exactly what they're getting. An infill developer, working with infrastructure that may be decades old, often does not know what they will find until construction starts — whether the sewer line has enough capacity, whether the pipes are in good condition, or whether there's contaminated soil that needs to be cleaned up.

This is where the public sector can help. Instead of leaving individual developers to discover and pay for these problems on their own, a city or county can invest in upgrading infrastructure across an entire district at once. Governments have financing tools that individual developers simply do not have access to — things like issuing bonds, forming special taxing districts, and applying for grants. Chapter 7 covers these options in more detail.

But before a city can use any of these tools, it first must remove the uncertainty itself. That means studying the existing infrastructure — its condition and how much capacity it has left — so everyone understands what is in the ground before making investment decisions.

These investments will ensure that downtown streets are durable, well-maintained, and aligned with the community's goals for a people-oriented environment.

6.2 Water, Sewer + Storm Drainage

A well-maintained and future-ready infrastructure network will support Downtown Lincoln as it grows and evolves.

System Upgrades

As new development brings more residents, businesses, and activity, the water and sewer system will need to be upgraded to meet long-term needs and ensure reliable service for decades to come.

Water

The future water system will prioritize upgrading undersized pipelines and strengthening core distribution routes. Key improvements will include:

- Upsizing older or undersized pipes (particularly existing 4-inch and smaller lines) to provide a minimum 8-inch diameter consistent with current best practices for fire flow and system reliability. Table 6.1.1 (Water Upgrade Cost Estimate) shows the cost estimates associated with the water system upgrades.
- Targeted upgrades near areas of significant new development, ensuring that the water system can support increased demand without compromising performance.
- Coordinated replacement schedules, aligning water pipe improvements with other capital projects to reduce disruption and maximize efficiency.

Table 6.1.1. Water Upgrade Cost Estimate

Pipe Diameter	Length (LF)	Cost
8-inch	6,005	$1,501,261
10-inch	4,543	$1,362,992
Total	**10,548**	**$2,864,253**

Table 6.1.2. Sewer Upgrade Cost Estimate

Pipe Diameter	Length (LF)	Cost
8-inch	4,640	$1,391,924
Total	**4,640**	**$1,391,924**

Sewer

To maintain long-term capacity and prevent bottlenecks, sewer infrastructure will be upgraded in areas where increased development intensity is anticipated. Future sewer improvements will include:

- Upsizing pipes near and downstream of new mixed-use and housing projects.
- Replacing pipes identified for capacity improvements within the next 0–5 years to support early phases of development. Table 6.1.2 (Sewer Upgrade Cost Estimate) shows the cost estimates associated with the sewer system upgrades.
- Coordinating sewer and water upgrades where practical to streamline construction and reduce community impacts.

Storm Drain

Future redevelopment in Downtown Lincoln will be designed to maintain or reduce overall runoff through modern stormwater strategies, in compliance with West Placer Stormwater Quality Design Manual (2018). As a result, the existing storm drain system is expected to remain adequate, with only age-related replacements required.

Table 6.1.3. Summary of Recommended Storm Drain Improvements (In-Kind Replacement)

Pipe Diameter	Length (LF)
6-inch	40
8-inch	284
10-inch	43
12-inch	7,197
15-inch	2,826
18-inch	4,999
21-inch	913
24-inch	3,752
30-inch	1,345
33-inch	680
36-inch	1,957
42-inch	748
48-inch	2,430
Total	**27,214**

Replacement Strategy

Water + Sewer

Water and sewer pipelines will follow a coordinated, long-term replacement strategy based on an assumed 80-year useful life for both systems. Each pipe's projected replacement year is calculated by adding 80 years to its installation year and is organized into 5-year planning intervals. Pipes that will be upsized earlier to accommodate future development or address capacity needs are removed from this age-based schedule, as they will already be replaced ahead of their life-cycle horizon.

Replacement cost estimates are based on pipe diameter and length, using a 50-year planning horizon consistent with the expected duration of an Enhanced Infrastructure Financing District (EIFD). Tables 6.1.4 (Water Cost Estimate) and 6.1.4 (Sewer Cost Estimate) show the projected replacement year and corresponding cost estimate for replacement for water and sewer pipelines, respectively.

This approach ensures the water and sewer systems remain reliable, resilient, and aligned with the long-term growth of Downtown Lincoln.

Storm Drainage

Storm drain infrastructure is planned around a 75-year useful life, as determined in coordination with City staff. Replacement years are projected using installation dates in the City's GIS database. Where dates are missing, assumptions are applied based on pipe material (e.g., HDPE/PVC assumed 1980; RCP assumed 1970).

Storm drain replacement needs are categorized into 5-year intervals over a 50-year period, with costs estimated based on pipe diameter and length. Table 6.1.6 (Storm Drain Cost Estimate) shows the projected replacement year and corresponding cost estimate for storm drain replacement.

Table 6.1.4. Water Cost Estimate

Replacement Year Projection (years)		Cost
0	5	$5,738,537
6	10	$542,308
11	15	-
16	20	-
21	25	-
26	30	-
31	35	$91,812
36	40	-
41	45	$175,520
46	50	$1,032,775
Total		**$7,580,953**

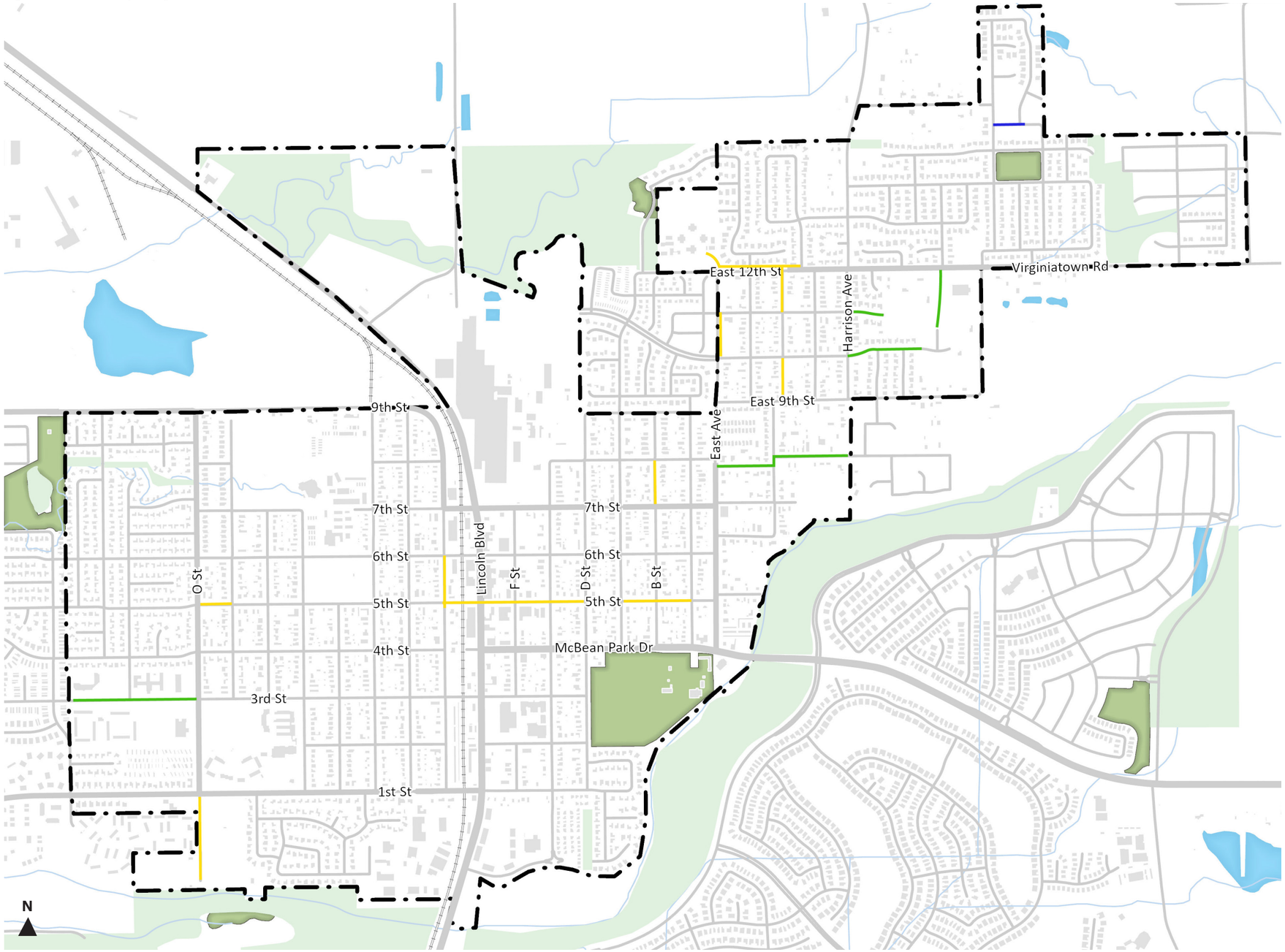
Table 6.1.5. Sewer Cost Estimate

Replacement Year Projection (years)		Cost
0	5	$3,644,069
6	10	-
11	15	$37,487
16	20	-
21	25	$98,938
26	30	-
31	35	$278,658
36	40	$62,558
41	45	$317,431
46	50	$504,470
Total		**$4,943,612**

Table 6.1.6. Storm Drain Cost Estimate

Replacement Year Projection (years)		Cost
0	5	$4,249,682
6	10	$1,149,554
11	15	$676,628
16	20	-
21	25	$72,684
26	30	$703,746
31	35	-
36	40	$815,337
41	45	$457,192
46	50	-
Total		**$8,124,823**

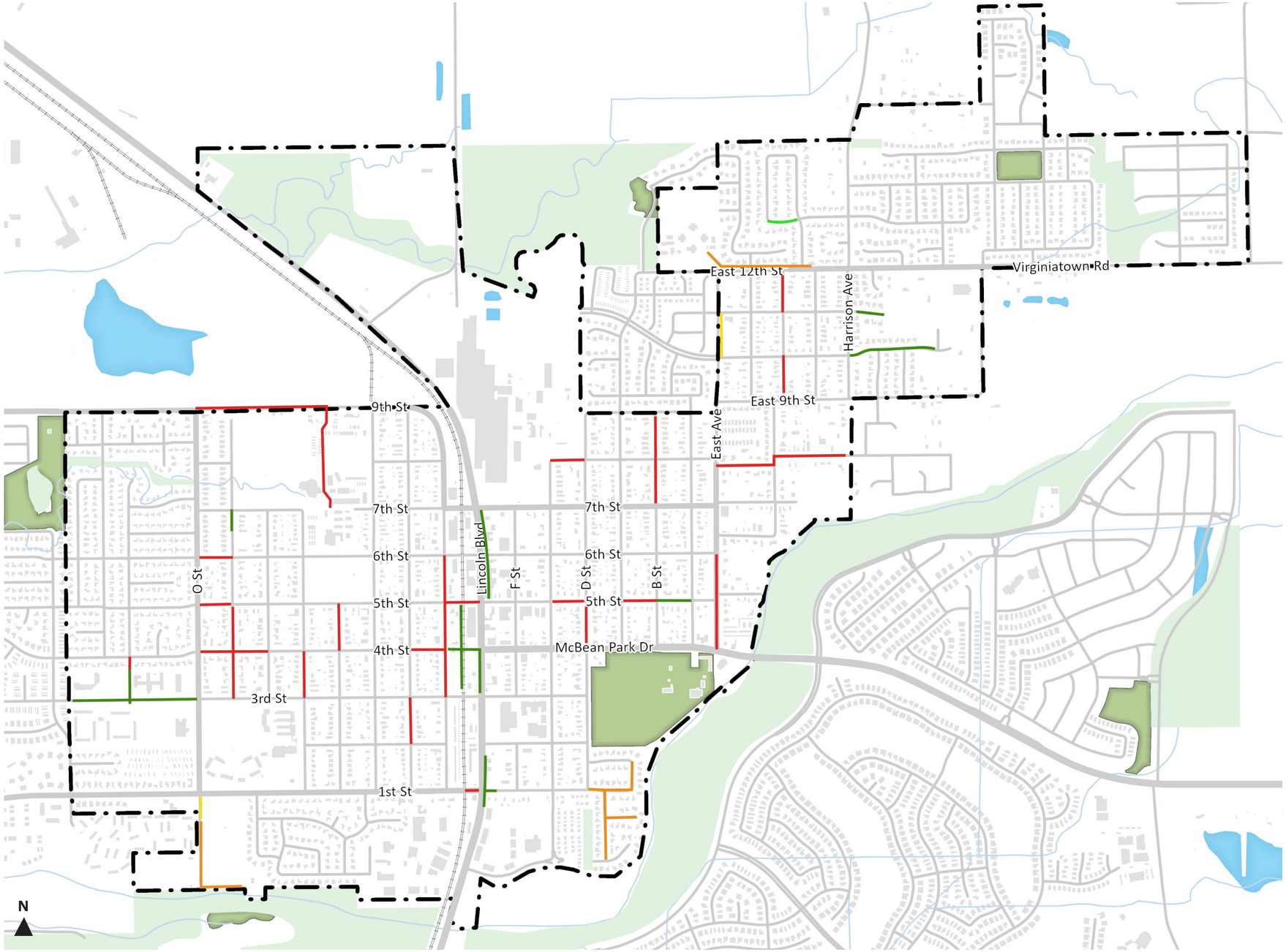
Figure 6.1.1. Water Upsizing Recommendations



Key

- Plan Area Boundary
- Water Body
- Park
- Other Open Space
- Building Footprint
- Railroad
- Major Arterial
- Collector
- Local Road
- Upsized Pipe - New Diameter
- 8''
- 10''
- 12''

Figure 6.1.2. Recommended Water Improvements



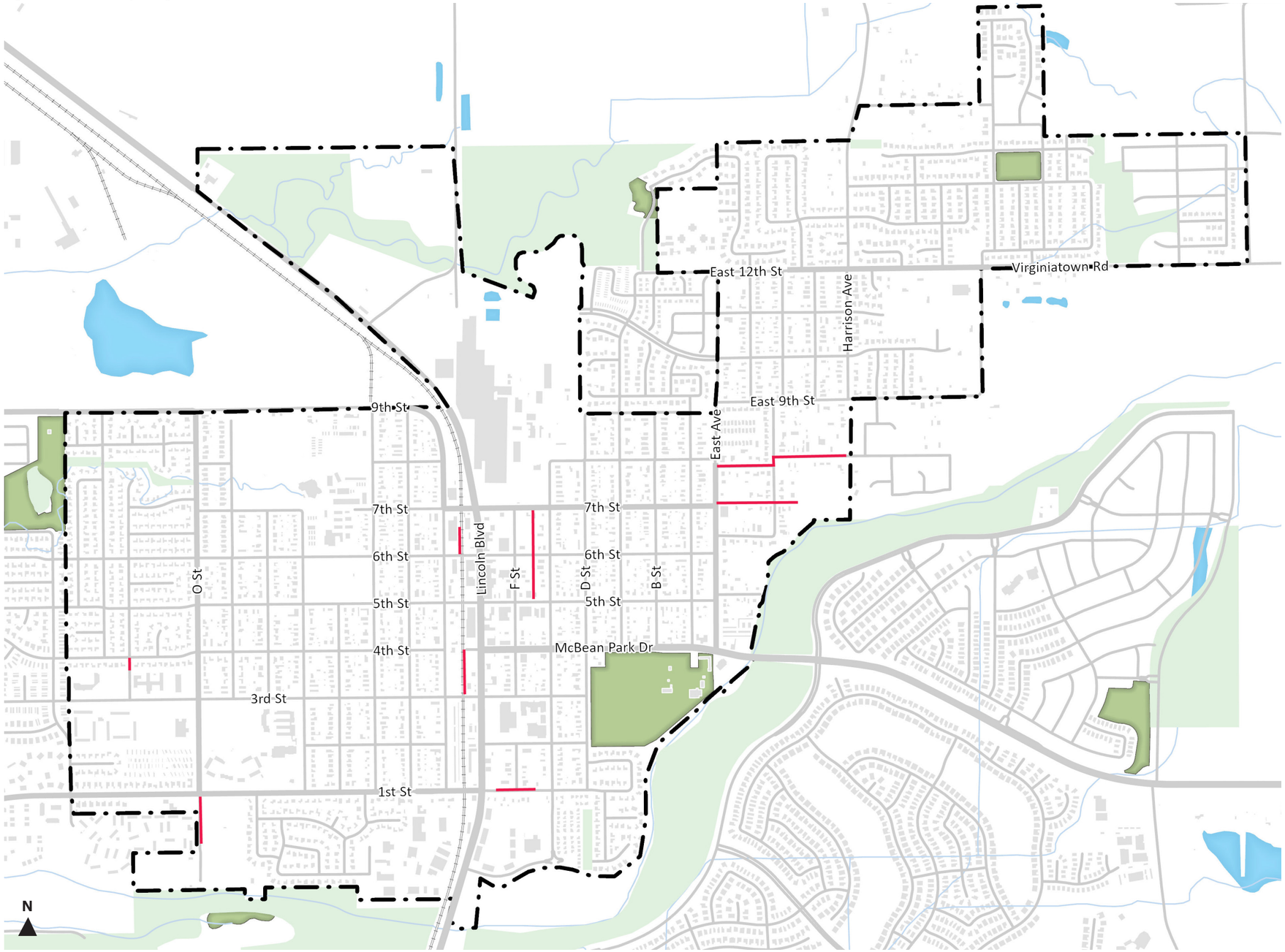
Key

- Plan Area Boundary
- Water Body
- Park
- Other Open Space
- Building Footprint
- Railroad
- Major Arterial
- Collector
- Local Road

Replacement Year Projection

- 0-5
- 6-10
- 11-15
- 16-20
- 31-35
- 36-40

Figure 6.1.3. Sewer Upsizing Recommendations



Key

- Plan Area Boundary
- Water Body
- Park
- Other Open Space
- Building Footprint
- Railroad
- Major Arterial
- Collector
- Local Road
- Proposed Upsize Pipe
- 8''

Figure 6.1.4. Recommended Sewer Improvements

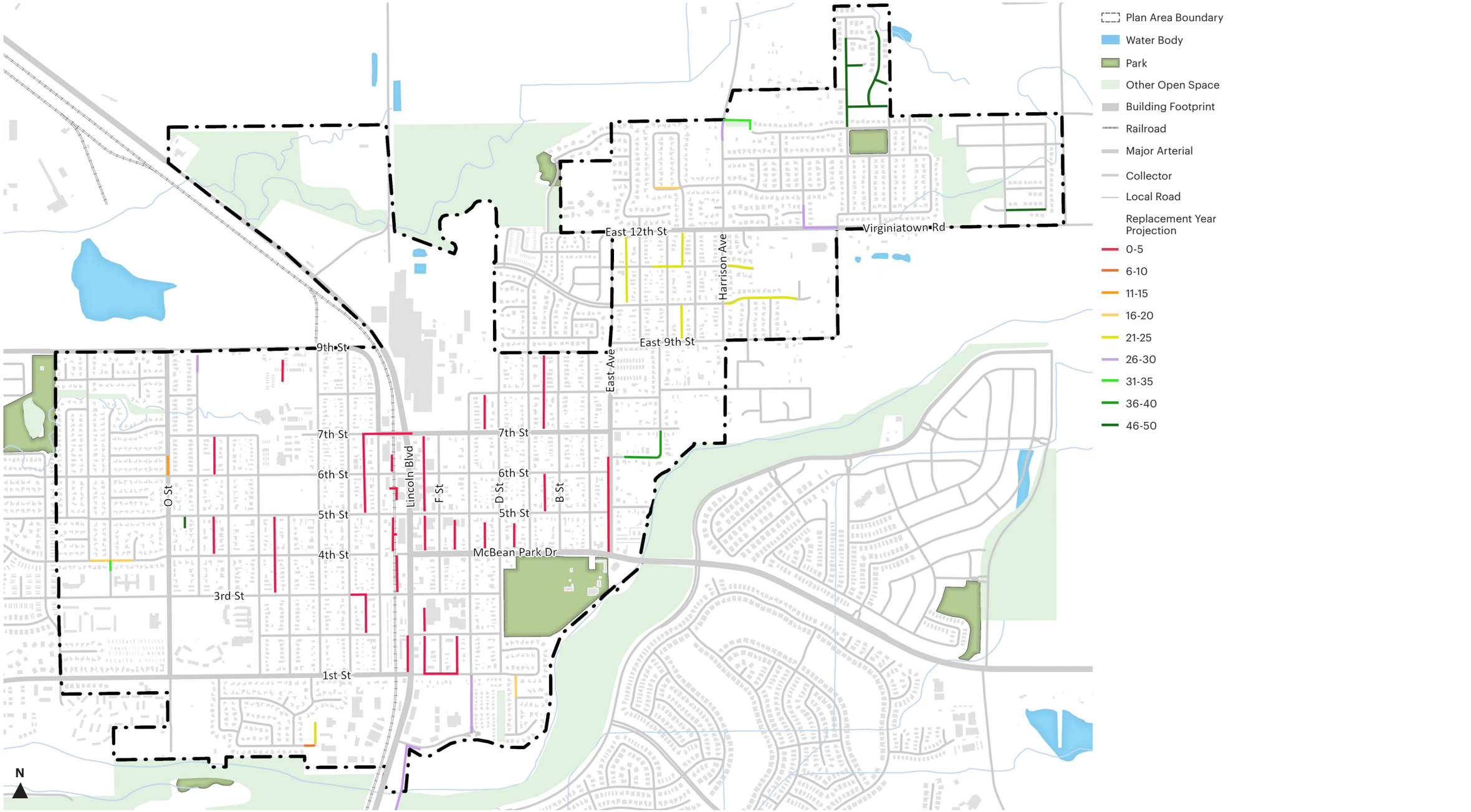
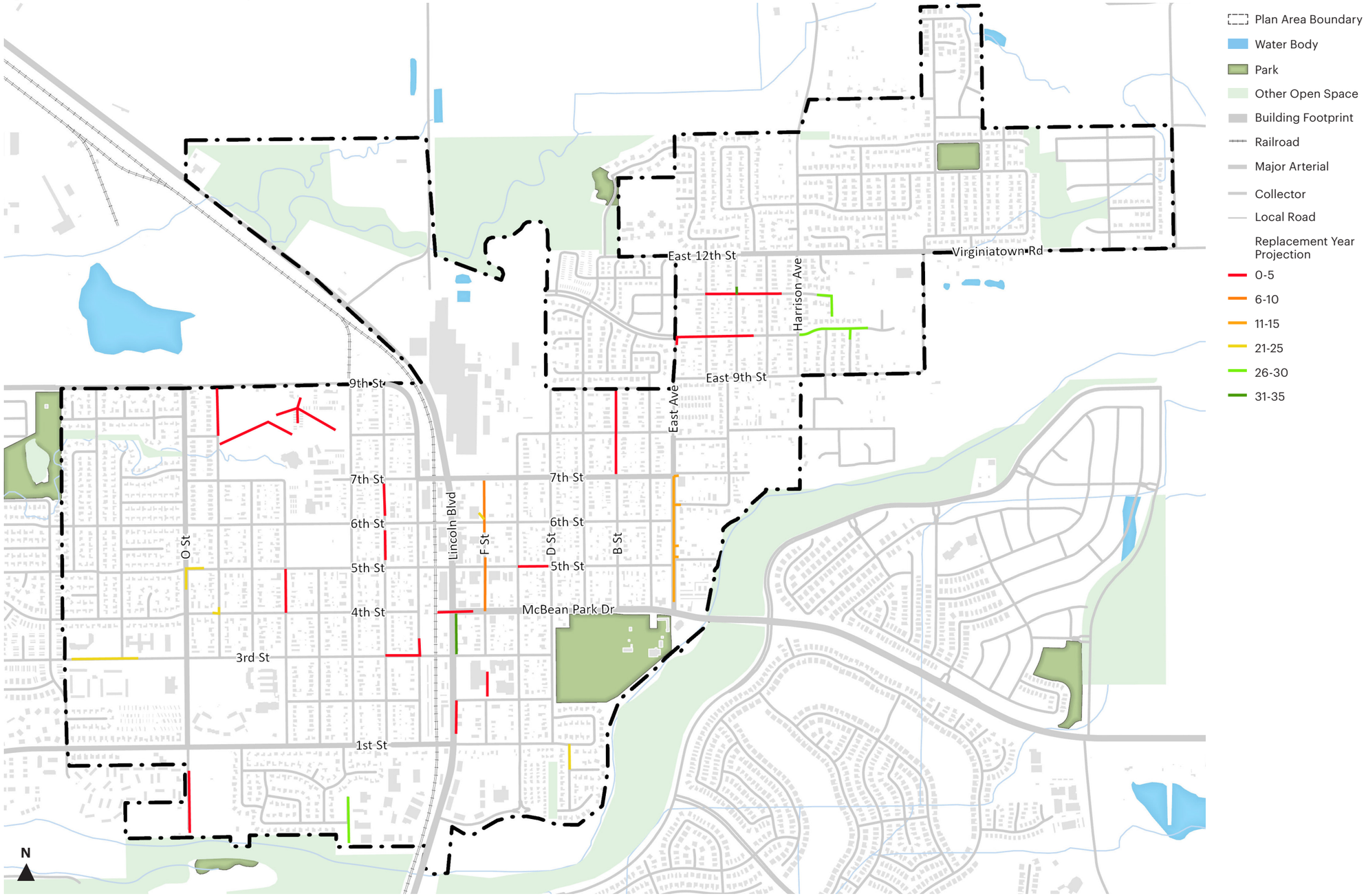


Figure 6.1.5. Recommended Storm Drain Improvements



Key

- Plan Area Boundary
- Water Body
- Park
- Other Open Space
- Building Footprint
- Railroad
- Major Arterial
- Collector
- Local Road

Replacement Year Projection

- 0-5
- 6-10
- 11-15
- 21-25
- 26-30
- 31-35

6.3 Roadway Pavement

A renewed roadway system will support Downtown Lincoln's vision for walkability, connectivity, and safe mobility.

Estimated remaining service life was estimated for each study roadway segment based on a 25-year typical life for an asphalt concrete pavement facility factored down proportionally based on the Pavement Condition Index (PCI) and observed distress type/quantity. Base on this, many road segments will need targeted improvements to maintain comfortable and safe travel conditions, shown in Figure 6.2.1 (Estimated Remaining Service Life of Pavement). Future roadway upgrades will include:

- Prioritizing repairs for segments nearing the end of their service life, particularly those currently rated Poor or Very Poor. More specifically, 34 percent of roadway segments in the Plan Area currently have a PCI designation of Poor or Very Poor (i.e., PCI is less than 50) with a service life of 8 years or less and 14 percent are currently at the end of their service life.
- Applying maintenance strategies, such as crack sealing and slurry sealing, can extend pavement life on roadways with a PCI designation of Good or Very Good (i.e., PCI is 50 or greater). In fact, sealing cracks can extend pavement life by approximately 3 to 5 years and applying a slurry seal can extend pavement life by approximately 5 to 7 years.

These investments will ensure that downtown streets are durable, well-maintained, and aligned with the community's goals for a people-oriented environment.

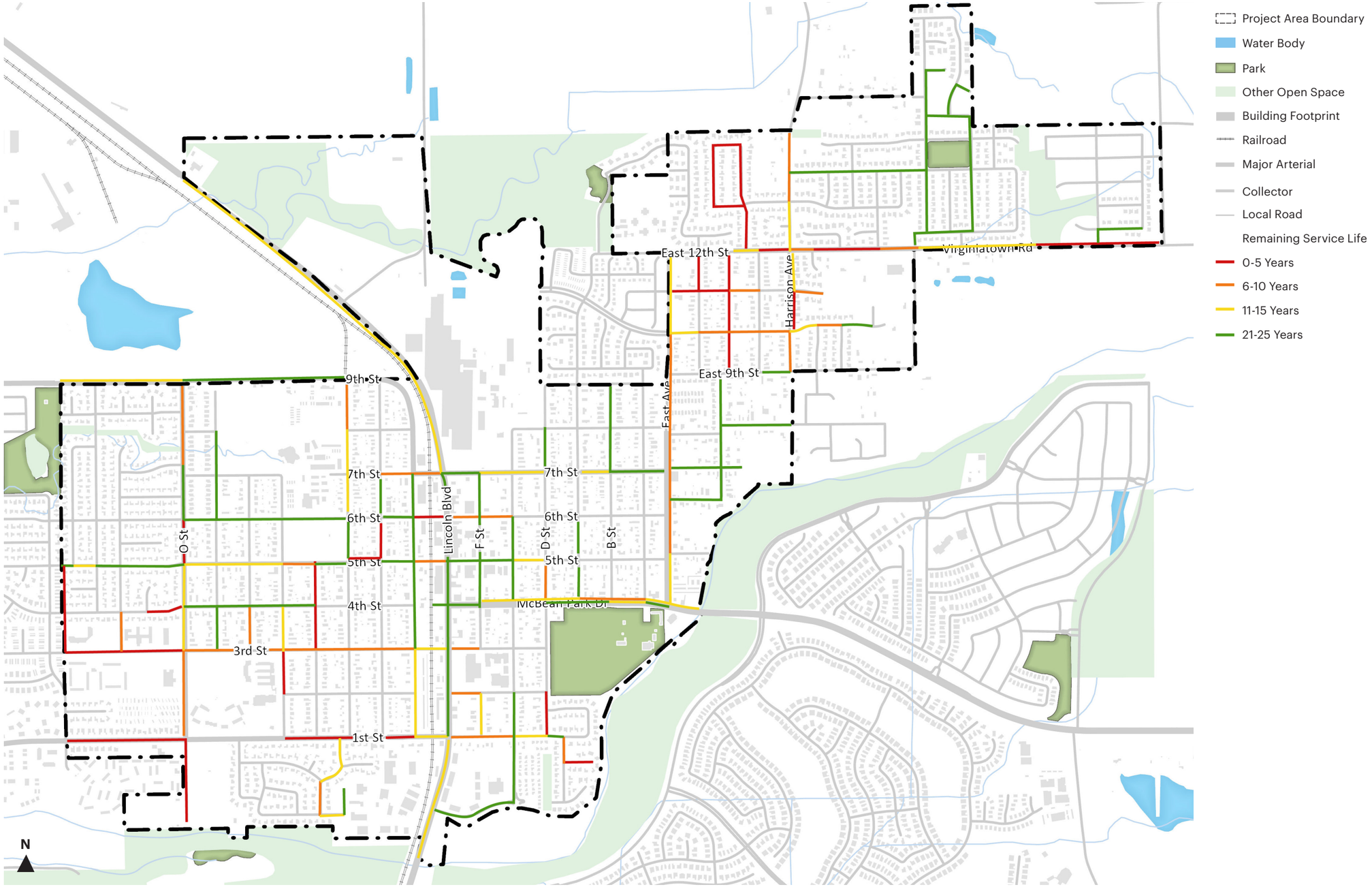
Table 6.2.1. Pavement Improvement Cost Estimate

Roadway	Treatment	Cost
Arterial/ Collector/Local	Restoration Treatment - Do Nothing	-
Arterial/ Collector/Local	Crack Treatment - Seal Cracks	$2.00
Local	Surface Treatment - Slurry Seal	$5.00
Arterial/ Collector	Surface Treatment - Microsurfacing	$6.00
Collector/Local	Cape Seal	$13.00
Arterial	2" HMA Overlay (Non-Load Related)	$31.00
Local	2" HMA Overlay	$37.00
Collector	2" HMA Overlay	$44.00
Arterial	2" HMA Overlay (Load Related)	$49.00
Local	3" HMA Overlay (Poor Conditions)	$54.00
Local	3" HMA Overlay (Very Poor Conditions)	$57.00
Collector	3" HMA Overlay	$63.00
Arterial	3" HMA Overlay	$70.00
Collector	4" HMA Overlay with 12" FDR	$75.00
Arterial	4" HMA Overlay with 12" FDR	$79.00

Table 6.2.2. Pavement Cost Estimate

Treatment Year Projection (years)		Cost
0	5	$5,946,936
6	10	$5,958,544
11	15	$2,534,368
16	20	$1,214,553
21	25	$388,997
26	30	$644,000
31	35	$644,000
36	40	$644,000
41	45	$644,000
46	50	$644,000
Total		**$19,263,398**

Figure 6.2.1. Estimated Remaining Service Life of Pavement



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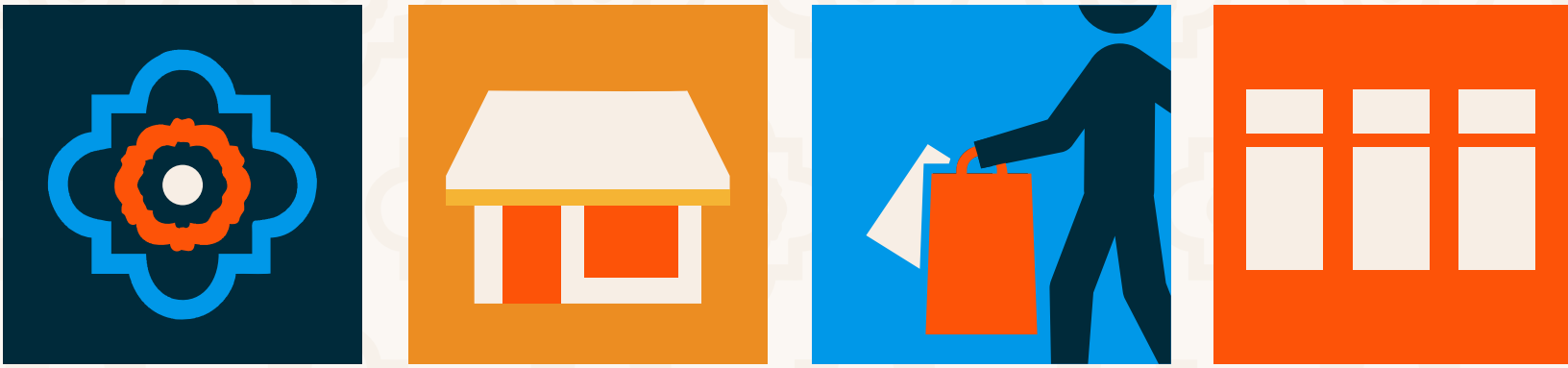
Chapter 7. **Implementation Strategy**

7.1 Catalyst Projects 80

7.2 Regulatory + Administrative Actions 81

7.3 Funding + Financing Tools 82



7.1 Catalyst Projects

Catalyst projects are essential because they deliver early, visible improvements that build momentum for Downtown Lincoln's long term-vision. By demonstrating progress quickly, they help attract investment, strengthen community confidence, and unlock future phases of development.

City-Owned Projects

Development of City-owned properties can catalyze investment and showcase the City's long-term vision for Downtown Lincoln.

Strategic redevelopment of publicly-owned parcels, such as underutilized sites, can demonstrate desired building types, land uses, and design quality while addressing community priorities such as civic spaces, neighborhood-serving amenities, housing and parking.

By initiating projects on City-owned land, the City can help set market expectations, reduce development risk, and stimulate reinvestment in Lincoln neighborhoods, ensuring that new development aligns with the Illustrative Vision and Guiding Principles of this Downtown Master Plan (DMP).

Public-Private Partnerships

Public-private partnerships can advance financially feasible development by aligning private investment with public goals. Through the use of public assets, funding tools, or regulatory flexibility, these partnerships can support projects that might not otherwise be achievable under market conditions alone. They can help deliver mixed-use development, housing, and public amenities while ensuring projects contribute positively to the public realm and support downtown economic vitality.

CLOSER LOOK

Catalyst Project

- *A development project undertaken with the intention of beginning a trend of further development in a particular area, often initiated or implemented by the City with or without public-private partnerships.*

Parking Structure Opportunities in Downtown Lincoln

Structured parking can be integrated into broader development strategies where feasible in Downtown Lincoln.

Parking structures should incorporate active uses, such as housing, commercial space, or civic uses, to ensure they contribute positively to the streetscape and pedestrian experience. Locating parking behind occupied space can minimize visual impacts and reinforce a vibrant, human-scaled public realm.

As illustrated in Chapter 1 (Section 1.4 Conceptual Visualizations), Opportunity Site 1 demonstrates how this approach can advance the community's vision. Located at the intersection of Lincoln Boulevard and McBean Park Drive, this site proposes a new mixed-use building and a parking structure with ground-floor retail/restaurants. By enabling shared parking, the parking structure could also unlock additional housing opportunities nearby. Taken together, these elements suggest a strong opportunity for a public-private partnership.

Public Art and Placemaking

Consistent with Lincoln's established Art in Public Places program, the DMP supports continued integration of public art as a means of enhancing downtown's cultural identity and strengthening the public realm. By advancing this program, the City not only reinforces its commitment to artistic expression but also lays the groundwork for future public spaces. Strategic placement of artworks can serve as early activation points, testing community interest, encouraging gathering, and informing where more permanent public spaces may emerge over time.

7.2 Regulatory + Administrative Tools

Regulatory and administrative tools provide the formal mechanisms needed to translate the Lincoln Downtown Master Plan into day to day decision making. These tools ensure that the plan's vision is consistently applied over time, as market conditions, leadership, and community needs evolve. Together, they help create a predictable framework that guides private development, supports public investment, and reinforces the long term goals for Downtown Lincoln.

Downtown Objective Design and Development Standards (ODDS)

The ODDS provides the form-based standards that shape the character and quality of new development. Building on the vision of the Lincoln Downtown Master Plan and the structure established by the Regulating Plan, these standards govern how buildings and sites are designed.

These standards address elements such as building placement and orientation, building form and height, parking and pedestrian access, open space, landscaping and lighting, screening, and ground surface treatments, as well as building types that regulate building size, scale, massing, and the relationship between main building volumes and wings. The standards also regulate building entry types, the dimensions and configuration of open space within a parcel, and architectural features including façade composition, building articulation, window design, roof form, materials, and exterior finishes. For larger development sites, the standards also establish requirements for the design and arrangement of blocks, streets, open space networks and types, and street typologies. By establishing clear, objective requirements, the ODDS ensure that new development supports walkability and the desired urban form and meets infrastructure and safety considerations.

The ODDS are optional and applicants may continue to use the base zones (e.g., Medium Density Residential MDR) for new development.

Regulating Plan

The Regulating Plan defines the hierarchy of physical environments within the Plan Area. Through the designation of transect zones, the Regulating Plan provides the spatial and organizational structure needed to translate Lincoln Downtown Master Plan's vision into a physical framework. These zones guide the form and character of development and ensures that growth aligns with the desired urban pattern.

7.3 Funding + Financing Tools

As discussed in Chapter 6 (Infrastructure and Utilities), infill development in Downtown Lincoln poses two related challenges: the cost individual projects face when retrofitting aging infrastructure, and the uncertainty that comes with not knowing the condition of that infrastructure ahead of time. The public sector can help address both by assessing and investing in infrastructure improvements at the district scale, using financing tools that individual developers don't have access to. This section describes four such tools — Community Revitalization and Investment Authorities (CRIAs), Business Improvement Districts (BIDs), Property-Based Business Improvement Districts (PBIDs), and Enhanced Infrastructure Financing Districts (EIFDs).

Community Revitalization and Investment Authority (CRIA)

A CRIA is a tax increment financing district aimed at funding affordable housing and other infrastructure improvements. Forming one requires a formal designation of "disadvantaged community" status so CRIAs come with more restrictive eligibility criteria and heavier administrative and reporting burdens than the other tools described here.

Business Improvement District (BID)

A BID is an assessment district formed by businesses in a defined area to fund shared services and improvements — security, maintenance, streetscape upkeep, marketing — that support the district's economic vitality. Since BIDs are funded by assessments on business owners rather than property tax revenue, they're generally faster and simpler to set up than other value capture districts, though they tend to generate less funding overall.

Property-Based Business Improvement District (PBID)

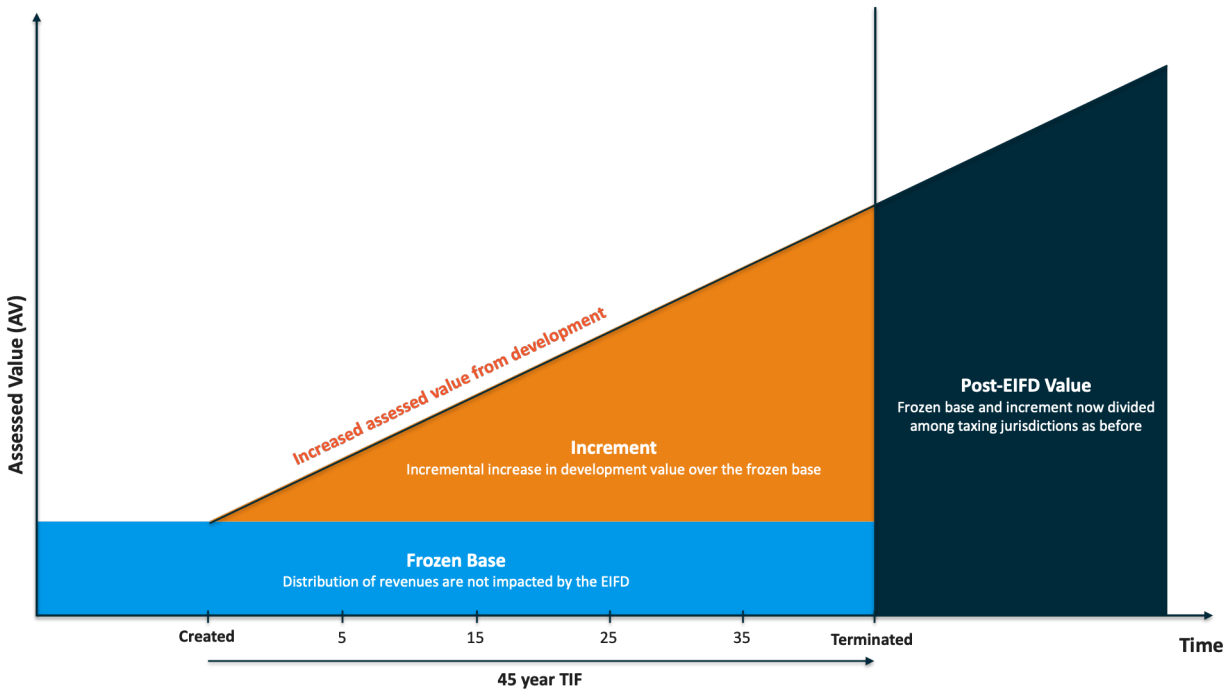
A PBID works much like a BID, but funded by property owners instead of businesses. As with a BID, funding isn't tied to property tax revenue, and the resulting pool of money is typically smaller than what a tax increment financing district could generate. Property owners decide what the assessment pays for, providing a direct benefit to those funding the district.

Enhanced Infrastructure Financing District (EIFD)

An EIFD is a form of value capture available to California cities and counties. When one is established, the assessed value of properties within the district is frozen at its current level. As development occurs and property values rise, the resulting growth in tax revenue — the "tax increment" — is redirected into a separate fund to pay for public improvements, rather than distributed to the taxing agencies that would otherwise receive it.

Two features are worth noting. First, an EIFD doesn't create a new tax or raise existing rates — it redirects future revenue growth that wouldn't exist without the development the district supports. Second, participation by other taxing entities, such as the County, is voluntary; each one decides independently whether to contribute its share of future tax increment. State law bars school and community college districts from participating.

Redirected revenue can be spent on a pay-as-you-go basis as it accumulates, or used to support bond issuance, letting a jurisdiction borrow against anticipated future revenue to fund larger improvements sooner. EIFDs can fund a wide range of capital improvements — roads, water and sewer infrastructure, parks, affordable housing — and can operate for up to 45 years from the date bonds or other debt are first issued.



EIFD Case Study: Downtown Lincoln

Of all the mechanisms discussed above, an EIFD has the greatest potential to help Lincoln overcome the infrastructure challenges discussed in Chapter 6 (Infrastructure and Utilities). The following case study considers what it would take for an EIFD to make a meaningful impact. It uses the infrastructure conditions assessment from the previous chapter and a corresponding EIFD revenue model to explore a several funding scenarios.

Infrastructure Costs

Over a 50-year planning horizon, upgrading Downtown Lincoln's water, sewer, storm drain, and roadway infrastructure is estimated to cost approximately $44.35 million:

Table 7.3.1. Infrastructure Costs

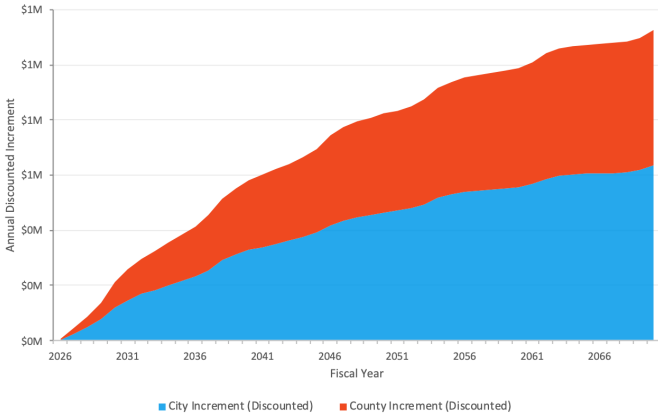
System	Estimated Cost
Water (O&M + Capital)	$10.45 million
Sewer (O&M + Capital)	$6.4 million
Storm Drain (O&M)	$8.2 million
Roads (O&M)	$19.3 million
Total	**$44.35 million**

More than 70 percent of this need falls within the first 10 years, so a pay-as-you-go approach alone likely wouldn't be enough — bond issuance would probably be needed to fund these early, high-priority repairs.

Revenue Potential

When the EIFD is established, existing value in the district is considered "frozen" meaning the revenue it generates is off limits to the EIFD. As development occurs and existing properties appreciate, that additional value or "increment" is what the EIFD potentially has access to. Potential EIFD revenue was modeled under a conservative assumption of 50 percent buildout over 45 years, with full City of Lincoln participation. This means that 100 percent of what would have gone to the City's General Fund from the increment, is now captured by the EIFD every year for 45 years. Because Placer County holds a larger share of the property tax base in this area than the City does, the County's participation has a significant effect on total revenue potential. As the Figure 7.3.1. (Discounted TIF Increment Captured, by Year - 50% County Participation) shows, even at 50 percent County participation, the County's contribution doubles the EIFD's projected revenue.

Figure 7.3.1. Discounted TIF Increment Captured, by Year - 50% County Participation



$31.8M

Key Assumptions

Scenario	**Preferred - Medium**
Buildout	**50%**
Growth curve	**Real estate cycle**
County participation	**50%**
EIFD length	**45 years**
Property value appreciation	**2.00% / yr**
Discount rate	**3.00%**

The following scenarios were run to explore what different levels of County participation would mean for the total revenue the district could generate. In the table below, County percentages represent the share of the County's AB 8 allocation of the one percent property tax (within the applicable Tax Rate Areas) contributed to the EIFD.

Table 7.3.2. Scenarios and 45-Year Discounted Revenue

Scenario	45-Year Discounted Revenue
City participates fully; County does not participate	$17.8 million
City participates fully; County contributes 10%	$20.7 million
City participates fully; County contributes 50%	$31.8 million
City participates fully; County contributes 100%	$45.6 million

Full County participation could more than double the revenue available for infrastructure improvements compared to the City acting alone.

Key Findings

Three things stand out from this analysis. First, County participation is critical to the financial viability of an EIFD in Downtown Lincoln. Without it, the district is unlikely to generate enough revenue to cover the full cost of needed improvements. Second, the outcome depends heavily on how successful infill development turns out to be. Unlike a single master-planned project with one landowner, Downtown Lincoln involves thousands of individual property owners whose redevelopment timelines can't be predicted with much certainty; the estimates here are intentionally conservative, and stronger-than-expected development could generate meaningfully more revenue. Third, given how concentrated the infrastructure needs are in the district's early years, the EIFD would likely need to take on debt to cover high up-front costs rather than relying solely on revenue as it accumulates.

Steps to Establish an EIFD

Forming an EIFD typically takes 12 to 18 months and follows a defined public process:

Table 7.3.3. Steps to Establish an EIFD

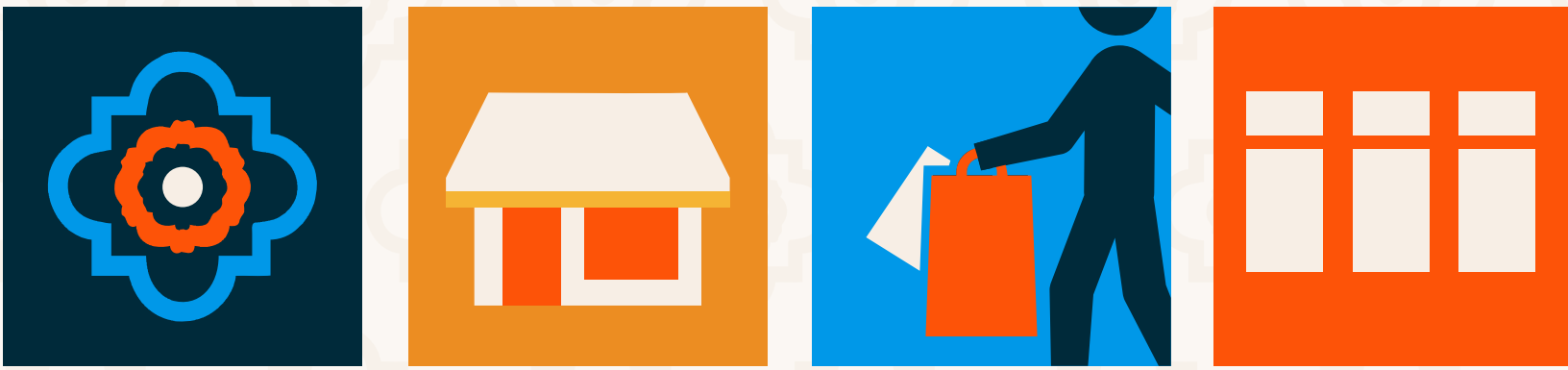
Step	Description
Evaluate Feasibility	Establish a team to determine the district boundaries, estimate future assessed values and tax increment, and identify eligible projects.
Conduct Outreach	Engage elected officials, taxing entities, residents, and property owners to explain the purpose of EIFDs.
Initiate Formal Process	Select Public Financing Authority (PFA) members, adopt a Resolution of Intention to form the EIFD, and send notices to taxing entities and property owners.
Draft Infrastructure Finance Plan (IFP)	Prepare a draft plan identifying the EIFD boundary, proposed projects, tax increment assumptions (including participating tax entities and contribution rates), and financing timeline.
Public Review and Hearings	Hold a minimum of two public hearings to present the draft IFP and determine whether there's sufficient support to form the EIFD. If less than 25 percent of eligible landowners and residents protest, the PFA can move forward to adopt the IFP; if 25–50 percent protest, an election is required; if more than 50 percent protest, the EIFD can't proceed.
Final Approval and Formation	All participating taxing entities must approve the IFP. The PFA formally adopts the plan and forms the EIFD following the second hearing or a protest election.

As this case study shows, an EIFD for Downtown Lincoln has the potential to play a major role in financing district-wide infrastructure improvements. These improvements are essential to unlocking the infill potential of downtown and surrounding neighborhoods. Were the City to move forward, next steps would include refining the cost and revenue assumptions above and proceeding through this formation process including formal outreach to Placer County, given how much its participation matters to the district's financial viability.

Appendix A
Existing Conditions

A.1 Market Conditions + Economic Profile

A.2 Infrastructure + Utilities



A.1 Market Conditions + Economic Profile



Market Conditions and Economic Profile

City of Lincoln

Downtown Lincoln
Master Plan + ODDS

City of Lincoln

OPTICOS

Downtown Lincoln as A Thriving Destination

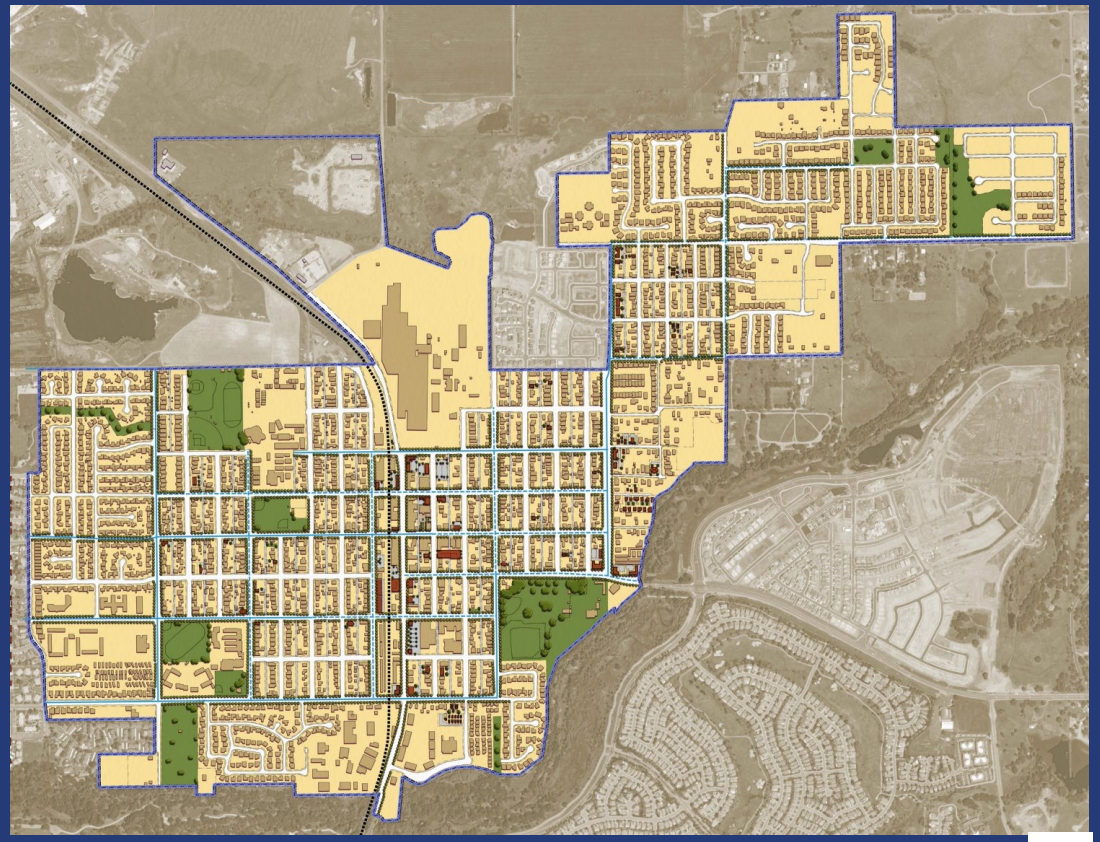
- Daily destinations
- Mix of uses
- Walkable
- SACOG "Green Zone"



What Could Be

An infill-focused vision.

- **Capacity for:**
  - **1,300 dwelling units**
  - **1.1 million sqft of commercial space**

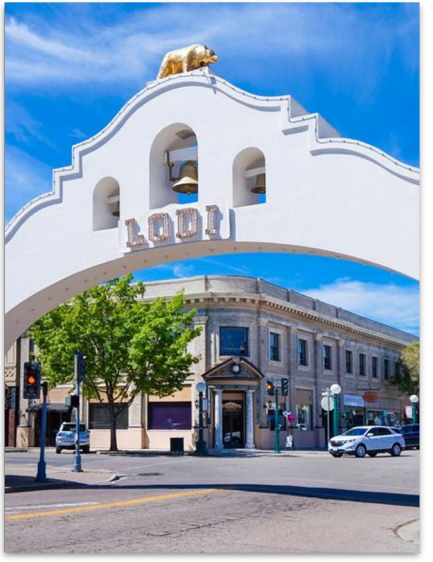


How does Downtown Lincoln compare to its peers?

Woodland, CA Pop: 61,123	Davis, CA Pop: 65,832	Lodi, CA Pop: 67,679	Lincoln, CA Pop: 54,538



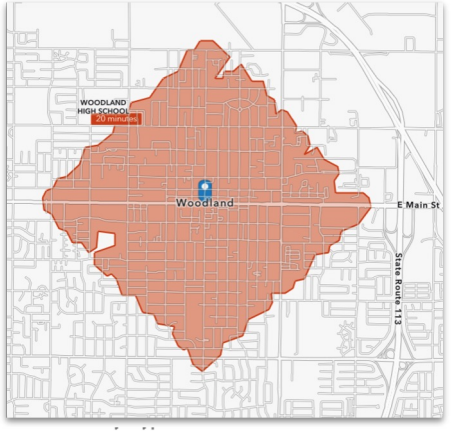






Comparing 20-minute walk sheds

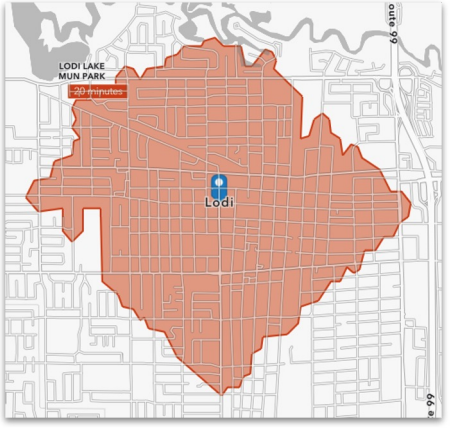
Woodland, CA



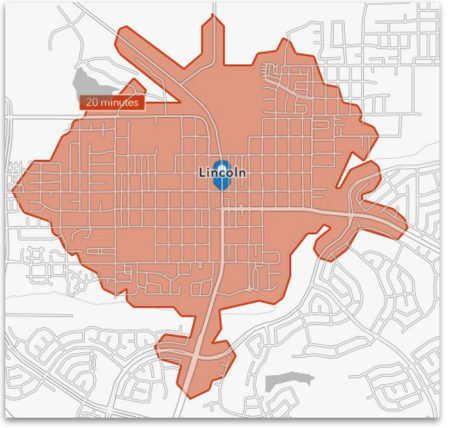
Davis, CA

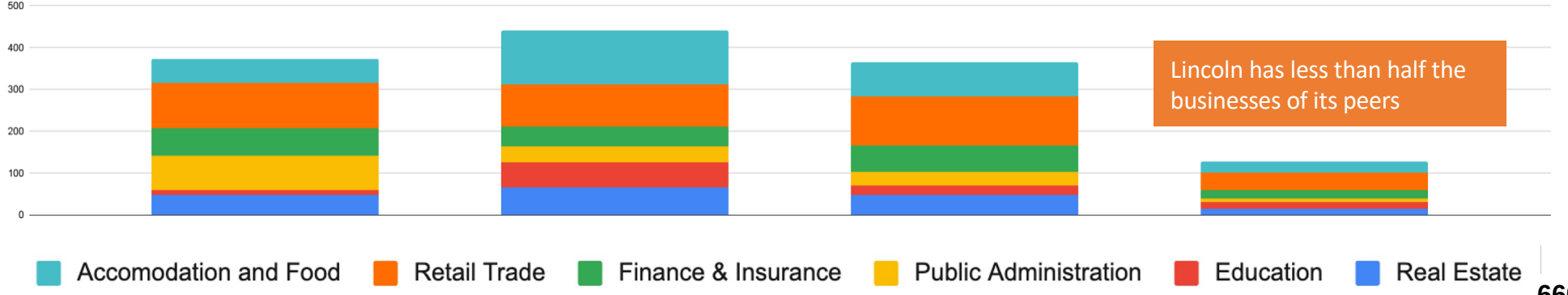


Lodi, CA



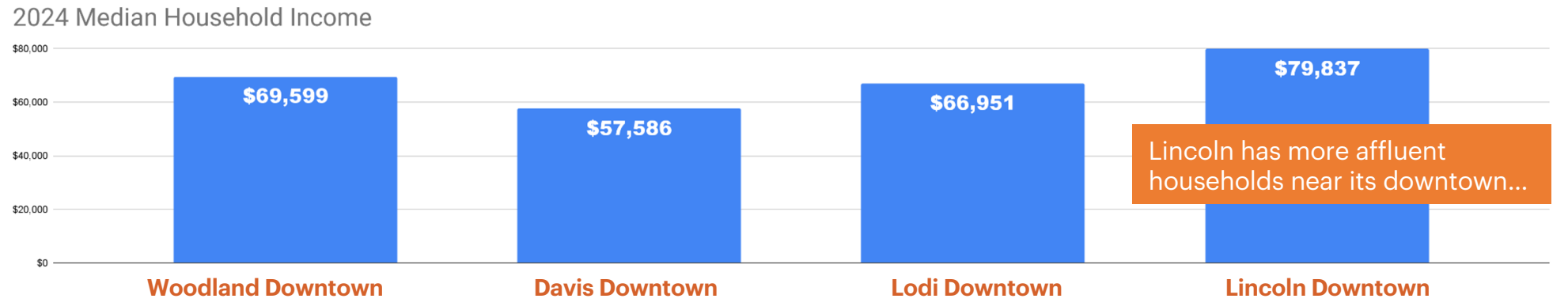
Lincoln, CA

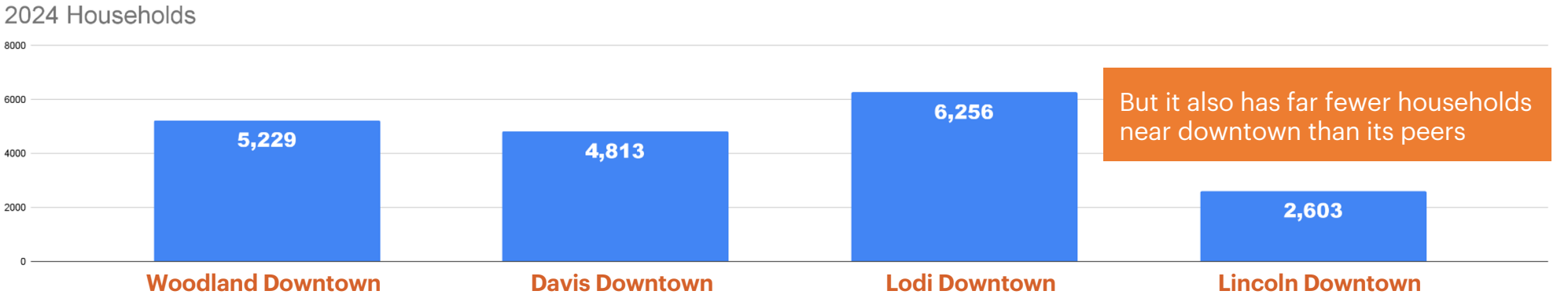




Lincoln has less than half the businesses of its peers

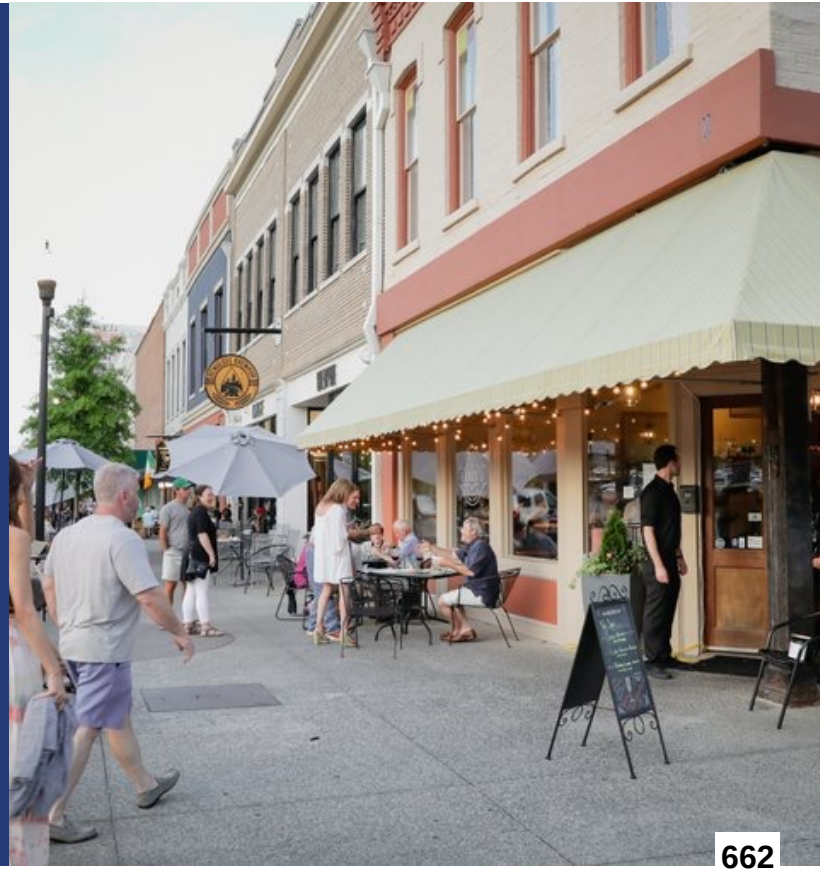
What is holding Downtown Lincoln back?





Retail follows Rooftops

- Business activity is closely related to housing
- The greater the population served by a commercial area, the more it thrives
- To become more like its peers, Lincoln needs to roughly double business activity in its Downtown
- To do so, it needs to add more socioeconomically diverse households in and around Downtown
- The key to achieving this: more attainable housing



Encouraging Infill: Regulatory Reforms



Infill Development Challenges

INFILL DEVELOPMENT



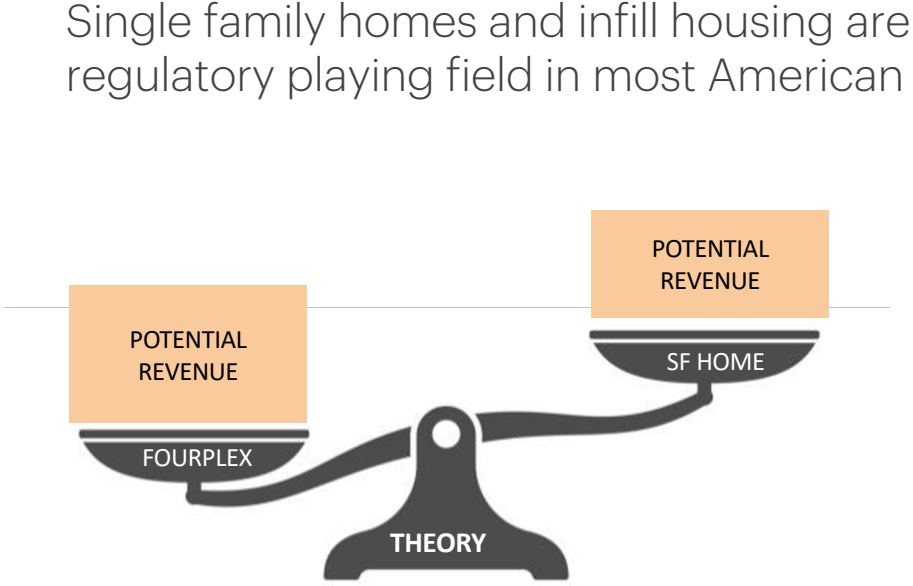


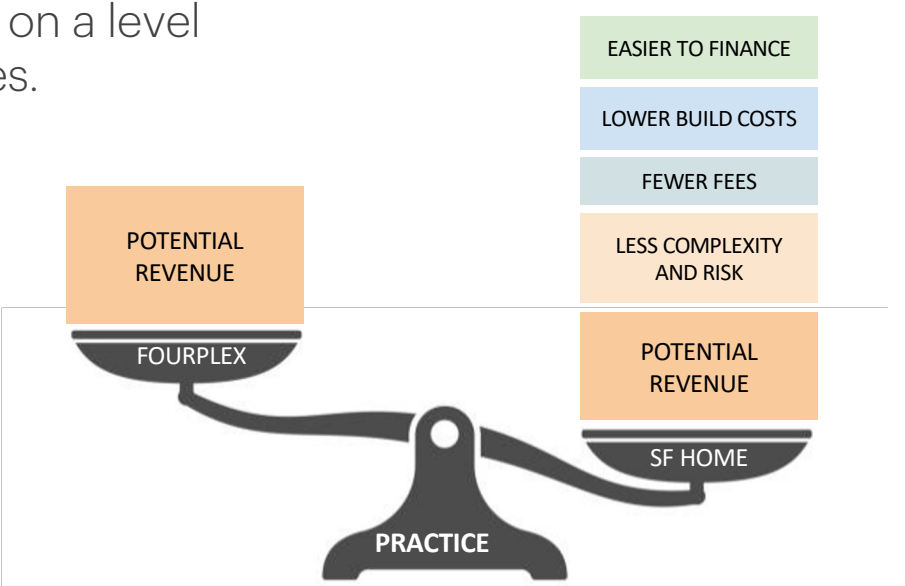
Challenges

- Financing (if no comparables)
- Regulatory (permitting, rezoning)
- Cost (infrastructure, remediation)
- Complexity of construction
- Neighborhood resistance

Don’t Just Allow, Encourage

Single family homes and infill housing are not on a level regulatory playing field in most American cities.





To truly enable infill housing requires incentives and regulations that stack the deck in favor of multi-unit development.

There are 2 Key Levers that can help

Lever 1:
Reduce parking requirements



Lever 2:
Allow more units per lot



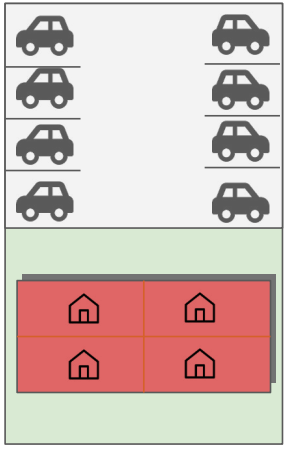
Lever 1: Reduce parking requirements

FOURPLEX

On small infill sites, parking competes with leasable area.

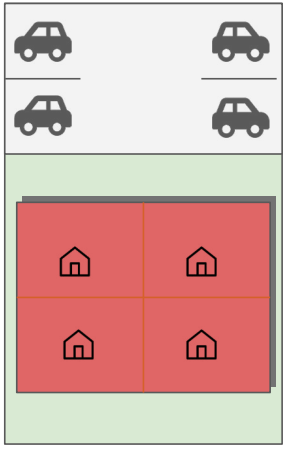
With less parking, larger units are possible leading to a more feasible project.

2 spaces/unit



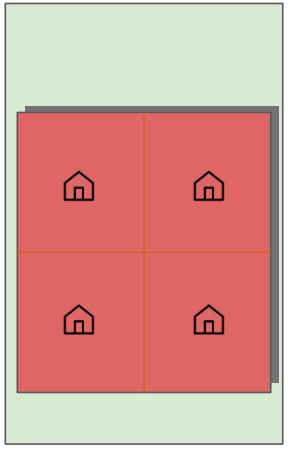
Lot Size: 5,000 SF
Avg Unit Size: 700 SF
Project Return*: **8.8%**

1 space/unit



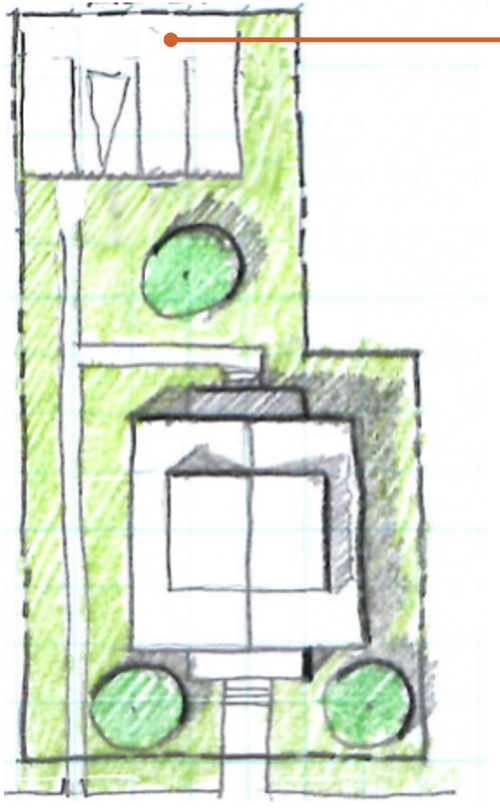
Lot Size: 5,000 SF
Avg Unit Size: 1,000 SF
Project Return: **10.5%**

0 spaces/unit



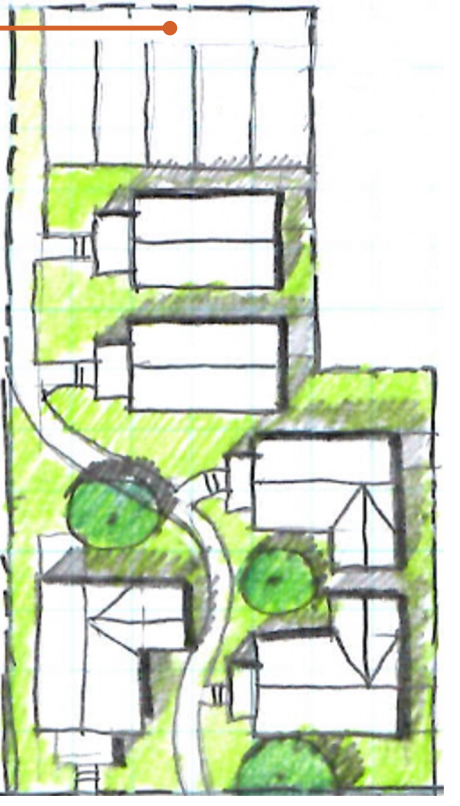
Lot Size: 5,000 SF
Avg Unit Size: 1,200 SF
Project Return: **11.3%**

Lever 2: Allow more units per lot



	Duplex	Cottage Court
Lot Size	5,500	5,500
Lot Price	$220,000	$220,000
Units	2	5
Avg. Unit Size	1,600 sqft	1,000 sqft
Rate of Return	20%	20%
Feasible Sales Price	$908,000	$440,000

Increasing density allowances on lots, allows for smaller units to be offered at lower cost

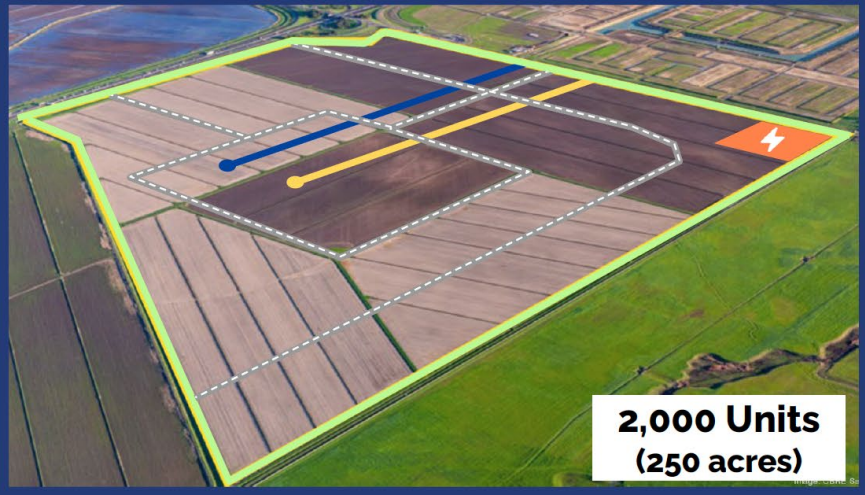


Encouraging Infill: Infrastructure



Greenfield vs Infill Development

Greenfield Development



- Impact Fees ($30M)
- Roads ($17M)
- Water Main ($4M)
- Trunk Sewer Line ($8M)
- Electric Substation ($6M)

$70.0M
$35,000/Unit
8% of Project Cost

Infill Development



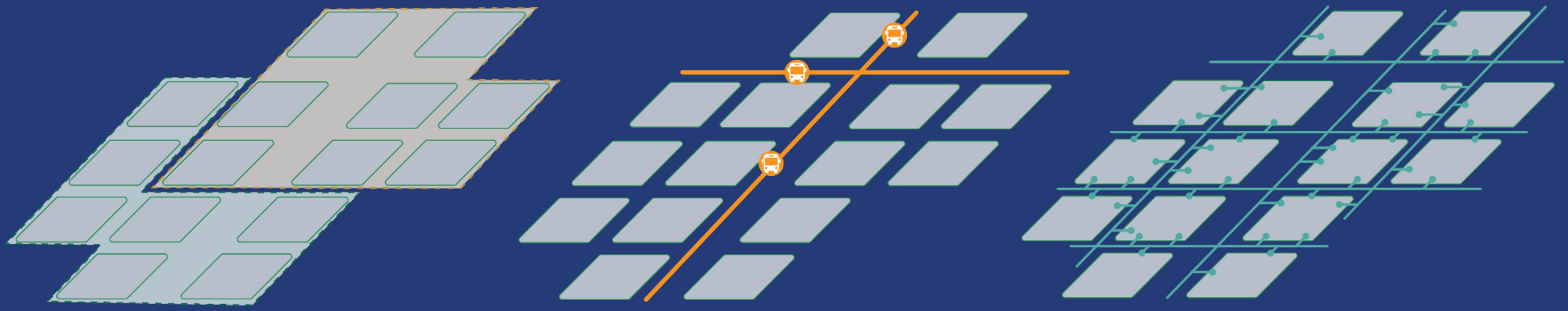
- Impact Fees ($1.8M)
- Water Main Repair ($1M)
- Sewer Rebuild ($2M)
- Undergrounding ($200K)

$5.1M
$43,000/Unit
17% of Project Cost

Unexpected Costs

The Public Sector's Role

Public Sector Investment Creates the Needed Groundwork for Growth



Land Use and Zoning

Transportation Investments

Development Infrastructure

Community Revitalization Investment Authority (CRIA)

A type of tax increment financing district

- **Increases funding for and production of affordable housing in disadvantaged communities (as well as other types of infrastructure projects)**
- **Have affordable housing set aside of 25% and power of eminent domain for 12 years**

Criteria for disadvantaged communities to qualify:



- **Areas with high unemployment or high crime rates**
- **Neighborhoods with deteriorated infrastructure**
- **Areas with significantly lower median household income**

Business Improvement District (BID)

Special assessment district established by local businesses and property owners

- Funds services, projects, and activities that improve the overall viability of business districts
- Funded through assessments levied on businesses in the district
- Results in higher property values, occupancies and sales

Services can include:



- Economic development
- Parking or transportation management
- Infrastructure maintenance and security
- Beautification and cleanliness of streets
- Capital improvements
- Marketing, promotion, business attraction
- Sponsoring special events

Property-Based Business Improvement District (PBID)

Similar to a BID, but funded by property owners rather than businesses

- Funded by assessments on property ownership rather than businesses
- Services chosen by property owners to provide direct benefits to those who pay into the PBID
- Results in higher property values and sales volumes

Services provided are similar to BID:

- Maintenance and security
- Parking or transportation management
- Beautification and cleanliness of streets
- Capital improvements
- Marketing, promotion, business attraction

Enhanced Infrastructure Financing District (EIFD)

A unique California form of tax increment financing (TIF) that cities and counties can utilize to help fund a wide range of development projects

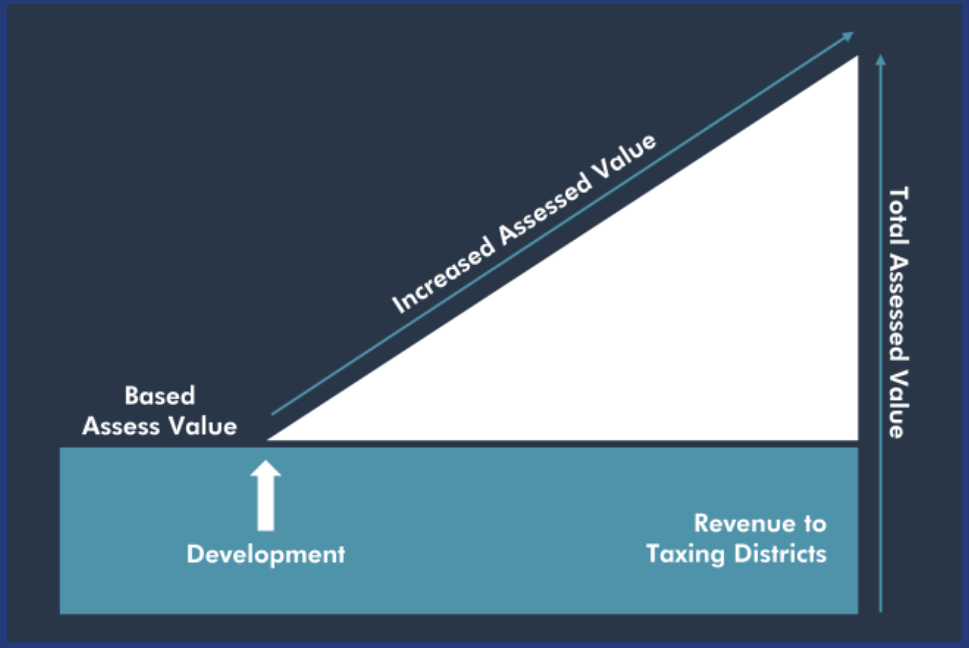
- Does not increase taxes, but changes where revenue is allocated
- Participation of other taxing jurisdictions is optional
- Can be used to finance bonds and pay for investments up-front

Can be used to fund:



- Community-serving infrastructure capital and maintenance costs
- Climate change adaptation projects
- Parks and recreation facilities
- Childcare facilities
- Affordable housing

How does and EIFD raise revenue?



EIFDs do not create a new tax. They lock in the existing revenue that taxing jurisdictions receive and divert future revenue increases to be invested in a defined area, the EIFD boundary.

What are the limitations on EIFDs?

- Taxing jurisdictions must opt-in (cannot be compelled to participate)
- School and community college districts cannot participate
- Housing funded by the EIFD must be affordable
- Maximum term is 45 years from first bond issuance
- Robust Community Engagement Process to form an EIFD, takes on average 12-18 months

EIFD Revenue Model

Vision Buildout Assumptions



Added Assessed Value



Absorption Assumptions



Captured Revenue



EIFD Revenue Model

Assumptions

- 45-year horizon
- 2% annual taxable value appreciation
- 3% discount rate
- Adjustable buildout percentage (50% baseline assumption)
- Adjustable City and County participation
- Adjustable absorption assumptions

Infrastructure Cost Estimates

Cost of improvements (rounded) over 50-year planning horizon:

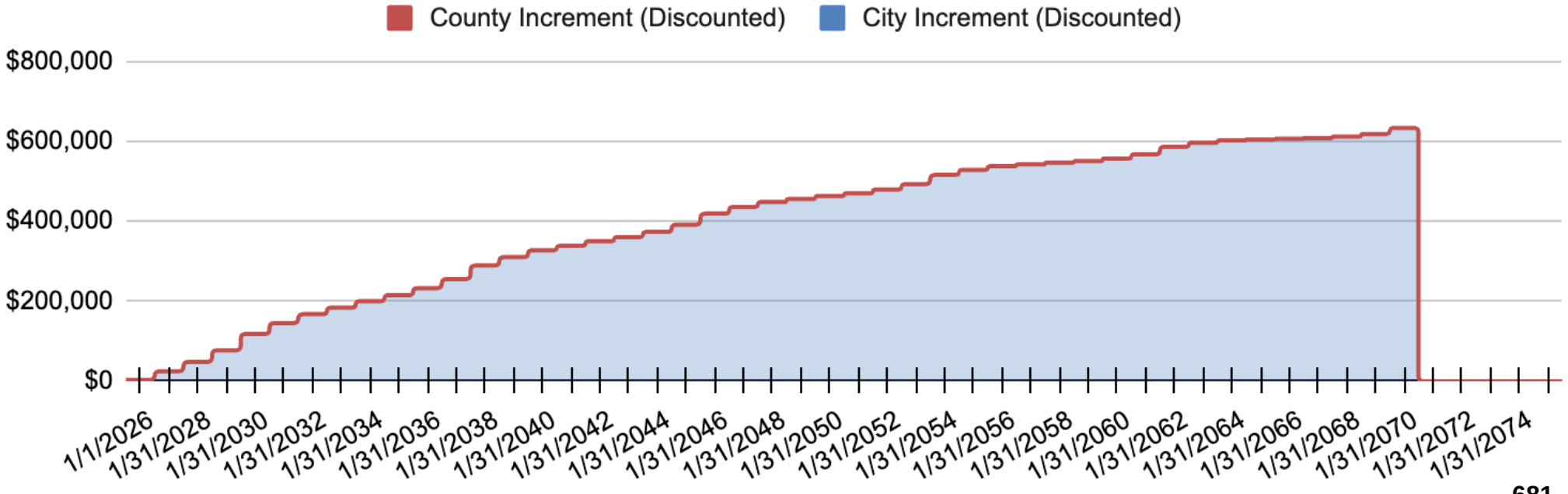
- Water - $10,450,000
- Sewer - $6,400,000
- Storm - $8,200,000
- Roads - $19,300,000
- TOTAL - $44,350,000

EIFD Revenue Model (50% Buildout)

City of Lincoln Participation: 100%

Placer County Participation: 0%

45-Year Discounted Revenue: 17.8M

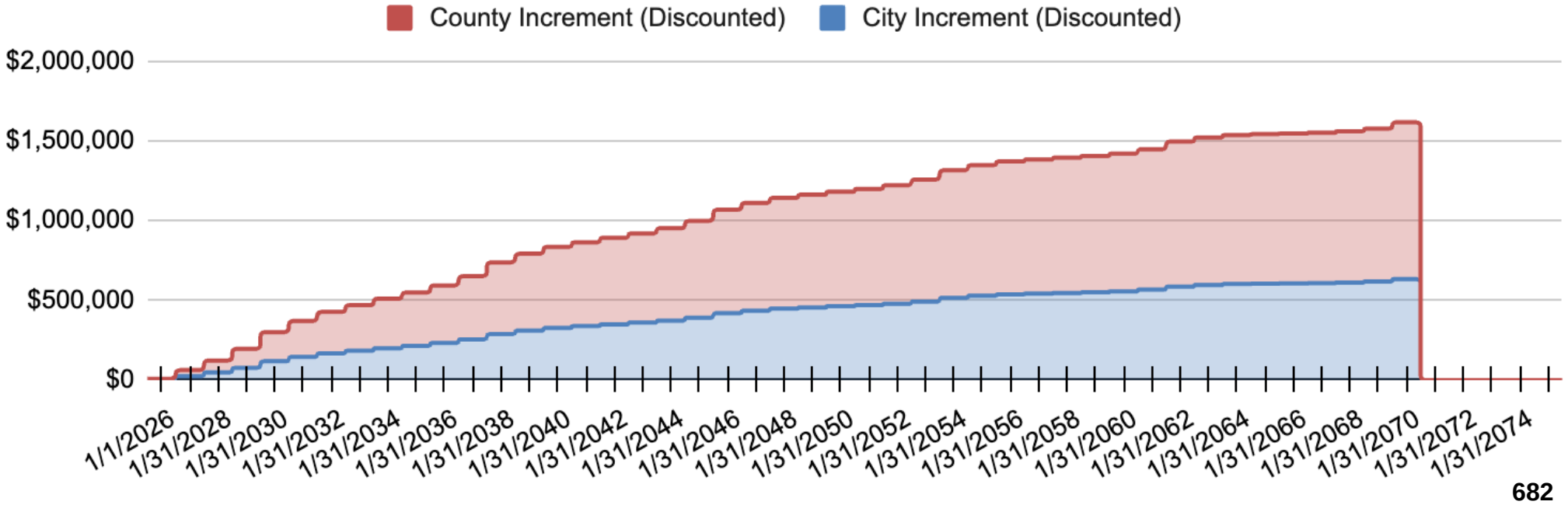


EIFD Revenue Model (50% Buildout)

City of Lincoln Participation: 100%

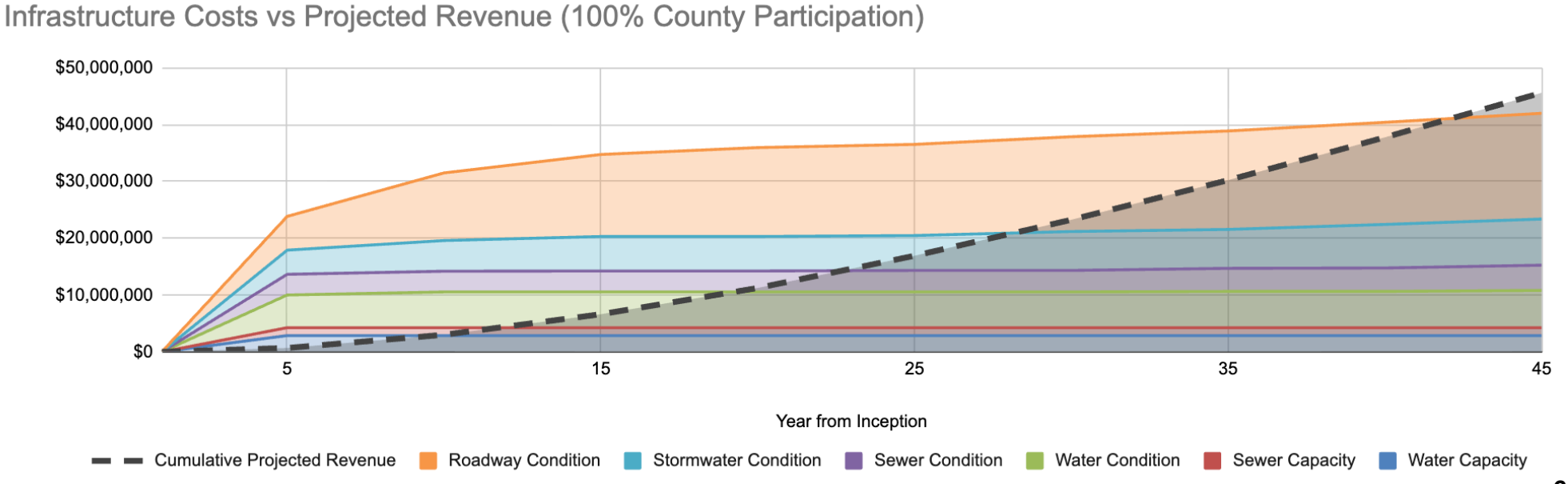
Placer County Participation: 100%

45-Year Discounted Revenue: 45.6M



Pay-Go vs Bond

- **Over 70% of infrastructure improvements are needed within 10 years.**
- **Revenue builds slowly, bond issuance likely needed**



Key Findings and Next Steps

Findings:

- County participation is critical
- Outcome is reliant on the success of infill development – lots of uncertainty
- EIFD would need to take on debt to pay for high up-front costs

Potential Next Steps:

- Refine analysis and assumptions, identify other funding sources, and refine projects
- Conduct outreach (property owners and elected officials)
- Establish a public financing authority (PFA)
- Develop an infrastructure financing plan (IFP)
- Public notice and public hearings
- Other taxing jurisdictions approve

Encouraging Infill: Making it Attainable



Defining "Attainability"

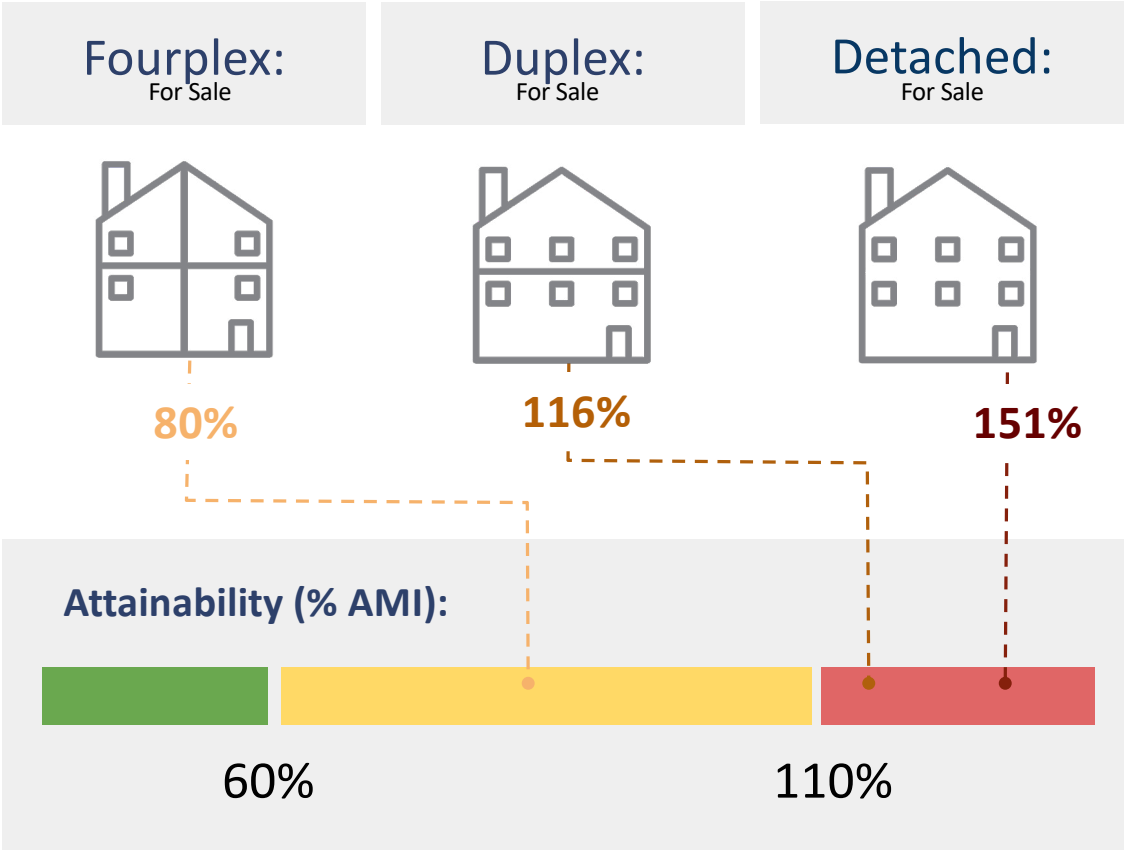
Housing that is "attainable" for a certain income group means it is affordable to own or rent without spending more than 30% of one's income on rent or a mortgage payment.

Middle-income households, are those earning between 60% and 110% of area median income (AMI), adjusted for family size.



Sacramento-Roseville-Arden-Arcade, CA HUD Metro FMR Area for a 4-Person Household FY 2024 Income Limits Summary

Attainability of Different Housing Types



Most of the for-sale housing available in Lincoln today is far out of reach for the region's workforce.

More compact housing could create new opportunities for middle income earners.

Housing for More Socioeconomic Diversity

Compact housing types are more attainable than detached homes and provide housing at a cost near 30% of income.

	Teacher	Police Officer	Lawyer
			
Annual Income	$65,420	$109,600	$177,160
Detached Home Cost Burden	65%	49%	30%
Duplex Cost Burden	50%	38%	23%
Fourplex Cost Burden	31%	23%	14%


Downtown Lincoln
Master Plan + ODDS

A.2 Infrastructure + Utilities

Technical Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

Date: October 2, 2026

Subject: Downtown Lincoln Infrastructure Analysis Summary

INTRODUCTION

This Technical Memorandum (TM) summarizes the desktop level analysis performed by Wood Rodgers for the Downtown Master Plan. The analysis examined capacity and condition for existing water, sewer, storm drain, and roadway infrastructure to determine where deficiencies exist or would be created by the additional demand put on each system by the Project, and provided recommendations for replacement, upsizing, and repairs including a planning level cost estimate.

METHODOLOGY

The City of Lincoln provided Wood Rodgers with Geographic Information System (GIS) files for each of the infrastructure systems which included pipe data used as basis for the condition and capacity assessment. Gaps in the GIS information were filled in based on industry standards which will be described in the following paragraphs.

Recommended projects were lumped into 5-year intervals through the 45-year planning horizon. This was used to create the cost estimate for each planning interval. It should be noted that no hydraulic or traffic modeling was performed.

Water and Sewer
Water and sewer were both analyzed for capacity and condition. For pipes with unknown installation years, age was estimated by material – PVC was assumed to have been installed in 1980, and VCP/DIP was assumed to have been installed in 1970. A useful life service of 80 years was assumed for all pipes and used to determine replacement year.

For the capacity analysis, demand and generation was calculated for proposed development parcels. The pipeline diameters along the frontage of those parcels was considered to determine whether it was reasonable to assume the increase in demand/generation would create capacity concerns. For water, all 4 and 6-inch diameter pipes were recommended to be upsized to 8 inches to meet the minimum 6-inch distribution main requirement and the recommended 8-inch minimum diameter requirement to meet fireflow. Sewer followed a similar process and all pipes near and downstream of significant development were recommended for upsizing. All replacements were assumed to occur within the 0–5-year development horizon.

Storm Drain
Storm analysis only included pipe age as the Project assumes that all development projects will be required to maintain or decrease current runoff rates. Per conversations with the City, the storm drain has not had any recent improvements; therefore, it was assumed the system has a useful life of 75 years.

Storm pipes without GIS install data were estimated based on material – HDPE/PVC lines were assumed to have been installed in 1980, and RCP lines were assumed to have been installed in 1970.

Roads
Roads were analyzed using the Pavement Condition Index (PCI) that was provided by the City in GIS format. The estimated remaining service life was estimated based on a 25-year typical life for asphalt concrete. Treatment type was determined based on the decision tree located in Appendix B of the 2021 Pavement Management Program Update Report.

EXISTING INFRASTRUCTURE

Water
Table 1 summarizes the existing water system infrastructure data shown in **Figure 1**.

Table 1 – Water Pipe Length by Diameter and Material

Diameter (inches)	Length by Material (LF)					
	CIP	ACP	DIP	PVC	SP	Total
4	1,154	449	788	1,011	-	3,401
6	1,674	6,488	55	418	-	8,634
8	-	4,346	354	9,677	-	14,377
10	-	408	52	659	-	1,118
12	-	-	885	5,162	-	6,046
14	-	1,425	1,353	820	-	3,598
18	-	-	981	-	1,332	2,313
24	-	-	-	308	-	308
					Total	**39,796**

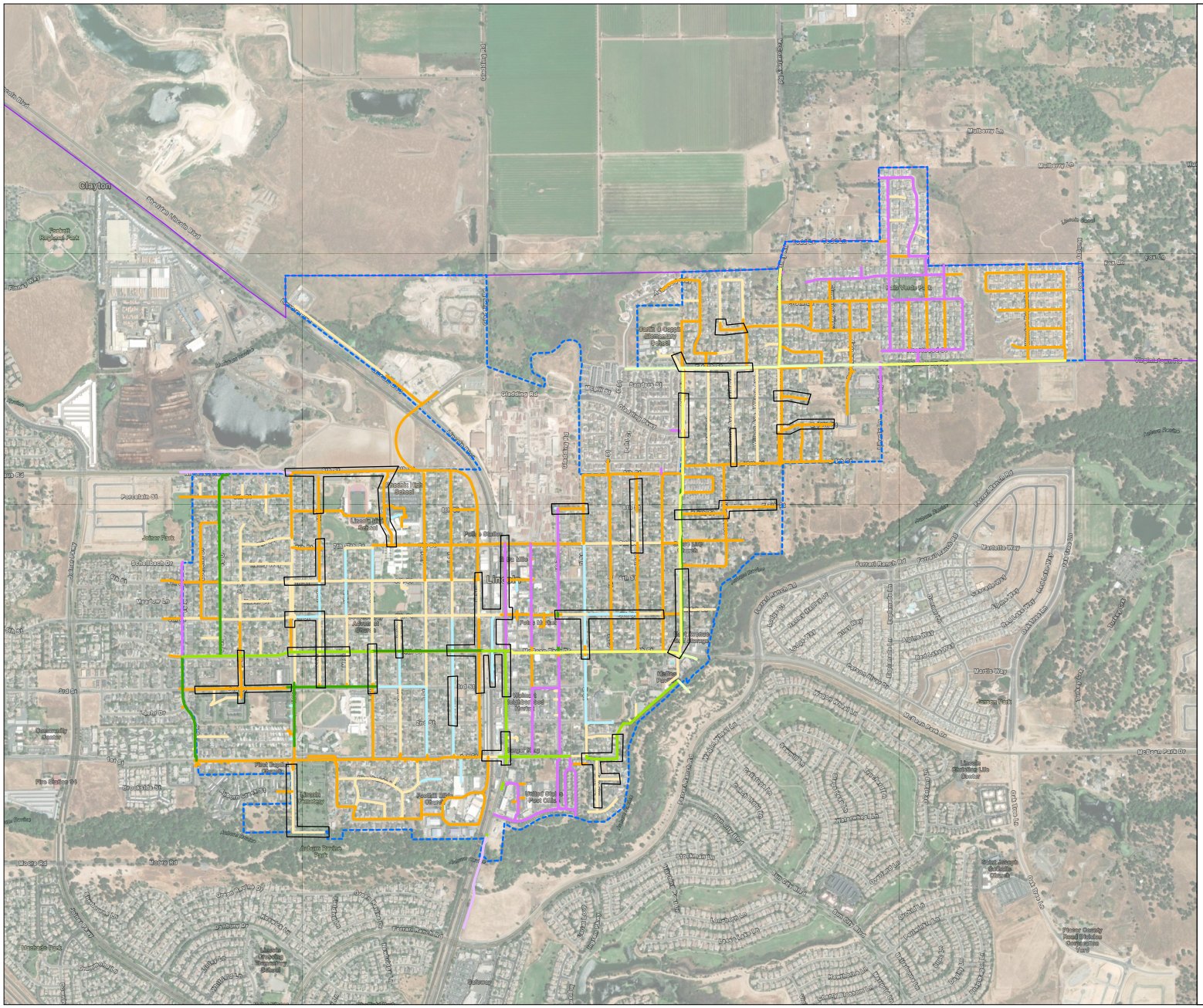


FIGURE 1

Existing Water System

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

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Sewer

Table 2 summarizes the existing sewer system infrastructure data shown in **Figure 2**.

Table 2 – Sewer Pipe Length by Diameter and Material

Diameter (inches)	Length by Material (LF)			
	VCP	PVC	DIP	Total
4	-	-	122	122
6	14,804	1,301	-	16,105
8	7,391	492	-	7,883
10	2,688	-	-	2,688
30	-	1,682	-	1,682
			Total	**28,481**

Storm Drain

Table 3 summarizes the existing storm drain system infrastructure data shown in **Figure 3**.

Table 3 – Storm Pipe Length by Diameter and Material

Diameter (inches)	Length by Material (LF)						
	RCP	CP	ACP	VCP	PVC	Unknown	Total
6	-	-	-	-	40	-	40
8	-	-	-	124	160	-	284
10	43	-	-	-	-	-	43
12	3,464	168	-	3,215	350	-	7,197
15	1,168	-	-	1,323	43	292	2,826
18	3,836	-	297	790	-	76	4,999
21	634	279	-	-	-	-	913
24	1,929	-	-	1,469	354	-	3,752
30	131	-	484	534	-	197	1,345
33	-	-	-	680	-	-	680
36	361	-	-	1,597	-	-	1,957
42	329	-	-	-	-	419	748
48	2,430	-	-	-	-	-	2,430
						Total	**27,214**

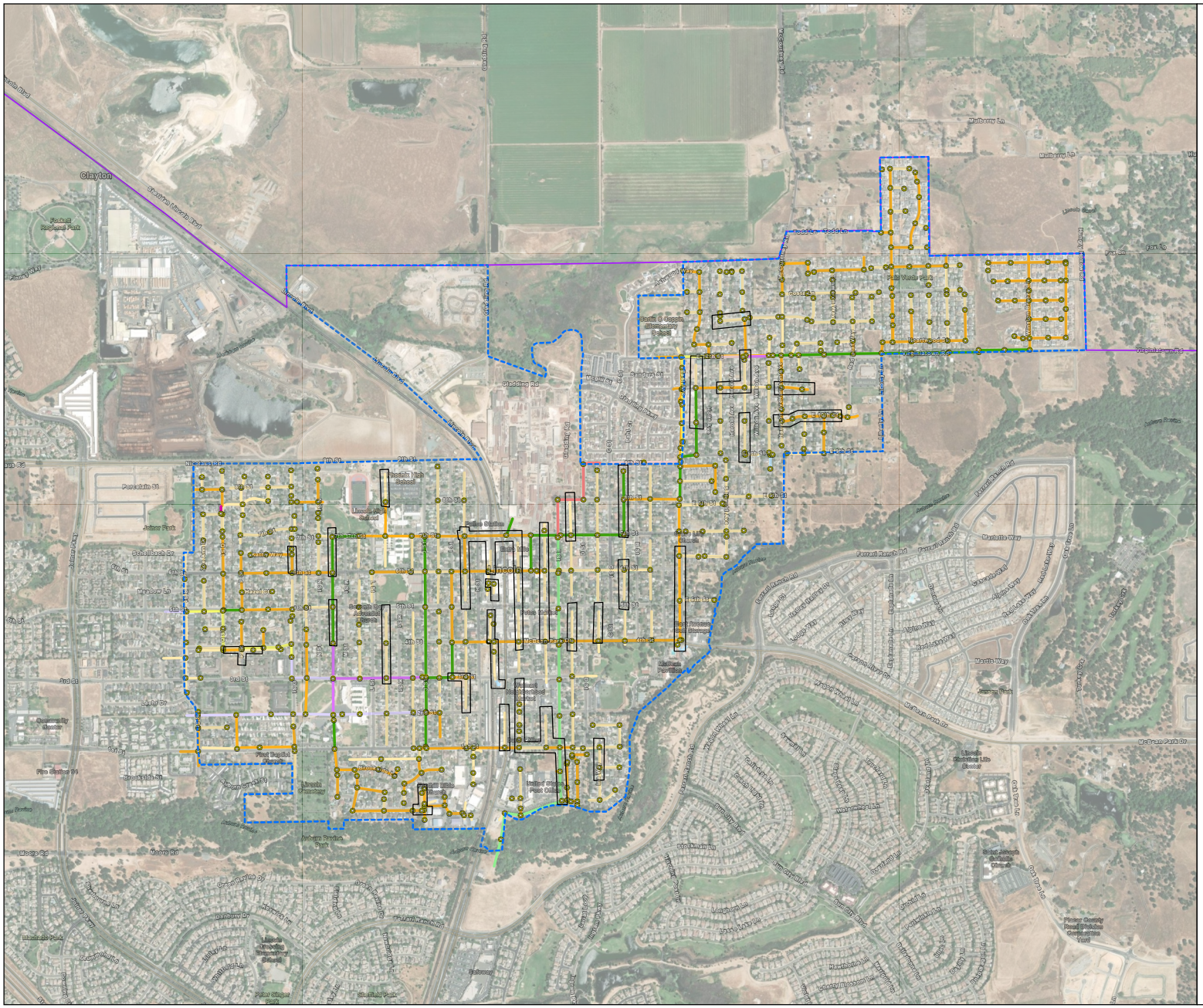

FIGURE 2

Existing Sewer System

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

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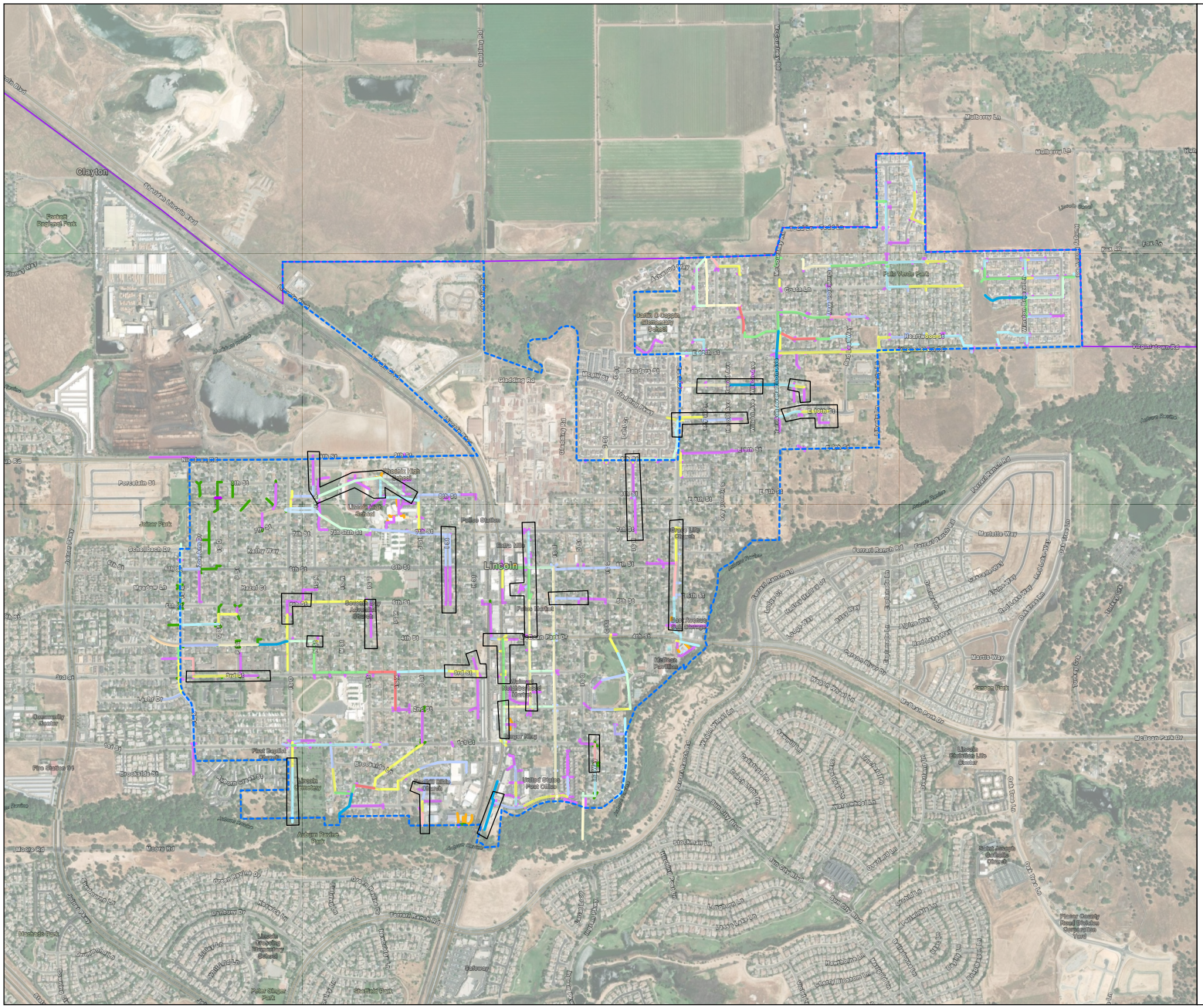

FIGURE 3

Existing Storm Drain System

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

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Roads
Table 4 summarizes the existing roadway infrastructure data shown in **Figure 4**.

Table 4 – Summary of Road Length by Type

Road Classification	Length (LF)
Collector	29,059
Local	62,655
Arterial	19,725
TOTAL	**111,439**

POTENTIAL BUILDOUT

The Plan Area is currently developed with primarily commercial buildings and established residential neighborhoods. Future potential growth is likely to be directed as infill for a total potential buildout of 1,337 dwelling units and an overall reduction of commercial space by 23,638 square feet through 2050. The potential growth is consistent with the 2050 General Plan buildout assumptions.

Table 5 summarizes the change in water demand and **Table 6** summarizes the change in sewage generation.

Table 5 – Summary of Water Demand Changes

Zoning Label	Existing Water Demand (gpd)	Preferred Vision Water Demand (gpd)
Business and Professional	1,563	0
Commercial	4,784	0
Duplex Residential	1,500	103,049
Multiple Residential	3,889	74,428
Single Family Residential	100,201	244,754
Residential – 8 Units per Acre	0	1,393
Total	**111,937**	**423,624**

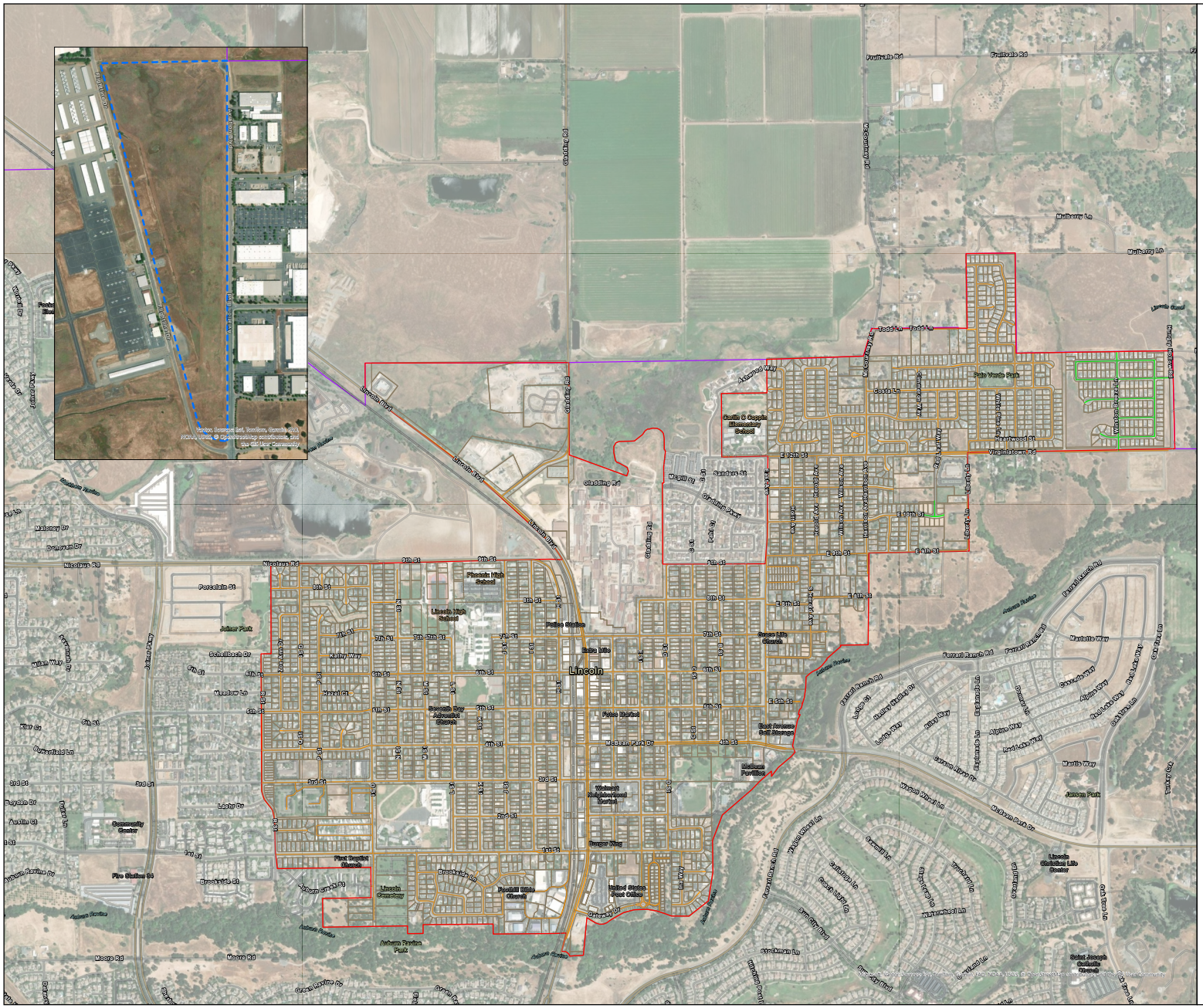

FIGURE 4

Existing Road Infrastructure Map

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

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Table 6 – Summary of Sewage Generation Changes

Zoning Label	Existing Sewer Generation (gpd)	Preferred Vision Sewer Generation (gpd)
Business and Professional	2,296	0
Commercial	6,144	0
Duplex Residential	2,000	85,000
Multiple Residential	5,204	99,250
Single Family Residential	61,000	149,000
Residential – 8 Units per Acre	0	1,000
Total	**76,644**	**334,250**

RESULTS

Water

Recommended water infrastructure improvements are summarized in **Table 7**. These are also shown in **Figure 5**.

Table 7 – Summary of Recommended Water Improvements

In-Kind Replacement		Upsize Replacement	
Diameter (inches)	**Length (LF)**	**Upsized Diameter (inches)**	**Length (LF)**
4	2,378	**8**	6,005
6	3,653		
8	9,834	**10**	4,543
10	1,118	-	-
12	6,046	-	-
14	3,598	-	-
18	2,313	-	-
24	308	-	-
Total	**29,248**	**Total**	**10,548**

Sewer

Recommended sewer improvements are summarized in **Table 8**. These are also shown in **Figure 6**.

Table 8 – Summary of Recommended Sewer Improvements

In-Kind Replacement		Upsize Replacement	
Diameter (inches)	**Length (LF)**	**Upsized Diameter (inches)**	**Length (LF)**
4	122	**8**	4,640
6	11,466		
8	7,883	-	-
10	2,688	-	-
30	1,682	-	-
Total	**23,842**	**Total**	**4,640**

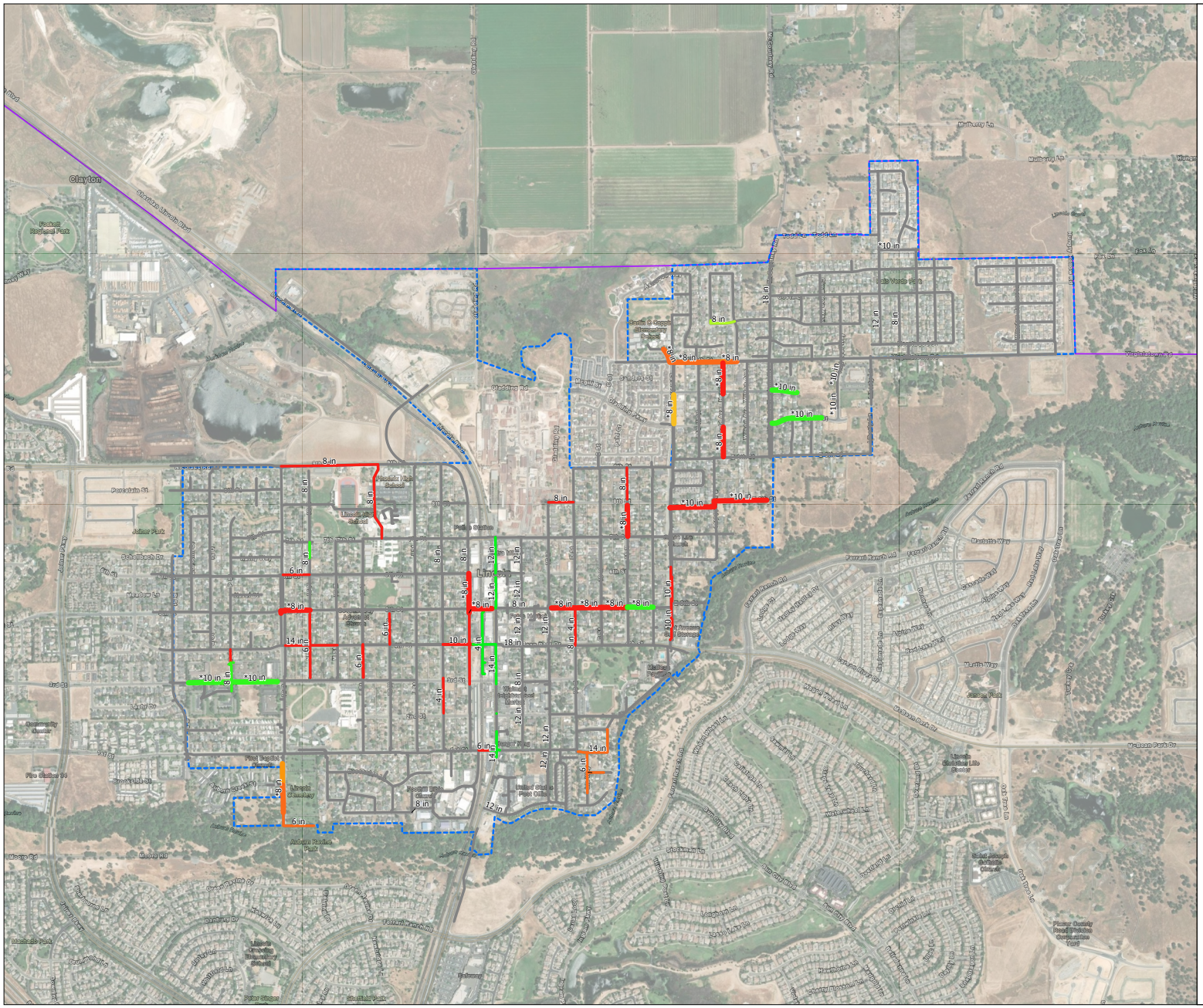

FIGURE 5

Recommended Water Improvements

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

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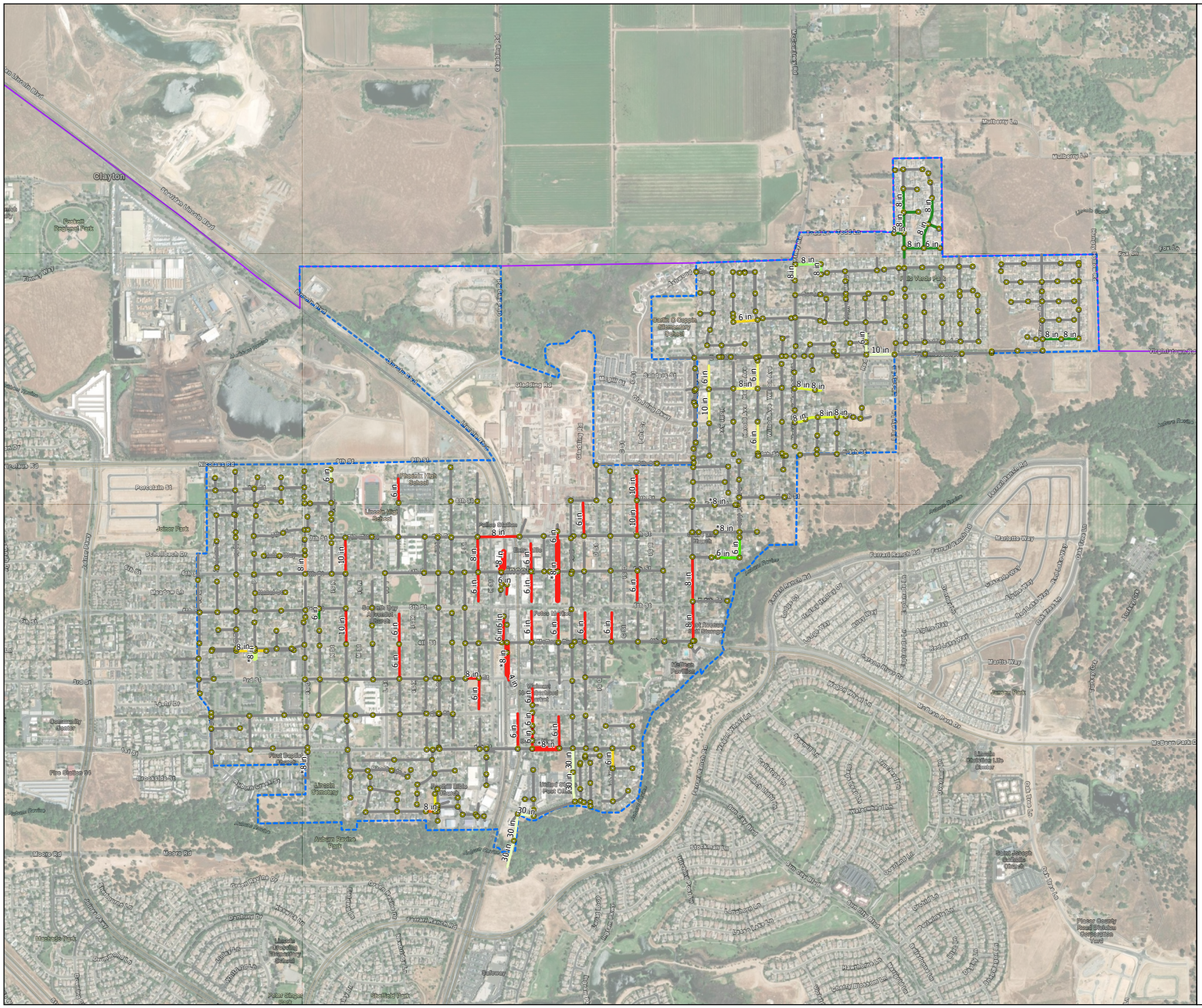
Clayton
Concord Naval Weapons Station
Mount Diablo Blvd
Treat Blvd
Ygnacio Valley Rd
Clayton Rd
Kirker Pass Rd
Concord Blvd
Willow Pass Rd
Port Chicago Hwy
Cowell Rd
Diamond Blvd
Meadow Ln
Gladding Rd
Mt Diablo Creek
Mt Diablo Creek Trail
Mt Diablo Creek Trail
Mt Diablo Creek Trail

Storm Drain
Recommended storm drain improvements are summarized in **Table 9**. These are also shown in **Figure 7**.

Table 9 – Summary of Recommended Storm Drain Improvements

In-Kind Replacement	
Diameter (inches)	**Length (LF)**
6	40
8	284
10	43
12	7,197
15	2,826
18	4,999
21	913
24	3,752
30	1,345
33	680
36	1,957
42	748
48	2,430
Total	**27,214**

Roads
Based on the analysis, all of the project roadways are recommended for varying improvements over the next 50 years. Potential treatments include crack treatment, surface treatments, cape seals, and varying levels of HMA overlays. These are also shown in **Figure 8**.

COST

Construction cost estimates for water, sewer, and storm pipes were derived from recent available project bid items, Caltrans Contract Cost Data, and other publicly available bid documents. All cost values were rounded up to the nearest whole number for consistency. For non-standard pipe diameters, cost estimates were interpolated between adjacent standard sizes to approximate unit costs.

Roadway costs were based on Appendix B of the *2021 Pavement Management Program Update Report* and escalated using a factor of 1.12, which was derived from the ENR construction cost index factor for August 2021 (when the *2021 Pavement Management Program Update Report* was published) and the current (August 2025) cost index factor.

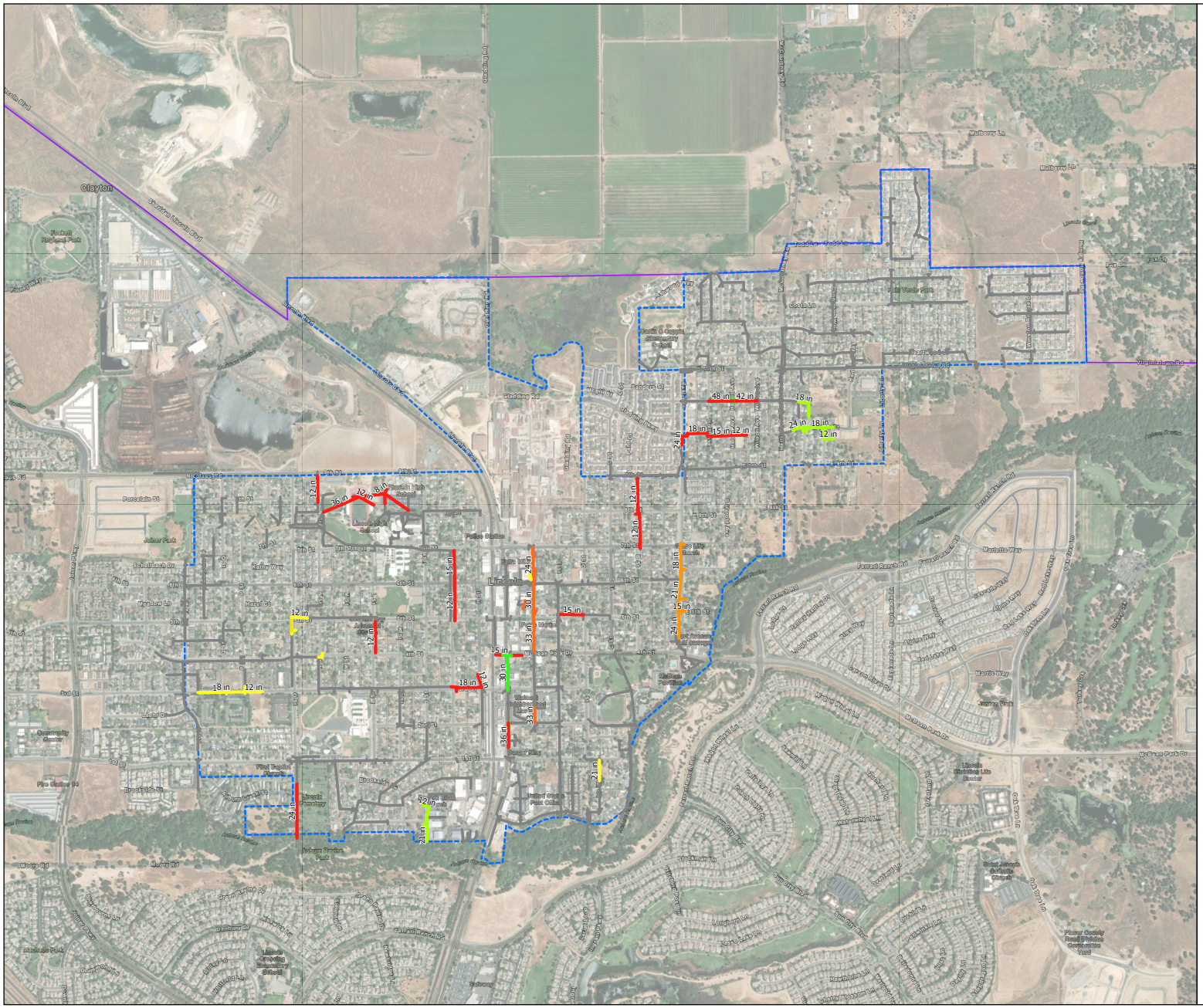

FIGURE 7

Recommended Storm Drain Improvements

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

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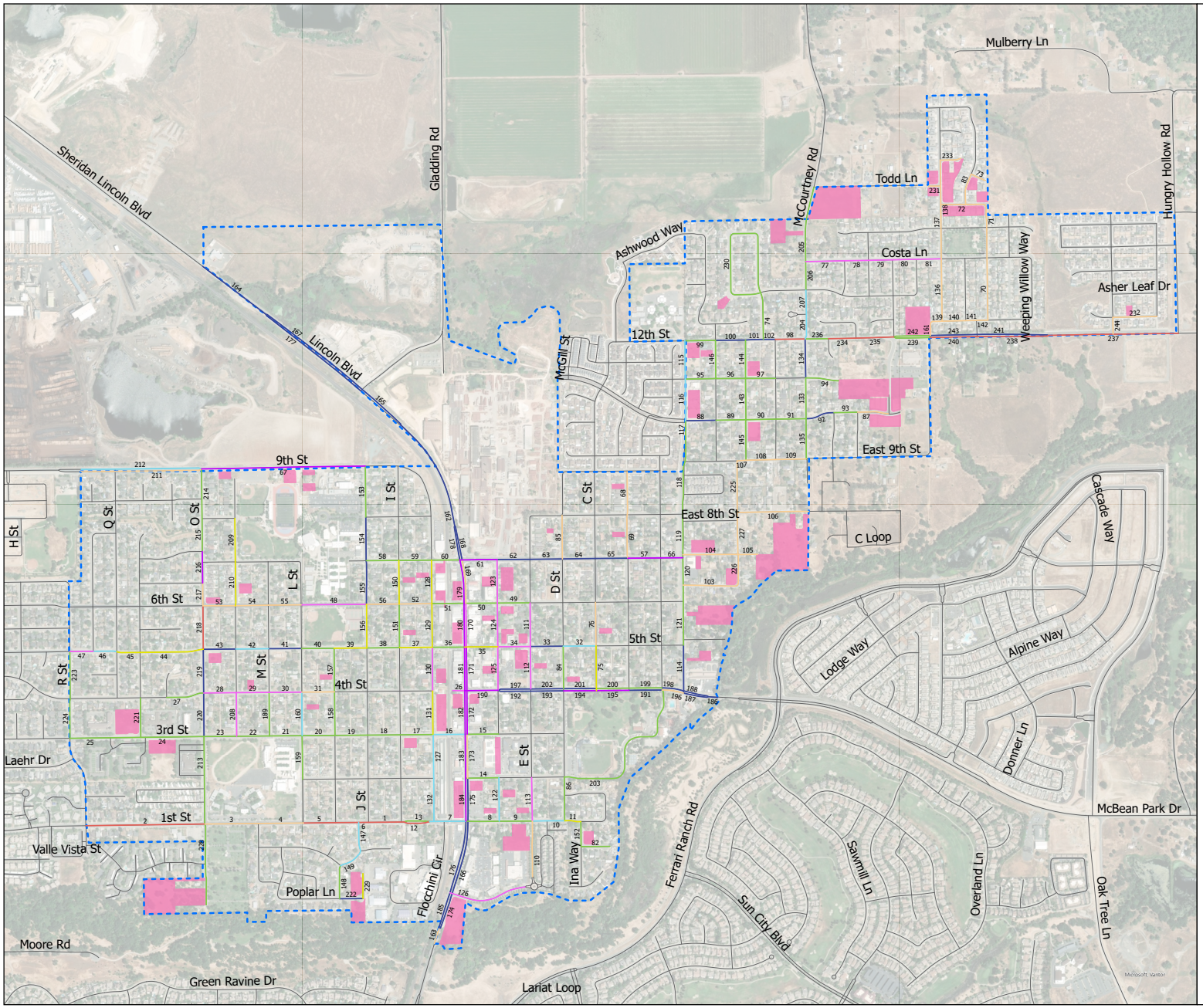

FIGURE 8
Recommended Treatments to Extend Service Life

Downtown Lincoln
Infrastructure Analysis Draft
City of Lincoln, CA
October 2026

Legend

- Project Limits
- Affordable Housing Parcels

Treatment

- 2" HMA OVERLAY
- 3" HMA OVERLAY
- 4" HMA WITH 12" FDR
- CAPE SEAL
- CRACK TREATMENT- SEAL CRACKS
- RESTORATION TREATMENT- DO NOTHING
- SURFACE TREATMENT- MICROSURFACING
- SURFACE TREATMENT- SLURRY SEAL
- # Study Roadway Segment ID

NORTH

0 0.1 0.2 0.4 Miles

WOOD RODGERS

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Tables 10 to 13 below summarize the cost of improvements for each infrastructure system.

Table 10 – Water Cost Estimate

Replacement Year Projection (years)		Cost
0	5	$ 5,738,537
6	10	$ 542,308
11	15	$ -
16	20	$ -
21	25	$ -
26	30	$ -
31	35	$ 91,812
36	40	$ -
41	45	$ 175,520
46	50	$ 1,032,775
	Total	**$ 7,580,953**

Table 11 – Sewer Cost Estimate

Replacement Year Projection (years)		Cost
0	5	$ 3,644,069
6	10	$ -
11	15	$ 37,487
16	20	$ -
21	25	$ 98,938
26	30	$ -
31	35	$ 278,658
36	40	$ 62,558
41	45	$ 317,431
46	50	$ 504,470
	Total	**$ 4,943,612**

Table 12 – Storm Drain Cost Estimate

Replacement Year Projection (years)		Cost
0	5	$ 4,249,682
6	10	$ 1,149,554
11	15	$ 676,628
16	20	$ -
21	25	$ 72,684
26	30	$ 703,746
31	35	$ -
36	40	$ 815,337
41	45	$ 457,192
46	50	$ -
	Total	**$ 8,124,823**

Table 13 – Road Cost Estimate

Treatment Year Projection (years)		Cost
0	5	$ 5,946,936
6	10	$ 5,958,544
11	15	$ 2,534,368
16	20	$ 1,214,553
21	25	$ 388,997
26	30	$ 644,000
31	35	$ 644,000
36	40	$ 644,000
41	45	$ 644,000
46	50	$ 644,000
	Total	**$ 19,263,398**

CONCLUSION

The total cost per year (in 5-year increments) is summarized in **Table 14** below.

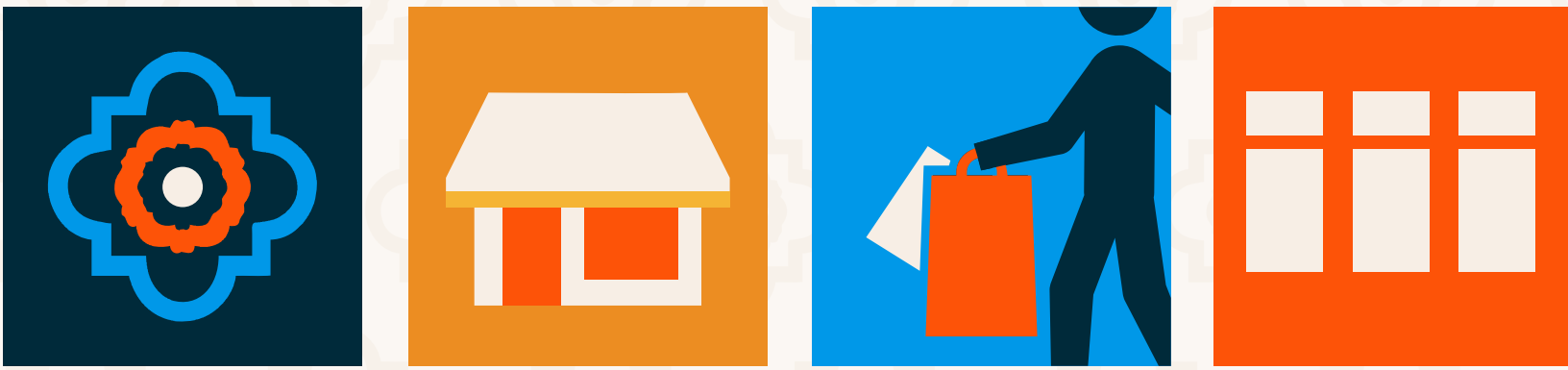
Table 14 – Summary of Total Cost for Recommended Improvements by Year

Replacement Year Projection (years)		Total Cost	
0	5	$	19,579,224
6	10	$	7,650,406
11	15	$	3,248,484
16	20	$	1,214,553
21	25	$	560,619
26	30	$	1,347,746
31	35	$	1,014,471
36	40	$	1,521,896
41	45	$	1,594,143
46	50	$	2,181,245
Total		**$**	**39,912,785**

Appendix B
Public Engagement

B.1 Community Engagement Summary

B.2 Design Charrette



B.1 Community Engagement Summary

LINCOLN DOWNTOWN MASTER PLAN

Community Engagement Summary

PREPARED FOR

City of Lincoln Lincoln Area Chamber of Commerce

PREPARED BY

Drago Vantage, LLC
Opticos Design, Inc.

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1. EXECUTIVE SUMMARY & PROGRESS

Through a collaborative, comprehensive and inclusive engagement effort between the City of Lincoln, the Lincoln Area Chamber of Commerce, Opticos Design, and Drago Vantage, LLC, community members across Lincoln were meaningfully and intentionally engaged in the creation of the Downtown Master Plan. The engagement team met the community where they were at using creative and culturally specific engagement strategies like neighborhood canvassing, food bank distributions, and community pop-ups, as well as bilingual traditional media. Residents were engaged through channels that felt authentic, and accessible.

One of the milestone achievements to come out of this engagement process was the **first-ever Spanish-only community meeting** and collaborative partnership between the Lincoln Area Chamber of Commerce and the Latino Leadership Council. The Latino Leadership Council served as a thought partner and trusted community messenger, bringing Spanish-speaking residents who otherwise have never been involved in city planning into the Downtown Master Plan project process.

43	155	27,600	2	234
Total Touchpoints	Meeting Attendees	Social Reach	Languages Served	Spanish-Speaking Individuals Engaged

Deliverable	Complete	Remaining
Stakeholder Meetings	2 of 2 — #2	0 of 2
Community Meetings (Eng + Bilingual Sessions)	2 of 2 — #2	0 of 2
Youth Engagement (Lincoln HS)	1 of 1	0 of 1
Social Media / Newsletters / Newspaper / Flyers / Latino Leadership Council Partnership	Ongoing	Continues through October 2026

2. MEETINGS & YOUTH ENGAGEMENT

Stakeholder Meetings

Intentionally smaller in attendance, Partner and Stakeholder meetings offer a more intentional, intimate format for business owners, community leaders and non-profit leaders to provide in-depth feedback on the Downtown Master Plan. This allows the project team to refine the Plan and present it to the larger community for further feedback.

Stakeholder Meeting 1 (November 13, 2024) — Complete
Stakeholder Meeting 2 (March 10, 2026) — Complete

LOCATION
Lincoln Chamber Office

FORMAT
Hybrid (in-person + virtual)

ATTENDANCE
8 in-person / 7 virtual

SECTORS REPRESENTED
Business, property owners, local developers, nonprofits

KEY THEMES / PLANNED FOCUS
Attendees emphasized the need to balance growth and investment with preservation of Downtown Lincoln's existing character. Key themes also included creating a more walkable, bikeable, and accessible downtown, while ensuring that development supports convenient parking and access to local businesses. Participants highlighted the importance of housing and economic development opportunities, enhanced placemaking and public realm improvements.

WHY IT MATTERS
Stakeholder meetings were pivotal in shaping the framing of the Downtown Master Plan, to ensure community members understood and could interact with the content. Stakeholders identified confusion around whether the Downtown Master Plan was a rule or guidelines, which informed a strategic reframing of outreach and engagement materials.

Community Meetings

The first community meeting, held in November 2024 at the City Hall Conference Room, was conducted in English and introduced the project team, project goals, and overall scope, while inviting participants to share their perspectives on Downtown Lincoln through interactive activities focused on downtown strengths and challenges, examples from other successful downtowns, and a real-time survey on community priorities and future vision.

The second community meeting, held in March 2026, introduced the Draft Downtown Master Plan and followed a dual-language format with separate English and Spanish sessions, including presentations of the plan and informational poster displays. To support meaningful participation and improve accessibility, particularly for the Spanish-speaking community, the Latino Leadership Council advised on a trusted location, Granite Wellness Center. Multiple interpreters were staffed and materials were translated and available prior to the meetings, to optimize accessibility.









Staff also offered free childcare and parking, to allow community members with families or who would have experienced cost barriers to attend and participate. As a result, the community meetings were widely attended and attendees were highly engaged and thoughtful in their feedback about the Downtown Master Plan.

Session	Date/Location	Attendance	Language Support	Status
#1 — English	11/13/2024 City Hall	40	English	Complete
#2 — English	3/14/2026 Granite Wellness	25	English	Complete
#2 — Spanish-only	3/14/2026 Granite Wellness	25	Interpreter/ materials in Spanish	Complete — first of its kind

WHY IT MATTERS

The Spanish-only session was a milestone in community engagement efforts in Lincoln. This marked the first time that Spanish-speaking community members were asked their opinions from the city. Twenty-five people attended the first Spanish-only session. Participants noted feeling pride in being a part of the Lincoln community and wanting to preserve the small-town community feel, while improving access to arts, recreational spaces and opportunities for both locals and visitors to visit and enjoy downtown.

CREATING ACCESSIBILITY THROUGH ONLINE ENGAGEMENT

In addition to community and stakeholder meetings, the engagement team created an online open house for community members who were not able to engage in person to meaningfully contribute to the Downtown Master Plan. The online open house was available in both English and Spanish, summarized the community presentation and offered an interactive online survey for participants to provide feedback on the plan. This option gave people a diversified opportunity to engage at their own page, on their schedule, taking into account participation barriers like language, childcare, work schedule and/or transportation.

Youth Engagement — Lincoln High School

In addition to inviting the larger community to participate in feedback sessions, staff took additional initiative to host youth-specific engagement opportunities, where information was tailored to be accessible to youth audiences.



Through a partnership with the Lincoln Area School District, staff hosted an engaging informational session where the Downtown Master Plan vision, values and goals were split onto large sticky pads across the room. Students participated in a world-café style workshop, where they were paired in different groups and asked to interact with and discuss each of the pillars of the Downtown Master Plan. Feedback was taken back to the internal group to incorporate alongside feedback from the community meeting.

May 15 Meeting — Complete

DATE & LOCATION

May 15/ Lincoln High School Library

STUDENTS ENGAGED

35 students / 1 session

Demographics:

- Ages 16-18
- 30% male, 60% female, 10% gender non-conforming/ did not answer
- 50% Hispanic, 40% white, 10% other

WHY IT MATTERS

Students shared that the vision statement accurately reflects what they want to see in Downtown, and reflected the same sentiments as the adult community member attendees, that they feel a strong sense of pride in Lincoln's small-town feel. Youth shared a particular interest in prioritizing accessibility improvements in new developments, like even side walks and green space access.

3. OUTREACH CHANNELS

Digital & Social Media

Channel	Volume	Reach/Impressions	Engagement	Notes
Facebook	8	22,648	82	Chamber Facebook
Facebook	2	2500	28	City Facebook
Instagram	2	439	6	City Instagram
LinkedIn	3	648	63	Drago Vantage LinkedIn
Website	1	36	82.98%	City Website Page
Website	1	1044	N/A	Story Map (English)
Website	1	285	N/A	Story Map (Spanish)
Online Form	2	N/A	9	Surveys (English & Spanish)

Print & Traditional Media

Type	Placement/ Location	Date(s)	Language(s)	Notes
Newspaper Ad	Lincoln News Messenger	March 6	Eng/Spa	2500 people reached. Article in English. Flyer was in English and Spanish.
Newsletters (6)	Chamber E-newsletter	Newsletter 1: March 7 Newsletter 2: March 21 Newsletter 3: April 20 Newsletter 4: May 8 Newsletter 5: June 5 Newsletter 6: July 24	Eng/Spa	Newsletter 1: 1481 recipients, 20% open rate Newsletter 2: 1472 recipients, 16.6% open rate Newsletter 3: 1458 recipients, 19.5% open rate Newsletter 4: 1452 recipients, 18.3% open rate Newsletter 5: 1443 recipients, 16.6% open rate Newsletter 6: 803 recipients, 26.5% open rate
Flyer	Downtown businesses and nonprofits	February 7	Eng/Spa	200 flyers (20 per business)

Latino Leadership Council Partnership

Through a collaborative partnership with the Latino Leadership Council, the City of Lincoln was able to implement its first-ever culturally specific outreach and engagement to Spanish-speaking community members. The Hispanic and Latino community makes up roughly 19.2% of Lincoln's population yet, prior to the Downtown Master Plan project, Spanish-speaking communities had rarely been involved in city engagement activities. Representatives from the Latino Leadership Council provided co-promotion, translation and outreach support to engagement activities, resulting in 251 Limited English Proficient (LEP) individuals being actively engaged in the Downtown Master Plan project process.

Latino Leadership Council representatives led culturally specific outreach events and attended several "boots on the ground" canvassing events, offering interpretation services when needed. Because of this partnership, the City of Lincoln was able to hold simultaneous English and Spanish community meetings.

Joint Activity	Outcome/Metric
3/12/26 District English Learner Advisory Committee Meeting	Representative spoke with 28 committee members, which advise multilingual and English Learners, about engaging families with Limited English Proficiency throughout the school district.
3/13/26 Granite Wellness Tabling Event	50 flyers distributed at cultural wellness events
3/14/26 Clothing Drive	50 flyers distributed, along with clothing bundles for families in need

CULTURALLY SPECIFIC OUTREACH

"We were pleased that the team recognized our ability to reach and engage our populations in a meaningful way and were willing to change the approach from an English-language meeting with interpretation to one for Spanish speakers. Shifting the outreach strategy to add the Spanish-language meeting resulted in great attendance. This was an important change, demonstrating to the Latino community that we value their input and are not interested in simply 'checking a box.' We look forward to continued partnering on this project and creating inclusionary strategies for greater input."

Elisa Herrera, Founding Executive Director, ***Latino Leadership Council, Inc.***

On the Ground Engagement

In addition to the community and stakeholder meetings, and the culturally specific outreach with the Latino Leadership Council, staff from the Lincoln Area Chamber of Commerce conducted grassroots engagement efforts throughout Downtown Lincoln and its surrounding neighborhoods, meeting community members where they were at. During canvassing efforts, staff prioritized meaningful 1:1 conversations with community members, business owners and nonprofit leaders, as well as handed out flyers directing people to the online story map to view the Downtown Master Plan and provide feedback.

When appropriate, representatives from the Latino Leadership Council attended canvassing events to provide interpretation to those who needed it.

Activity	Placement/ Location	Date(s)	People Reached	Notes
Phone Bank	Virtual	10/27/25	50	Chamber staff and volunteers called community partners, school district officials, etc. to explain the Downtown Master Plan and advertise upcoming engagement efforts.
Chamber Breakfast 2	Lincoln Women's Club	1/26/26	84	Staff introduced Downtown Master Plan concept to local business owners, and advertised upcoming stakeholder meeting.
Phone Bank/ Email Outreach	Virtual	2/2/26	30	Advertised upcoming stakeholder meeting and invited partners to attend.
Email Outreach	Virtual	2/6/26	15	Provided summary of stakeholder meeting, and directed people to the online story map to submit feedback.
Canvassing #1: Local Business Owners	Downtown Lincoln to Lincoln Crossing	2/7/26	50	Talked to stakeholders going door to door Businesses/ nonprofits, sharing about Downtown Master Plan and inviting feedback. Staff gave out flyers for online open house, had conversations with business owners and staff.
Canvassing #2: Local Business Owners	Downtown Lincoln to Gateway Blvd.	2/9/26	61	Talked to stakeholders going door to door Businesses/ nonprofits, sharing about Downtown Master Plan and inviting feedback. Staff gave out flyers for online open house, had conversations with business owners and staff.

Activity	Placement/ Location	Date(s)	People Reached	Notes
Canvassing #3: Local Business Owners	Downtown Lincoln to Joiner	2/10/26	50	Talked to stakeholders going door to door Businesses/ nonprofits, sharing about Downtown Master Plan and inviting feedback. Staff gave out flyers for online open house, had conversations with business owners and staff.
Canvassing #4: Community Members	12 Bridges neighbor-hood	2/16/26	100	Staff and volunteers went door to door in local neighborhoods, sharing about the Downtown Master Plan and inviting feedback. Staff gave out flyers for online open house and had conversations with broader community members, answering questions and personalizing the Master Plan Concept.
Lincoln Govern ment Relations	City Hall	2/24/26	25	Invited city officials, county officials to stakeholder and community meetings.
Chamber Breakfast	Lincoln Women's Club	2/25/26	73	Shared about online open house and upcoming community meeting.
Food bank Distribution	The Hub	2/26/26	500	Staff and volunteers volunteered at "The Hub," a local food bank, and included flyers for the online open house in food pantry bag distribution. This engagement effort was a vital shift in meeting marginalized community members where they were at and inviting them to join the conversation.

Activity	Placement/ Location	Date(s)	People Reached	Notes
Canvassing #5: Community Members	Fosket Ranch Neighbor-hood	3/3/26	3 Spanish speaking / 53 English speaking	Staff and volunteers went door to door in local neighborhoods, sharing about the Downtown Master Plan and inviting feedback. Staff gave out flyers for online open house and had conversations with broader community members, answering questions and personalizing the Downtown Master Plan Concept. In this canvassing effort, bilingual staff and partners were available to engage with household members with Limited English Proficiency (LEP).
Canvassing #6: Community Members	Twelve Bridges Neighbor-hood	3/5/26	2 Spanish speaking / 49 English Speaking	
Canvassing #7: Community Members	Lincoln Crossing Neighbor-hood	3/6/26	5 Spanish speaking / 42 English Speaking	
Canvassing #8: Community Members	Joiner Park Neighbor-hood	3/9/26	1 Spanish speaking / 41 English Speaking	
Placer Valley Tourism Tabling	Placer County Tourism Office	3/10/26	21	Chamber staff and volunteers hosted informational table and handed out flyers at local tourism event, informing residents from Roseville, Rocklin and surrounding areas about the work to the Downtown Master Plan,

Activity	Placement/ Location	Date(s)	People Reached	Notes
Lincoln High School Tabling Career Fair	Lincoln High School	3/25/26	86	Chamber staff hosted an informational table and talked to young people about what they see in Downtown Lincoln about where they'd like to work.
Local Business Conference	Lincoln, CA	4/1/26	82	Talked to conference attendees and businesses, advertising stakeholder meeting, asking for input on online open house.
Sierra College Tabling	Sierra College	4/1/26	479	Hosted informational table with flyers advertising upcoming community meeting.
Chamber Breakfast	Lincoln Women's Club	4/22/26	81	Spoke with business owners about the newest updates to the Downtown Master Plan and upcoming engagement events.
Golf Tourna-ment Swag Bags + Tabling	Lincoln Hills Golf Club	5/1/26	298	Hosted pop-up at local golf tournament community event and included informational flyers in promotional bags that went to everyone.
Chamber Breakfast	Lincoln Women's Club	5/27/26	72	Spoke to business owners about upcoming deadline to share input in online open house.
Placer Valley Fairgrounds Tabling	Placer County Fair grounds	5/28/26	487	Hosted informational table at local event "Rooted in Rising: Talent grows here." Spoke with business owners, mentors about the state of Downtown Lincoln and the Downtown Master Plan.
Car Show Tabling and Flyer Distribution	Downtown Lincoln	6/20/26	350	Hosted pop-up at large-scale community event, including informational flyers in all goodie bags to reach attendees.

Activity	Placement/ Location	Date(s)	People Reached	Notes
Chamber Breakfast	Lincoln Women's Club	6/24/26	75	Spoke to business owners about upcoming stakeholder meeting.
Fourth of July Tabling	Downtown Lincoln	7/4/26	250	Hosted informational pop-up at large-scale community event. Volunteers spoke to attendees about the Downtown Lincoln Master Plan and handed out informational flyers.
Chamber Breakfast	Lincoln Women's Club	7/22/26	95	Spoke to business owners about the recap of the stakeholder meeting and next steps.
Back to School Bash Tabling	Lincoln High School	7/25/26	70 Spanish speaking / 87 English speaking	Hosted informational pop-up at community resource fair, reaching parents and families across the school district. Representatives from the Latino Leadership Council were on site to speak with LEP individuals and provide culturally responsive engagement. Spoke with 157 families and handed out informational flyers.

BRINGING COMMUNITY IN

"As a business owner, we were taken aback that the city wanted to know our opinion and are working on a plan to help better our business environment. It's exciting that there will be more options vs. just one way or the highway when developing Lincoln."

Stakeholder Workshop Participant

4. WHAT WE HEARD

Stakeholder Meeting 1 - Key Themes

Group A: Local Developers

- Participants hoped to see vacant properties developed in ways that enhance Downtown Lincoln.
- Suggestions include improved parking, placemaking, and the implementation of a historic downtown sign.
- Multifamily residential projects (duplexes, multiplexes, or townhomes) are considered good housing prototypes for Downtown Lincoln.
- Form and character would be important for compatibility.

Group B: Local Business and Property Owners

- There is a lack of foot traffic Downtown.
- Although studies indicate ample parking, perceptions differ due to poorly visible signs.
- To improve the pedestrian experience, zoning needs to be reevaluated, traffic should be redirected, and auto-centric businesses should be reduced.
- High impact fees for new developments deter investment, and potential solutions include utilizing city-owned lots for parking and simplifying development regulations.
- Enhancements like building facades, parklets, improved signage, and lighting are recommended to make Downtown more inviting.

Stakeholder Meeting 2 - Key Themes

Role and Scope of the Master Plan

- Residents asked about the Master Plan's overall "end game," particularly how it will influence policy frameworks, zoning, development standards, and public subsidies.
- Interest in understanding whether the process is streamlined or shaped by public opposition, requesting clearer explanations of the Objective Design and Development Standards (ODDS) process, its alignment with state mandates, and how it affects development review.

Vision and Guiding Principles

- Some participants suggested refining the language to describe Lincoln as an "evolving," "enduring," or "historic" community rather than simply a "growing" one, emphasizing the importance of honoring long-standing residents while still supporting future evolution and growth.
- Feedback highlighted the need for messaging that conveys a sense of embracing and building upon the existing downtown character, rather than implying a major transformation.

Visualization and Future Look of Downtown

- Participants shared a range of reactions to the illustrative vision for downtown.
- Some felt that the vision appeared overwhelming.
- Most responded positively to zoomed-in visualizations that better conveyed small-scale character and human-level detail.

Community Framework, Corridors and Nodes

- Participants discussed which areas of downtown may be most ready for investment and which corridors require early improvements, raising specific concerns about East Street and the possibility that its development could unintentionally divide the downtown area.
- Participants asked which nodes are positioned for near-term investment and which corridors should be prioritized to strengthen business activity.
- Parking emerged as a major framework issue, with ongoing interest in using vacant lots for additional parking, incorporating clearer and more abundant parking signage, and expanding the downtown boundary to bring more people closer to available parking and shift public perception.
- Participants also asked how ODDS will define economically feasible parking standards, such as whether requiring two spaces per unit is realistic.
- Participants emphasized that parking strategies and signage should be explicitly integrated into the plan's narrative.

Community Meeting 1 - Key Themes

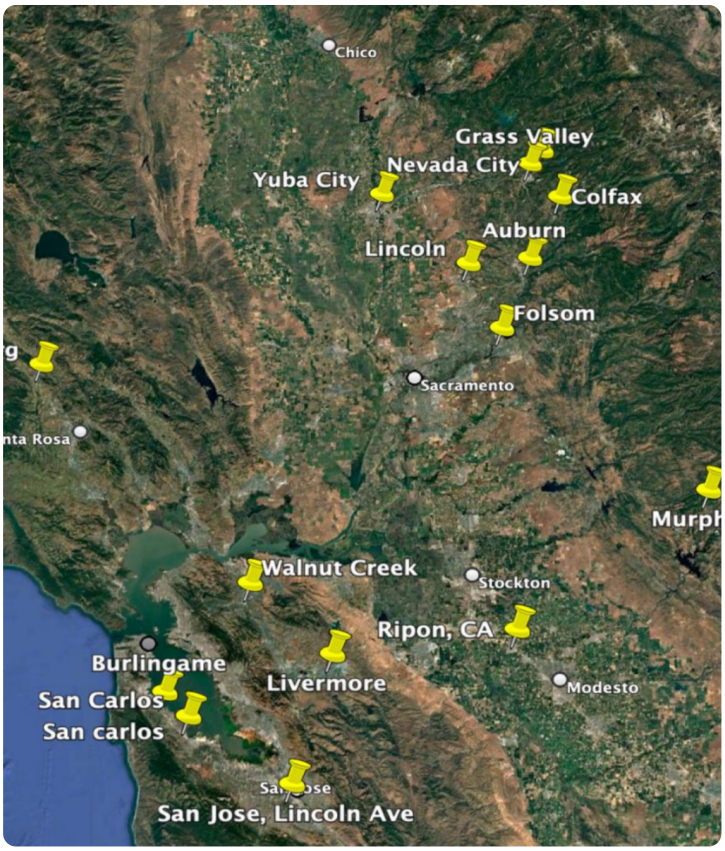
Downtown Lincoln Highlights

- Lincoln Blvd. experiences significant truck traffic, impacting its accessibility and pedestrian appeal.
- 5th St. is currently a pleasant street for walking, offering the potential for further pedestrian-friendly improvements.
- Improve walkability by establishing better connections to the area east of Lincoln Blvd.
- Additional parking facilities would help to support local businesses and visitors.
- McBean Park lacks sufficient amenities, limiting its functionality and appeal as a public space.
- Introduce new public open spaces, such as an outdoor stage or enhancements to the library's surrounding area.



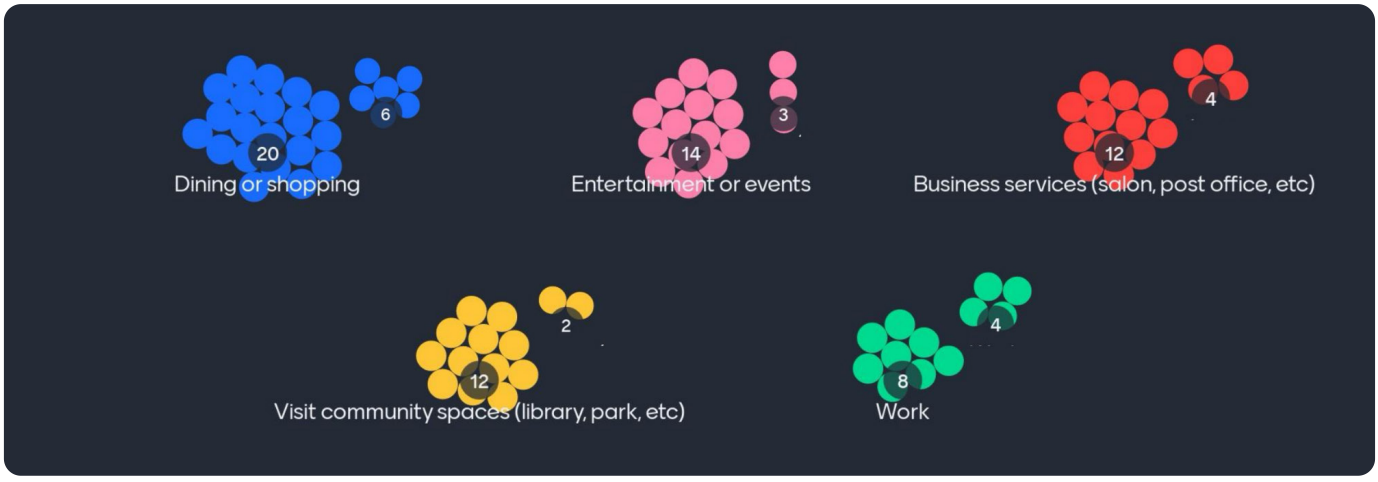
Beyond Lincoln. Community members identified the following cities and attributes:

- Grass Valley, CA & Colfax, CA & Murphys, CA & Franklin, TN (historic character, walkable)
- Rogue River, OR (landscaping)
- Burlingame, CA & San Carlos, CA& Sedona, AZ (main street)
- Walnut Creek, CA & San Jose/Lincoln Ave & Chicago, IL (shade, outdoor seating)
- Livermore, CA (parklets)
- Healdsburg, CA (plaza, walkable)
- Lafayette, CA (open space)
- Ripon, CA (historic character, landscaping)
- Truckee, CA (active main street)
- Boulder City, NV (proximity to schools)



Survey Results

Question 1: What usually brings you to Downtown Lincoln? Responses: 85



Question 2: Where in Downtown do you spend the most time?
Responses: 71



Question 3: What would make you want to visit Downtown Lincoln more often?
Responses: 52



Question 4: What would make Downtown Lincoln more appealing to you?
Responses: 68



Question 5: What does it feel like to walk through Downtown Lincoln?
Responses: 26



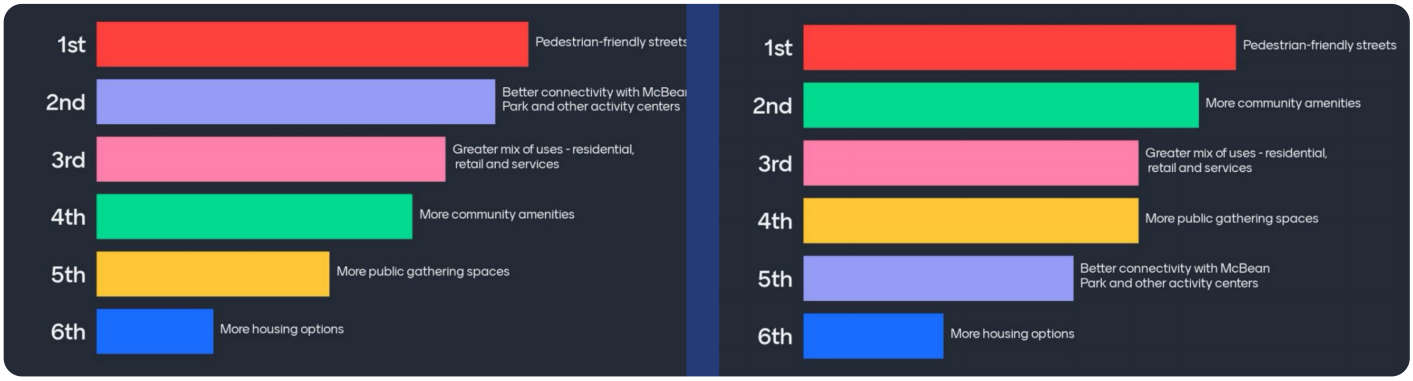
Question 6: Which street do you find the most pleasant to walk on in Downtown Lincoln?
Responses: 52



Question 7: What makes that street pleasant? Responses: 26



Question 8: Please rank the order of importance of the following to a thriving Downtown? Responses: 26

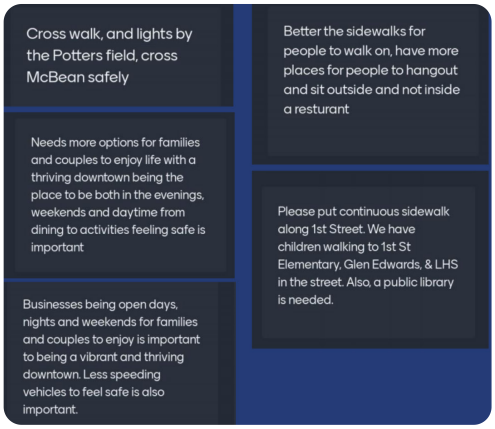


Question 9: With one word, please describe how you envision Downtown Lincoln in 10 years. Responses: 72

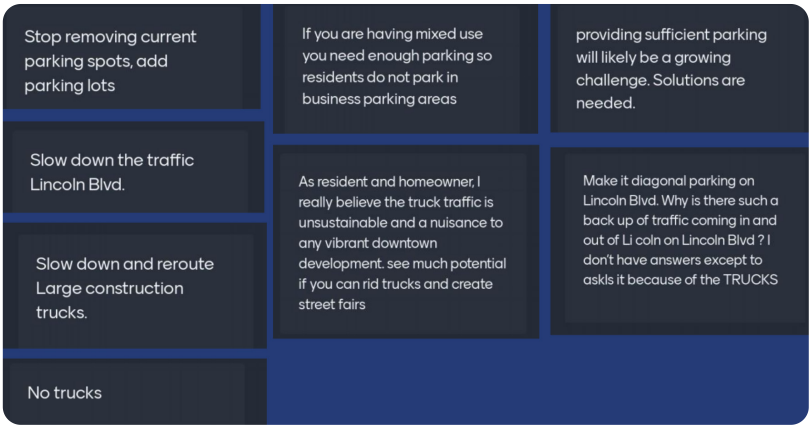


Question 10: Please share any other thoughts on Downtown Lincoln, now and in the future. Responses: 25

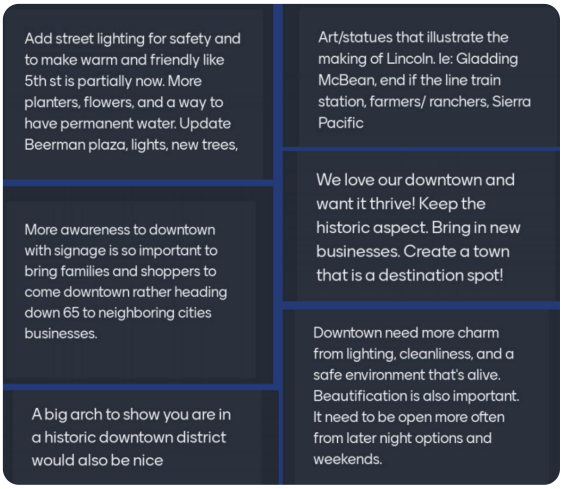
Walkability & outdoor spaces



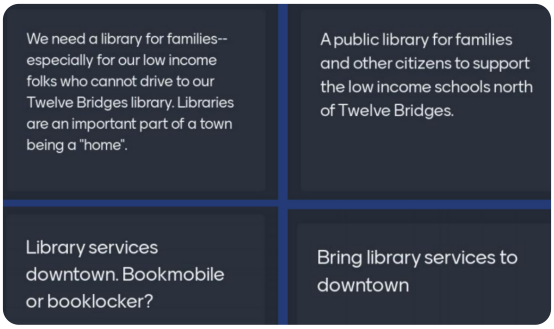
Traffic & Parking



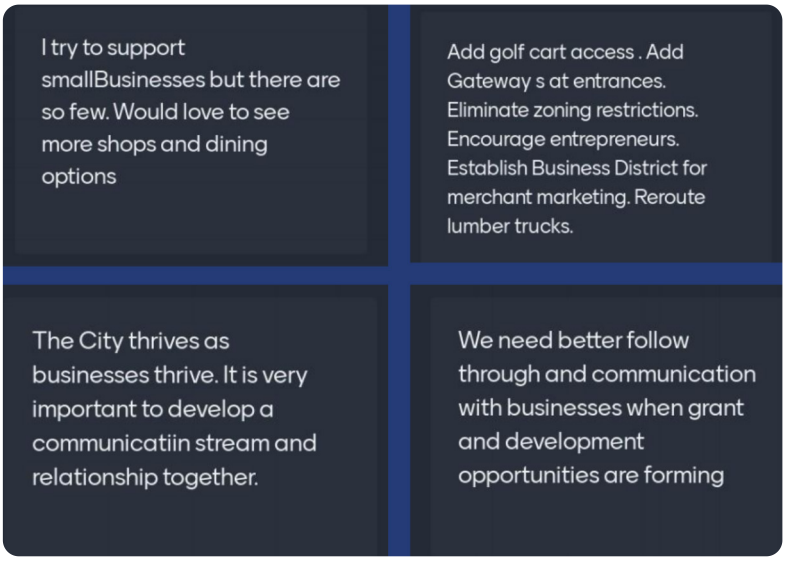
Signage & placemaking



Civic amenities



Activate businesses



Community Meeting 2 - Key Themes

Community Character and Village Feel

- The community expressed a strong desire to maintain Lincoln's village-like, small-town character even as the city grows, emphasizing that it should continue to "feel small even if it is growing."
- Residents favored development with architecture that is similar or complementary to the existing built environment.
- Participants responded positively to visuals from the posters that felt quaint, welcoming, family-friendly, and aligned with the values of their community.
- Overall, there was a consistent sentiment to preserve the area's tranquility and avoid development that feels overly intense, above 3 stories, or urbanized, as reflected in comments such as "We don't want to see a Folsom."

Vision and Aesthetic Principles

- The community expressed a desire for guiding principles that shape the architectural "look" of new development.
- Participants placed a strong emphasis on public art, including theatre and music, with the goal of positioning Lincoln as an arts hub.
- Participants highlighted the importance of maintaining an aesthetically welcoming environment where art is integrated into projects.

Mobility, Parking and Transportation

- The community expressed a need for additional parking and improved signage to help both locals and visitors understand existing available options.
- Residents showed strong support for expanded transportation alternatives, such as an ongoing shuttle service, as well as scooters and golf-cart shuttles.
- The concept of complete streets, that safely accommodate bicyclists, pedestrians, and cars, was strongly supported.
- Safety was a recurring theme, with calls for more secure transportation systems and improved mobility options for the growing population traveling to and from downtown.
- Participants emphasized the importance of safe walking and biking routes for children.
- Participants recommended keeping bicycles away from busy streets to enhance overall safety.

Public Spaces, Parks and Recreation

- The community expressed a need for more amenities in public spaces for people of all ages and a desire for more accessible recreational areas.
- Residents showed a strong preference for expanding green spaces, such as shaded areas with trees, nature preserves, trails with connections to recreational amenities, and small pockets of green space for gathering, play, and community events.
- The community responded positively to the suggested green links and ecological networks in the Community Framework.
- Participants showed interest in incorporating street typologies that integrate greenery throughout the community.

Community Facilities and Infrastructure

- The community expressed several concerns regarding long-term infrastructure needs, including the sustainability of the water table.
- Participants raised questions regarding the potential need for future hospital or medical facilities.
- Residents questioned whether schools will have the capacity to serve a growing population.
- Residents noted the need to improve overall street conditions and lighting.
- Participants raised questions about where a future train station might be located.

Land Use and Development Preferences

- The community expressed mixed feelings about housing density, with some residents supporting infill development, such as cottage infill and small multi-unit buildings, while others strongly opposed multifamily housing, emphasizing “no more people please.”
- Participants expressed interest in expanding housing choices, including smaller and more affordable units, age-oriented communities, options for lower-income residents, and a balanced mix of rental and ownership products.
- Many participants emphasized the importance of architectural compatibility with existing neighborhoods.
- Residents expressed strong opposition to designs shown in the site-testing visuals that were of larger scale, which were perceived as lacking charm and not fitting Lincoln’s context.
- Feedback on mixed-use and downtown areas highlighted the need for more green space, adequate parking, and design that matches the surrounding architectural character.
- Participants raised concerns about SPI truck routes through downtown.
- Participants expressed a preference for relocating auto shops and repair centers to other areas with appropriate incentives.

5. EQUITY OUTCOMES

Equity & Language Access

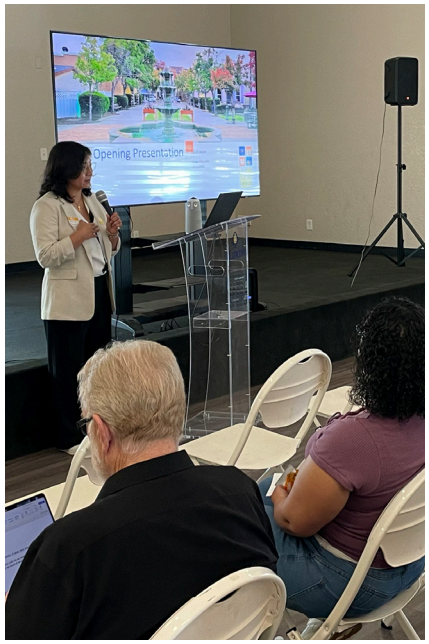
- There were 234 new participants engaged for the first time via Spanish-language outreach.
- Community sessions were equally attended by English and Spanish-speaking community members.
- Youth and Spanish-speaking community members held an equally strong sense of pride and belonging living in Lincoln, and had a strong desire to preserve the culture, while creating opportunities for more diverse people to feel welcome.
- Beyond traditional engagement activities like the stakeholder and community meetings, The City of Lincoln went above and beyond to engage community members through creative strategies like design charrettes, neighborhood canvassing, community event pop-ups, community resource distribution events and school district events.

B.2 Design Charrette

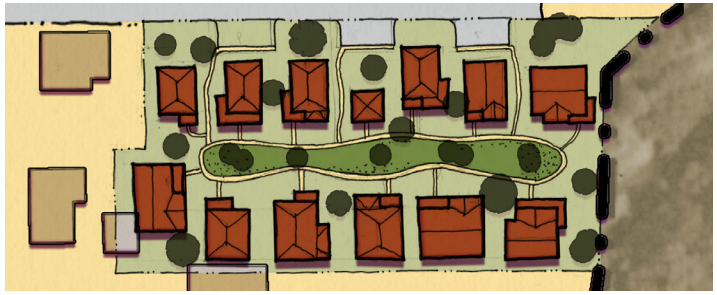
Downtown Master Plan + ODDS Charrette Report

City of Lincoln

June 2025







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Charrette Overview

What is a charrette?

A charrette is an intense, multi-day planning workshop where a broad range of people can collaborate to develop a vision for a defined area. Charrettes are organized to encourage the participation of all. That includes everyone who is interested in bringing the vision to reality: residents, property owners, developers, and local government.

The charrette process provides a place to generate ideas and give immediate feedback to the City and consultant team. As a result, this dynamic and inclusive process can quickly identify and address obstacles. This process results in a feasible vision that represents the collective ideas of participants and the realities specific to the community.

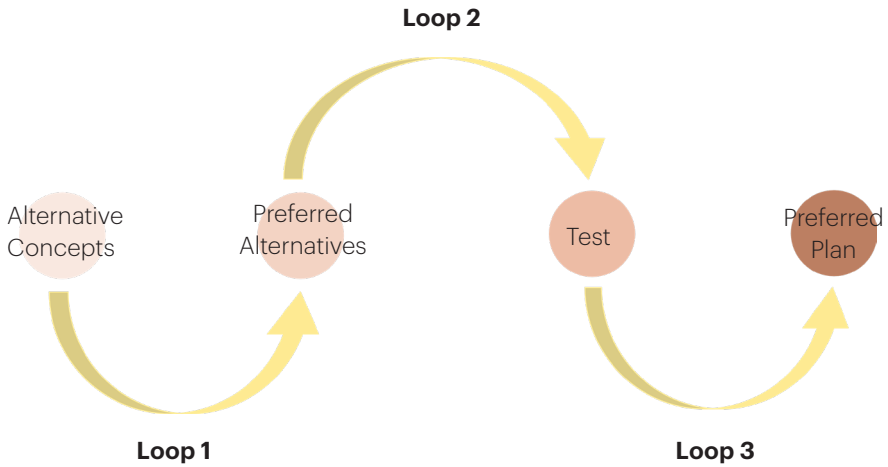
In Lincoln, the Charrette was a three day process in March of 2025. The process included a poster gallery, an opening and closing public presentation, and open studio for the public to provide input at any time,. A breakdown of the charrette process is featured on Page 11.

Important aspects of a charrette include:

- **No Preconceived Outcomes:** the design team comes into charrette process without a clear idea of the outcomes, allowing the community to drive the visioning.
- **Condensed Timeline:** with just a three-day timeline to create design solutions and presentation drawings, the charrette team has to make quick and informed decisions that best reflect the interests and needs of the Lincoln community.
- **Multiple Feedback Loops:** Participants were invited to check in and provide feedback. This allows the community to course-correct the design team and provide valuable place-specific insights. See diagram at top right for feedback loop process.

Charrette Feedback Loops

Diagram adapted from Bill Lennertz, National Charrette Institute



Charrette Participants

80+
Community Members

10+
Local Property Owners

10+
Local Developers

5
City Staff

Pre-Charrette

Prior to the Charrette, ongoing meetings and analysis work is done with the aid of the City of Lincoln to understand the project area.

Program assessment: *with the help of Lincoln staff, the needs of the community and the site were identified.*

Site analysis and prep meeting: *necessary data such as parcels, public spaces, vacancy information, and street connections were studied.*

Generate background data: *a series of preliminary maps were created (See Chapter 2) for use of the design team while considering recommendations for the site.*

Charrette



Poster Gallery: *the design team supplied informational posters to equip charrette participants with background information and context on the Downtown Master Plan's methodology, goals, and key topics to address.*



Opening Presentation: *the charrette kicked off with a presentation and community workshop to identify assets, opportunities, and constraints within Downtown Lincoln for the design team to address.*



Open Studio: *throughout the duration of the charrette, the design studio was open to the public to engage and discuss the Downtown Lincoln Master Plan with the design team.*



Closing Presentation: *the charrette concluded with a public presentation of an illustrative vision for Downtown Lincoln, which represented the culmination of feedback received during the charrette.*

Outcomes of the Charrette: Project Goals and Vision

The poster gallery, pening presentation, and open studio encouraged the development and direction of the project goals, which served as the guiding principles for the design of the Downtown Master Plan.

See Chapter 3 for visioning outcomes.


EXIT
Shaping the Future of Downtown Lincoln: Draft Alternative C
Exploring Concepts for a Vibrant and Connected Downtown
Downtown Lincoln Master Plan + ODDS
Shaping the Future of Downtown Lincoln: Draft Alternative B
Exploring Concepts for a Vibrant and Connected Downtown
Downtown Lincoln Master Plan + ODDS



CHAPTER 2

At the Charrette

In this chapter

Charrette Posters 14

Benefits of Diverse Housing Types Downtown 20

Draft Framework Plan 22

Draft Alternative Plans 24

Charrette Posters

Informational posters displayed at the charrette enabled participants to familiarize themselves with key concepts at their leisure.

Charrette Posters Overview

The posters on the following pages were displayed at the charrette and provided important context for discussions between community members and the design team. Fundamental concepts and resources necessary for understanding the Downtown Master Plan's process and goals are presented here.

Form-Based ODDS
Two of the posters focus on explaining the concept of form-based objective design and development standards (ODDS), describing why the project is taking this approach, what such standards typically contain, and the potential benefits.

Precedents + Strategies for Downtown Development
In planning for the future of Downtown Lincoln, looking at comparable downtowns and highlights of Lincoln's own downtown can be a valuable source of ideas. Investigating transformations that other places have undergone also shows that such transformations do not need to happen all at once and are just as often the product of a series of incremental changes over time.

Building Types
The vast majority of existing buildings in the plan area are relatively small: mostly single-unit houses, typically on 6,500 square foot lots. While large, six-story apartment buildings might seem out of place in this environment, there are other building types that could enable Downtown Lincoln to evolve into a more vibrant destination without overturning the existing neighborhood scale and lot patterns. The "Building Form and Placemaking" and "Building Types for Downtown Lincoln" show what these possibilities could mean.

Public Space Types
The best walkable environments include public spaces for people to gather or relax in addition to homes and commercial destinations. The plan area features a number of quality public spaces, including Beermann Plaza and McBean Park, and the Public Space Types posters illustrate how different kinds of spaces can be integrated throughout the downtown context.

Downtown Lincoln Master Plan and Form-Based ODDS

Delivering the Vision through a New Approach to Zoning



Project Approach

The City of Lincoln embarked on the Downtown Lincoln Master Plan + ODDS project to create an identifiable center and destination while facilitating mixed-use infill housing and expanding affordable housing options in the Downtown area.

To achieve the objectives of the City and the community, the project comprises the following key components:

- **Meaningful Community Engagement.** The project's outreach activities are intended to ensure that community input shapes the vision and outcomes for Downtown that reflects the values and needs of the community.
- **An Updated Community Vision for Downtown.** The Master Plan will reflect a renewed vision based on community input to revitalize Downtown as a vibrant hub for residents and visitors alike.
- **Remove Zoning Barriers so Downtown Can Thrive.** The Objective Design and Development Standards (ODDS) will be created to encourage diverse housing opportunities, streamline the approval process, and support a dynamic mix of residential, commercial, and public spaces.
- **Explore Financing through Value Capture Strategies.** Financing strategies and mechanism to enable strategic investments in public infrastructure, streetscape improvements, and community amenities will be analyzed for the long-term economic growth and enhancement of the overall Downtown experience.

Why not a Specific Plan?

Choosing to develop a Master Plan and Objective Design and Development Standards (ODDS) is a decision driven by flexibility, predictability, and efficiency while complying with state regulations.

- **Greater Flexibility and Adaptability.** Both a Master Plan and Specific Plan establish a broad vision and policy framework for future development. However, unlike a Specific Plan, a Master Plan can be more efficiently adjusted over time as community needs change.
- **Predictability and Clarity in Intended Outcomes.** Specific Plans and ODDS both provide regulations for the development and design of future development. ODDS, however, provide clear, non-discretionary standards that promote predictability for developers and community members while maintaining design quality.
- **Cost and Time Efficiency.** Developing a Master Plan with ODDS is generally faster and less expensive than creating a Specific Plan, which requires detailed land-use analysis, infrastructure planning, and environmental review.
- **Streamlined Approval Process.** With ODDS, projects that meet the objective standards are eligible for ministerial (non-discretionary) approval. This is in conformance with recent State mandates that require streamlined approval processes for certain housing projects if they comply with objective standards.

For Downtown Lincoln, a Master Plan + ODDS provides a strategic, flexible, and legally compliant way to guide development while aligning with state housing laws and streamlining approvals.

Why Form-Based ODDS?

Form-based standards foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Additionally, objective standards provide clear, measurable standards that promote predictability for developers and community members. These standards are adopted into city law as regulations (code), not mere guidelines.

As an alternative to conventional use-based zoning, form-based codes replace use with the intended physical form as the organizing principle, or framework. Instead of a zone being labeled "single-family residential," it could be called "traditional neighborhood," and instead of "commercial," it could be called "neighborhood main street." The terms "neighborhood" and "main street" tie back to the intended physical form or place, both of which may include a mix of uses and building types to create vibrant walkable environments.

The Natural-to-Urban Transect categorizes a spectrum of natural to urban contexts in six Transect zones (from the most rural T1 to the most urban T6) and is a prominent organizing principle within Form-Based Code practice. The applicable Transect zones in Lincoln are T3 and T4, and will be used in the ODDS to guide the future development of Downtown Lincoln.

Downtown Lincoln
Master Plan + ODDS
Lincoln, CA
Design Charrette
March 25-27, 2025

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Components of Form-Based ODDS

Bringing Clarity and Predictability to Zoning

Essential Components

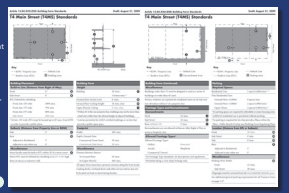
Components that have proven necessary to be effective in form-based ODDS:

1. Regulating Plan (which replaces the zoning map)
2. Building Form Standards
3. Thoroughfare Standards
4. Civic Space Standards
5. Frontage Type Standards
6. Large Site Standards
7. Adjustments

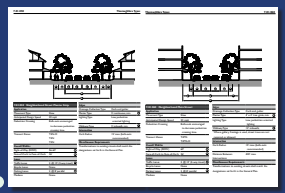


Regulating Plan
Replaces the zoning map

Building Form Standards
The Building Form component defines and regulates the intended physical form including building form, building height, general land use, parking, encroachments, and allowed frontages.



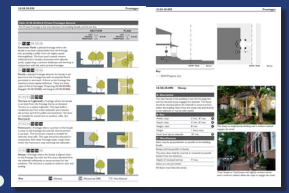
Thoroughfare Standards
Because streets comprise a large percentage of public space within most cities, the Thoroughfare component is a critical code element. This component contains the details and dimensional parameters of elements such as sidewalks, bicycle lanes, traffic lanes, and parking lanes.



Civic Space Standards
The Civic Space component ensures that a full menu of public spaces is included in the Code and that the scale and design approach is calibrated for the location of these spaces.



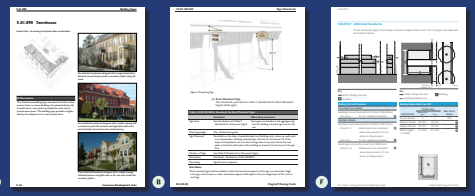
Frontage Type Standards
Frontages create an appropriate transition from the private to the public realm. This component typically includes porches, terraces, forecourts, stoops, shopfronts, galleries and arcades.



Optional Components

Supplementary components are not mandatory for an effective code, but can give further clarity to the intended type of place. The more of these components you can include in your code, the more predictable the implementation will be. This list includes.

- A Building Type Standards
- B Architectural Standards
- C Sustainability Standards (such as stormwater, alternative energy, greywater, etc.)
- D Landscape Standards
- E Green Building Standards
- F Signage Standards



Downtown Lincoln
Master Plan + ODDS
Lincoln, CA
Design Charrette
March 25-27, 2025

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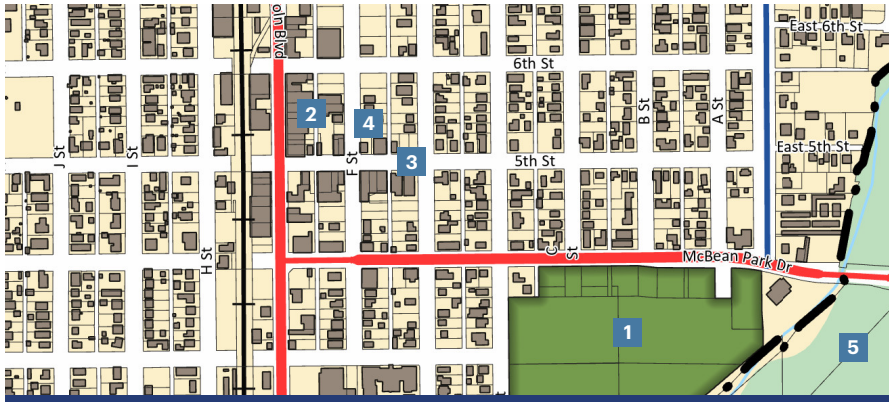
Downtown Lincoln Highlights

Unique, culturally-significant landmarks help people orient themselves.

Downtown Lincoln features a number of **recognizable landmarks**. Covering all periods of Lincoln's **history**, they convey the city's **cultural identity** and contribute to a **sense of place**. How might new structures fulfill similar roles in Downtown Lincoln?



1. McBean Park

McBean Park features an impressive set of amenities within its 24 acres, including open picnic areas, grassy fields and large trees, a playground and an event space (McBean Pavilion). The public pool offers seasonal swim lessons, programs, and classes in addition to hosting local swim teams. McBean Stadium is the home field of Lincoln Little League, the Lincoln Potters Baseball Club, and the Jessup Warriors.



2. Beermann Plaza

This public space, also known as Lincoln Town Square, is located directly off Fifth Street in the heart of downtown Lincoln. It abuts the Lincoln Archives Museum and Lincoln Area Chamber of Commerce and serves as an anchor for the downtown civic area, which extends from City Hall to the Civic Auditorium. It features small shade trees, seating, and a central fountain and is available to rent for small events.



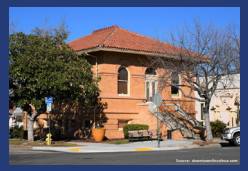
3. Fifth Street

Intersecting Lincoln Boulevard at the center of Downtown, this cherished street features a number of important destinations within a two-block walk—including Lincoln Town Square/ Beermann Plaza, the Civic Auditorium, the Veterans Memorial Building, the Carnegie Library, and numerous local businesses.



4. Carnegie Library

This building at the northeast corner of Fifth and F streets, funded by a $6,000 grant from the Carnegie Foundation and $2,475 worth of materials donated by the local Gladding McBean company, has been a Public Library from its opening in 1909 to the present day. The library was designed by Allen D. Fellows in the Classical Revival style and features brick, tiles, arched transoms, and other details produced by Gladding McBean. It was added to the National Register of Historic Places in 1990.



5. Auburn Ravine

Auburn Ravine flows almost 34 miles from the City of Auburn through Lincoln, eventually entering the Sacramento River. The portion that flows through Lincoln is lined by a park featuring multi-use trails and a dog park.



6. Gateway Drive

A relatively recently developed street in Lincoln, Gateway Drive runs alongside Auburn Ravine and provides access to a number of newly-constructed homes and businesses. It is notable for the inclusion of street trees and a multi-use trail along the ravine.



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Learning from Comparable Downtowns

What other cities can serve as precedents for Downtown Lincoln?

In planning for new development and public spaces in Downtown Lincoln, we look for cities that are similar in scale, type, and population to Lincoln. The best elements of these cities—green spaces, streets, buildings—are resources for study and sources of inspiration for new spaces in Lincoln.

Lincoln, CA

Population: 54,500

Public Spaces:
- McBean Memorial Park - 24 acres
- Joiner Park .12 acres
- Lincoln High School Park - 5.9 acres

Lincoln Town Square - 0.3 acres

Grass Valley, CA

Population: 14,000

Public Spaces: Consists of a 0.8 acre plaza.

Relevant Planning Efforts:
- Community Design Guidelines (2002)
- Design Review Guidelines For The 1872 Historic Townsite (2010)

Parking: Free parking is provided on-street and in surface lots. The city owns four surface lots.





Mill Street – one to three stories



Mill Street Plaza

Truckee, CA

Population: 17,000

Public Spaces: The adjacent Truckee River Regional Park stretches over 50 acres.

Relevant Planning Efforts:
- Downtown Truckee Plan (2023), Objective Design Standards (2023)

Parking: Paid parking is available on-street and in surface lots.





Donner Pass Road – one to four stories



Truckee River Regional Park

Walnut Creek, CA

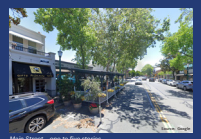
Population: 69,000

Public Spaces: Consists of two parks totaling approximately 13 acres.

Relevant Planning Efforts:
- East Mt Diablo Blvd Specific Plan (1996)
- Locust St/Mt Diablo Blvd Specific Plan (2010)
- West Downtown Specific Plan (2018)
- North Downtown Specific Plan (2019)

Parking: Paid parking is available on-street, in surface lots, and parking garages. The city owns three multi-story garages.





Main Street – one to five stories



Civic Park

Livermore, CA

Population: 83,000

Public Spaces: Consists of two parks, a plaza, and a playground totaling approximately 5 acres.

Relevant Planning Efforts:
- Downtown Specific Plan (2004)

Parking: Free parking is available on-street, in surface lots, and two city garages.





First Street – one to three stories



Bankhead Plaza

Lodi, CA

Population: 67,500

Public Spaces: Consists of two parks totaling approximately 5 acres.

Relevant Planning Efforts:
- Downtown Development Standards and Design Guidelines (1997)
- Downtown Specific Plan (In Progress)

Parking: Free parking is available on-street, in surface lots, and one city garage.





School Street – one to three stories



St. Anne's Plaza

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Short-term and Long-term Transformations

Think Small and Think Big: A Variety of Transformative Ideas

Not every transformation needs to happen at the same time or at a large scale to have a big impact. In the short term, small, feasible improvements can provide enough change to transform a dilapidated building, street, or business into a lively, attractive hub for activity. These small scale transformations can also catalyze larger scale transformation.

Building Facade Improvements

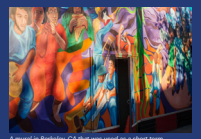
Property owners can transform the pedestrian experience through various levels of facade improvements: opening up boarded windows, improving building signage, removing low awnings.



Before



With facade improvements



A mural in Berkeley, CA that was used as a short term improvement to a blank wall along a major pedestrian way

Public Realm Improvements

Improvements to the frontage area—where the building meets the sidewalk—can greatly improve the quality of the public realm: creating outdoor eating space, plantings, signage, benches, trees, paving.



Before



With public realm improvements



Example of a reclaimed frontage space and public realm improvement in Berkeley, CA

Reclaimed Space

Simple frontage improvements and long term reuse of unused or underutilized space can provide a better pedestrian experience as well as valuable outdoor space for businesses.



Before (South Main Street – Memphis, TN)



Activated with temporary improvements



Space reclaimed for outdoor dining

Street and Public Space Improvements

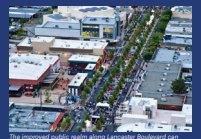
Wider sidewalks, medians, and parklets should be implemented along key corridors where pedestrian traffic is highest. These are spaces that allow pedestrians to congregate and enjoy a more comfortable and safe public realm.



Before (Lancaster Blvd – Lancaster, CA)



With street and public space improvements



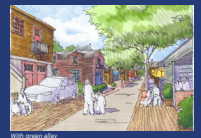
The improved public realm along Lancaster Boulevard can be fully opened to pedestrians for special events.

Green Alleys

Existing alleys can be made into pedestrian-friendly paseos with parklets and studio space. These improvements attract more pedestrian activity and therefore provide additional informal monitoring of otherwise unsafe alleys.



Before



With green alley



Example of a Green Alley in San Francisco, CA

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Building Form and Placemaking

Placement and massing of buildings helps shape the character of a place.
A variety of building scales establish a hierarchy of built form that strengthens the sense of place in Downtown.

Small

Small-scale environments are made by small buildings separated from adjacent buildings and set back from the street and sidewalk. These setbacks act as a semi-public buffer between the private and the public realm, which engenders a greater degree of privacy.

The form of buildings here is typically similar in scale to houses, yet small scale environments need not be just single-family homes. House-form buildings also include multi-family types such as duplexes and bungalow courts, and even commercial uses.



Medium

Medium-scale environments are made by individual buildings or short runs of buildings with medium-to-large footprints, set back only a short distance from the sidewalk. These environments are often used to transition between a lower-intensity neighborhood and a more intense main street.

Examples of buildings seen here include courtyard buildings, short runs of townhouse units, and mixed-use main street buildings typically two to four stories in height.



Large

Large-scale environments are made by buildings that are block-form, meaning that the buildings are either individually as large as a city block or collectively arranged along a street to form a continuous facade as long as most or all of a block.

Buildings in these environments typically have minimal setbacks and are often mixed-use, with non-residential uses on the ground floor and housing or office on upper stories. Examples of buildings found here include stacked flats and commercial blocks.



Missing Middle Housing

Missing Middle Housing refers to a range of building types that are similar in scale and form to a house, but contain multiple units. These types blend in well with single-family homes, and can also be useful in transitioning in scale between low-intensity neighborhoods and higher-intensity main streets or downtowns.



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Building Types for Downtown Lincoln

Buildings are defined first by form, then by function. Below are some building types that could provide housing in Downtown Lincoln.

Buildings can be categorized according to their physical form. While certain uses or functions may be typical of certain building types, uses are not a primary determinant of building type.

In the context of ODDS, building types represent predictable, context-appropriate building forms for new housing, especially in contexts where the scale of individual buildings is geared toward single-unit houses or low-rise mixed-use. This enables a neighborhood to incorporate both single-unit and multi-unit buildings while maintaining a consistent vision for the overall streetscape.

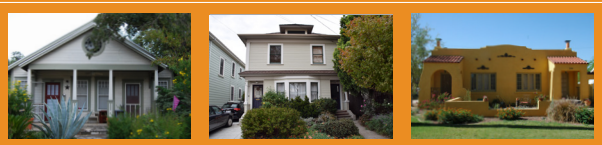
House

A small- to medium-sized detached structure on a medium-sized lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a walkable, urban setting, potentially near a neighborhood main street.



Duplex

A small- to medium-sized structure that consists of two dwelling units, one on top of the other or side-by-side, both of which face and are entered from the street. This type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods.



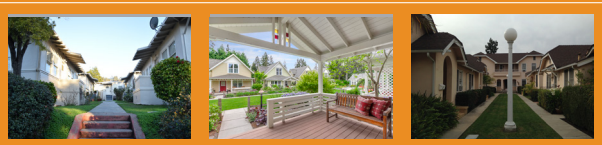
Fourplex

A medium structure that consists of four units- typically two on the ground floor and two above with a shared entry. This type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods.



Cottage Court

This building type consists of a series of small, detached structures, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and is an important community-enhancing element. It provides well-designed higher densities appropriately scaled for primarily single-family or medium-density neighborhoods.



Pocket Neighborhood

This type is comprised of several small detached buildings arranged to define a shared open space or series of open spaces, depending on lot size. The shared open space is common open space and takes the place of a private rear setback. Trees become an important community-enhancing element. The type is scaled to fit within low-to-moderate intensity neighborhoods.



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Building Types for Downtown Lincoln

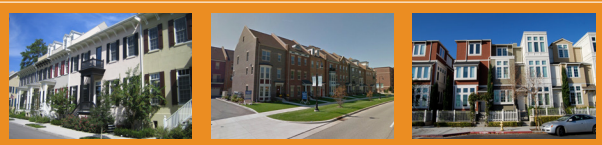
Buildings are defined first by form, then by function. The types below could provide housing and/or commercial space in Downtown Lincoln.

Buildings can be categorized according to their physical form. While certain uses or functions may be typical of certain building types, uses are not a primary determinant of building type.

In the context of ODDS, building types represent predictable, context-appropriate building forms for new housing, especially in contexts where the scale of individual buildings is geared toward single-unit houses or low-rise mixed-use. This enables a neighborhood to incorporate both single-unit and multi-unit buildings while maintaining a consistent vision for the overall streetscape.

Townhouse

Townhouses are two or more attached two- or three-story dwellings with zero side yard setbacks. Each dwelling is designed for use by a single family. This type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family neighborhood into a neighborhood main street.



Multiplex: Large

A medium-to-large-sized, detached building that consists of 5 to 12 side-by-side and/or stacked units, typically with one shared entrance. The type is scaled to fit within moderate-intensity neighborhoods.



Courtyard Building

A medium- to large-sized multi-family structure arranged to share one or more common courtyards. The courtyard serves as a semi-public space, as its use is shared among units. Each unit may have its own individual entry, or up to three units may share a common entry.



Main Street Mixed-Use

A medium- to large-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor residential uses.



Main Street Commercial

A medium- to large-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor service or office uses.



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Public Space Types

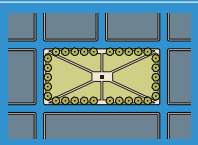
Public spaces support healthy and vibrant neighborhoods.

Public spaces provide **access to the outdoors** and **gathering places** for members of the community. They should be located within **easy walking distance** of most homes as well as downtowns, and should support both **active and passive uses**. The location, distribution, size, function, and role of these spaces vary in relation to contextual considerations.

Different civic space types may be more or less appropriate in different locations. For example, the physical character of pocket parks includes more natural elements (i.e., more landscape); pocket parks are typically located in neighborhoods of a more residential character. The physical character of pocket plazas, by contrast, is very urban (i.e., more hardscape); pocket plazas are typically located in a mixed-use context characterized by connected or block-scale buildings.

Park

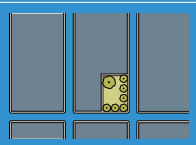
Open space supporting unstructured recreation as well as programmed activities. These can often serve as habitat corridors, and can also be used for utilitarian functions such as flood control and stormwater conveyance. Parks often include dedicated sports fields.





Pocket Park

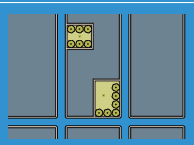
Small-scale open space that serves the immediate neighborhood, available for informal activities in close proximity to neighborhood residences.





Playground

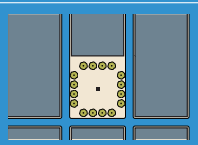
Small-scale open space designed and equipped for children's recreation. A playground may be included within another public space type, such as a park.





Plaza

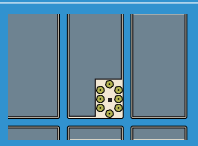
Community-scale public spaces typically used for large gatherings, civic functions, and commercial activities — both permanent and temporary — such as farmers markets and exhibitions.





Pocket Plaza

Small-scale open space often located at street corners, available for civic purposes and/or commercial activity. Intended as an intimate space for seating or dining while accommodating commercial and neighborhood activity.





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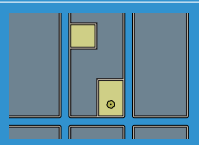
Community Garden

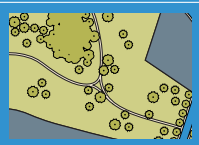
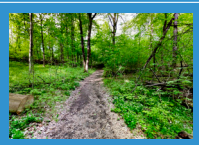
Small-scale open space designed as a grouping of garden plots available to nearby residents.





Greenway

Natural open space or habitat that requires minimal upkeep while offering access to nature, typically including trails and some recreational amenities.


Passage

A pedestrian pathway that extends from a public sidewalk or civic space. The pathway is lined by non-residential shopfronts and/or residential ground floors and pedestrian entrances.





Green Alley

A right of way running along the rear of properties, typically accommodating service and utilities. While alleys often receive less attention than the streets onto which buildings front, cities have found a variety of ways to bring life to these secondary routes.





Shared Street

A street where pedestrians, bicyclists, and motor vehicles travel in the same thoroughfare. Shared streets are designed to be curbless, since there is no distinction between a pedestrian zone and a vehicular zone. Shared streets typically incorporate features designed to control vehicular speeds and indicate a special zone, such as a distinctive paving pattern or street trees creating a winding path of travel.





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Draft Framework Plan

The Draft Framework Plan enabled the design team to enter the charrette with a basic understanding of where the Downtown Master Plan could have the greatest impact on new development.

Summarizing Key Factors in Downtown

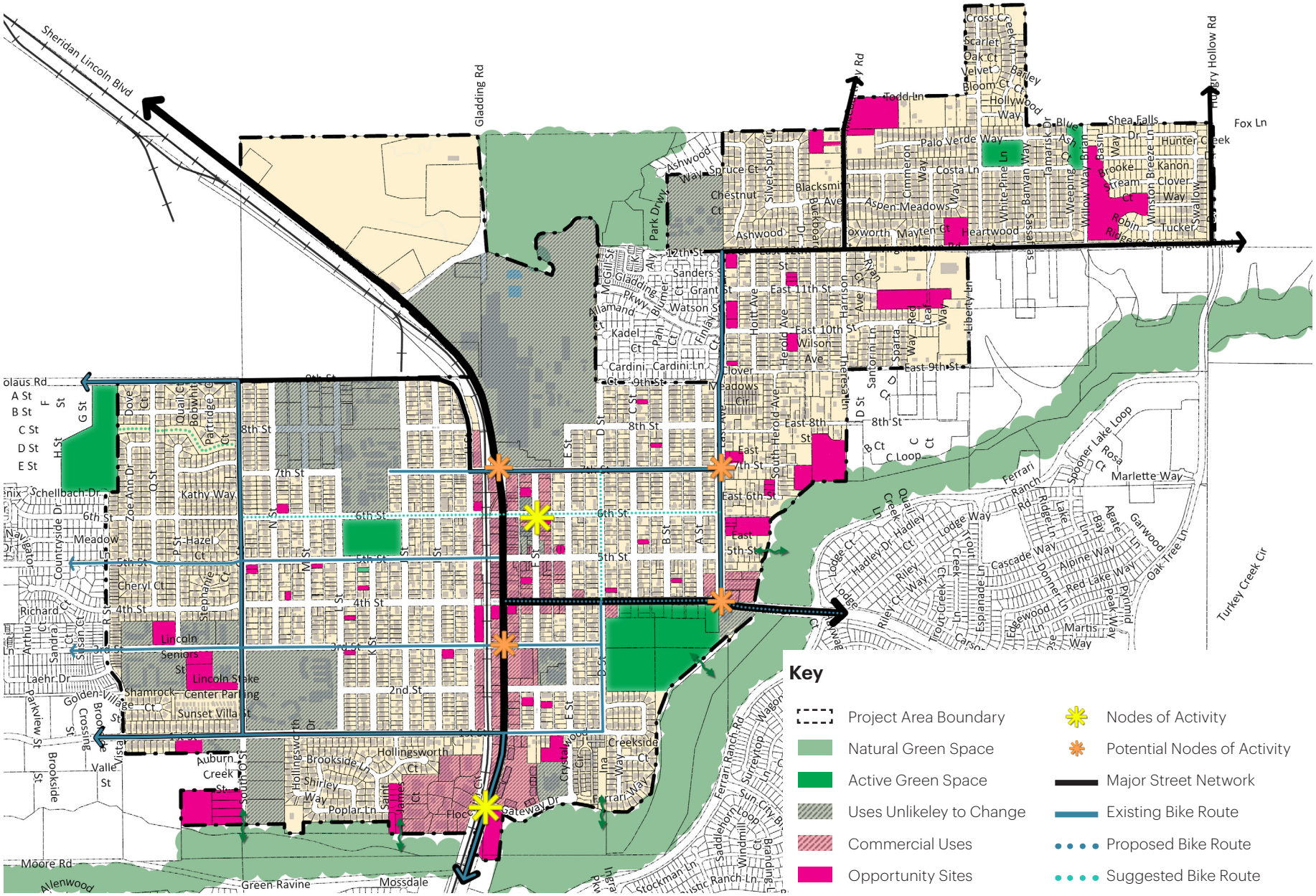
Identifying transportation routes, active uses, cultural institutions, and vacant sites help to present an initial picture of where new development could and should occur in Downtown Lincoln. Locations that currently attract many people were identified as "nodes of activity," with potential nodes also noted based on transporation patterns.

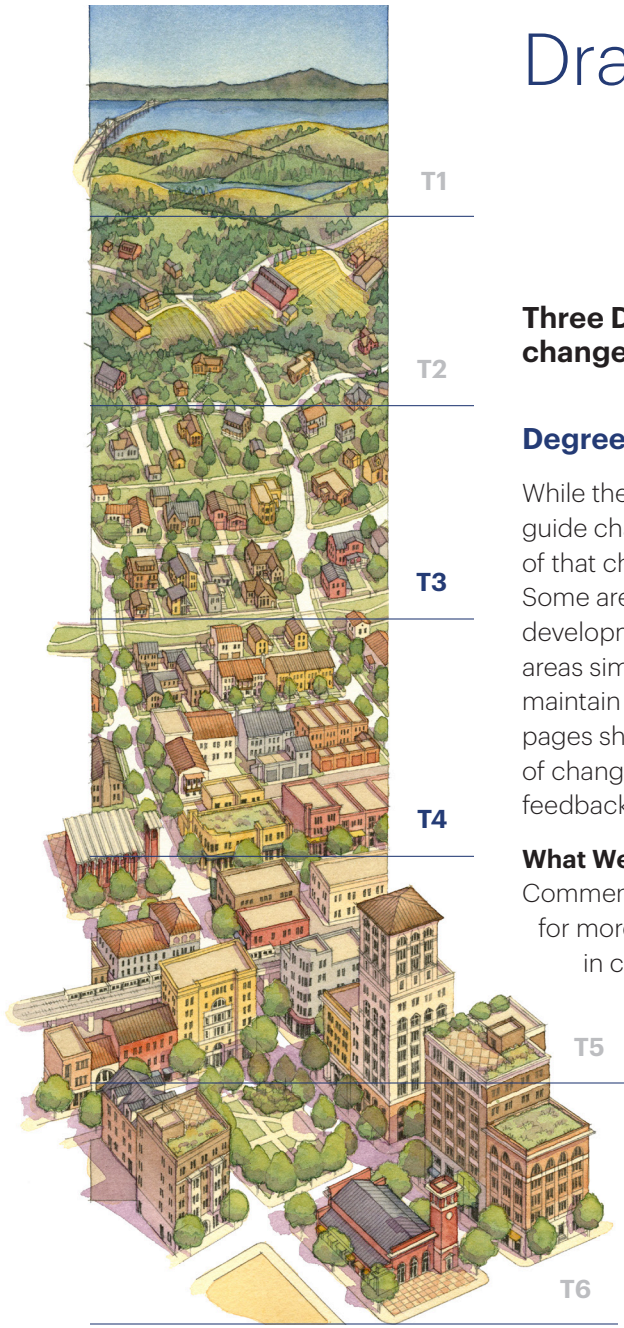
Opportunities and Constraints

Central to the Draft Framework Plan is the analysis of opportunity sites and fixed, long-term institutional uses. Opportunity sites are those that can be redeveloped relatively easily, typically because they are vacant or underutilized. These are the most promising sites for new development and are where the Downtown Master Plan can have the greatest impact. By contrast, sites such as parks, schools, cemeteries, and the Gladding McBean plant are unlikely to be redeveloped in the near future—although they may serve as amenities or destinations for nearby residents.

Transportation Network

Lincoln Boulevard and McBean Park Drive are major routes for people driving through Downtown Lincoln. As such, they have conventionally been the most attractive locations for commercial development. An advantage of Downtown Lincoln's street grid is that it provides alternatives to these routes for slower-moving traffic—including bicycles, neighborhood electric vehicles/NEVs, and drivers looking for parking. In addition to the bike routes proposed in Lincoln's 2018 Bicycle Transportation Plan Update, the Draft Framework Plan identifies routes along 6th Street and D Street that could benefit cyclists by linking homes with parks, schools, and businesses without requiring them to compete with large numbers of cars.


Sheridan Lincoln Blvd
Gladding Rd
Fox Ln
Turkey Creek Cir
Moore Rd
Green Ravine
Mossdale
Key
Project Area Boundary
Natural Green Space
Active Green Space
Uses Unlikeley to Change
Commercial Uses
Opportunity Sites
Nodes of Activity
Potential Nodes of Activity
Major Street Network
Existing Bike Route
Proposed Bike Route
Suggested Bike Route



Draft Alternative Plans

Three Draft Alternative Plans were presented at the Charrette to gauge the community's desire for change/intensification in the Downtown Master Plan area.

Degree of Change

While the purpose of the Downtown Master Plan is to guide change in the plan area, the amount and location of that change depends on community priorities. Some areas are primed for more intense private-sector development as long as standards allow it, while other areas simply need ongoing public-sector investments to maintain the existing pattern. The maps on the following pages show three alternative approaches to the degree of change in Downtown Lincoln and were used to solicit feedback from the community.

What We Heard

Comments from charrette attendees expressed support for more housing and businesses in the downtown core, in combination with creative parking strategies that preserve the supply of parking nearby. This suggests that enabling multi-story mixed-use buildings is an appropriate priority for the Downtown Master Plan. In addition, some attendees supported additional housing diversity in the adjacent neighborhoods, while feeling that new housing types should match the scale of the existing single-family houses. This translates to a greater degree of change in the core than in the neighborhoods.

The Rural-to-Urban Transect: A Framework for Understanding Neighborhood Intensity

The environments people build range all the way from farms to skyscrapers, with the vast majority of Americans making their homes somewhere in between. A standardized system of "transect zones," as illustrated at the left on this page, is used to describe this spectrum—from "T1" for natural areas and "T2" for rural/agricultural areas, all the way up to "T5" for mid-rise mixed-use areas and "T6" for high-rise urban cores.

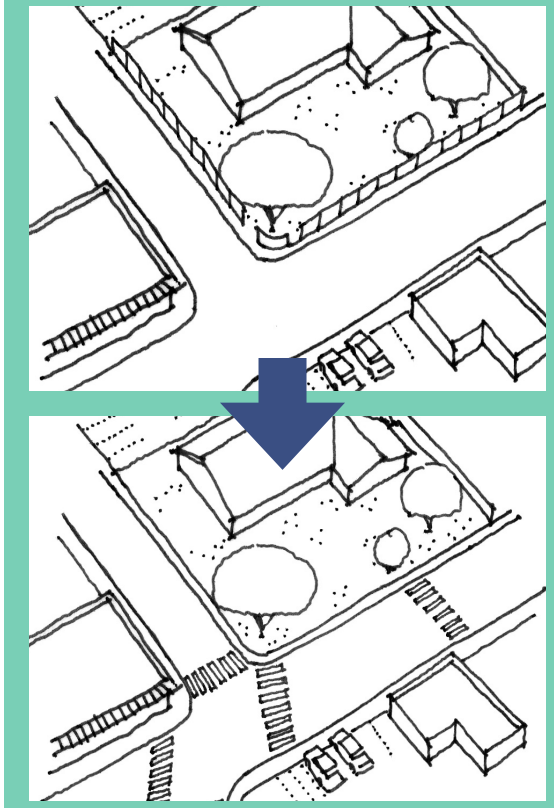
Transect Zones in Lincoln

Most of Downtown Lincoln would currently be described as "T3" neighborhoods, characterized mostly by single-family homes connected to local-serving businesses by an interconnected street grid. Limited areas of the downtown core display "T4" characteristics, with connected commercial shopfronts and a mix of housing types. The "Cultivate/Nurture" and "Evolve" degrees of change (described on the following page) offer specified areas of Downtown the opportunity to grow more firmly into varieties of "T4" by gradually introducing multi-unit housing types, townhouses, and mixed-use development.

Degrees of Change

Sustain/Preserve

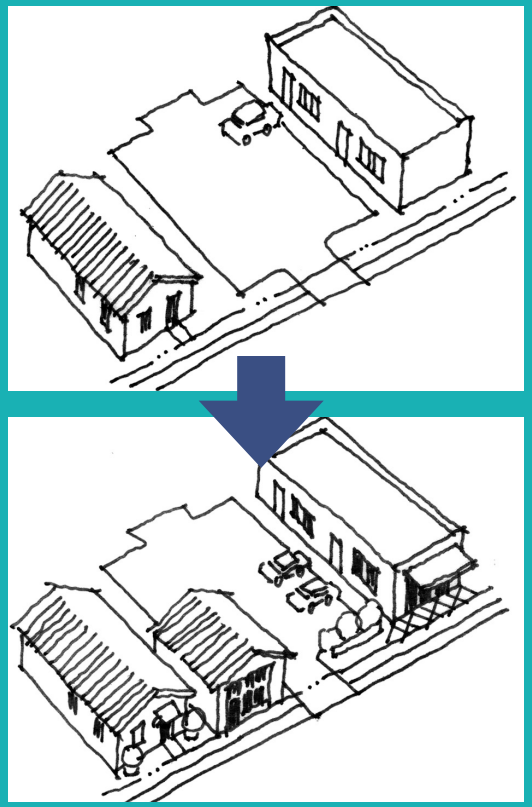
Provide enhancements to places that already experienced significant investment or stability in places where there is not sufficient market activity to drive change. Small investments by the City and partners will support incremental change to promote additional future investment.



Above: Marking clear pedestrian crossings with paint at key locations easily enhances pedestrian safety and walkability.

Cultivate/Nurture

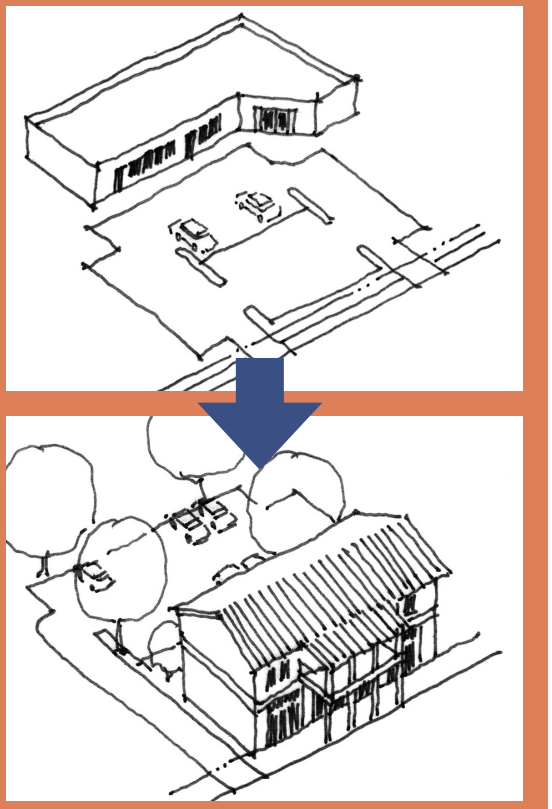
Encourage nascent beneficial change that is underway, but which requires additional support to realize its full potential. A mix of investments by the City, philanthropies, and the private sector drive transformative change to realize the community's vision for a place.



Adding entrances that face the street and a small, new structure to conceal surplus parking improves this street frontage.

Evolve

Prioritize Infill development that is designed to improve the built form and enhance multi-modal transportation options. Investments primarily by the private sector will support steady market growth for community stability.



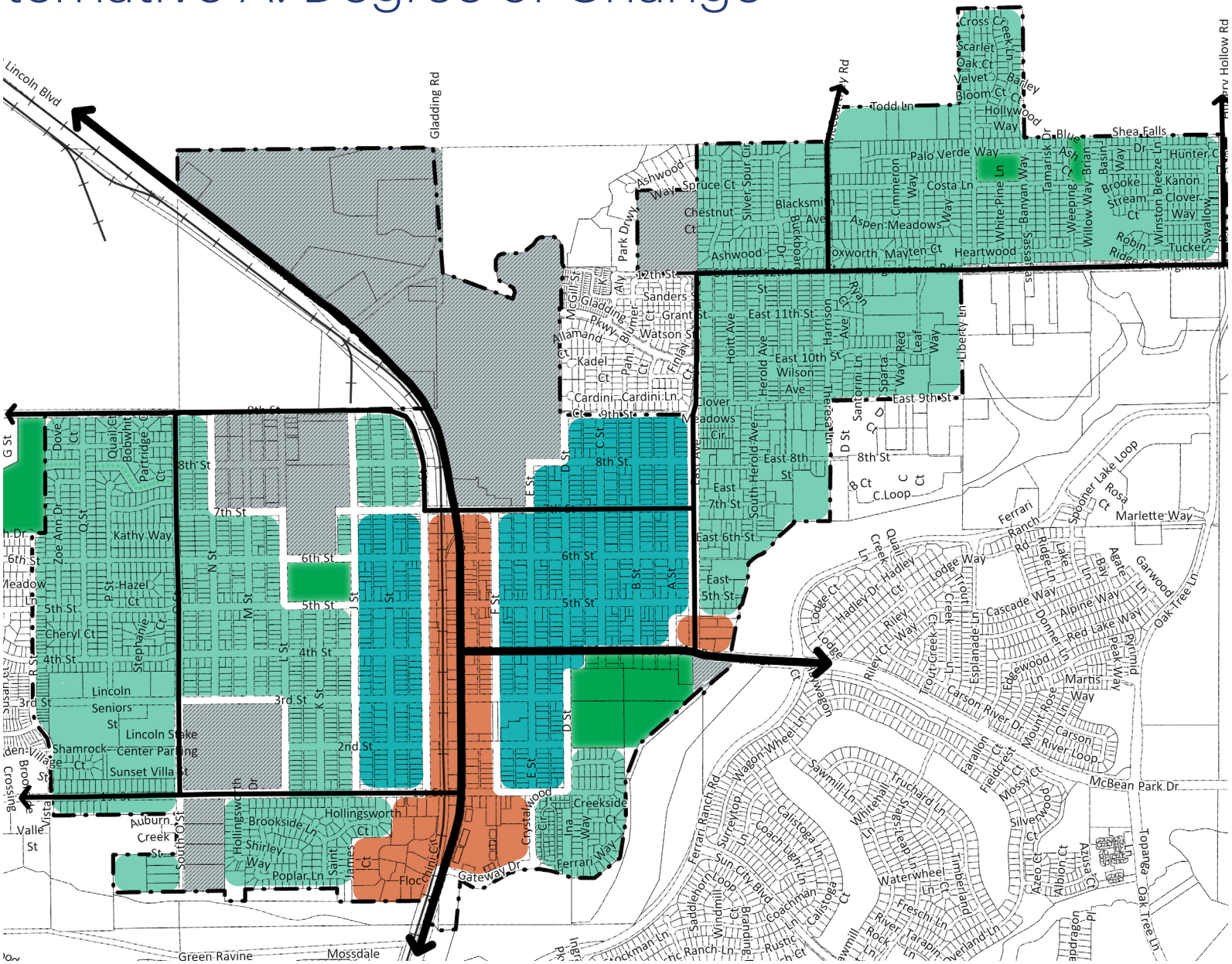
A new building with street-lining entrances and galleries replaces a strip-commercial parking lot.

Draft Alternative A: Degree of Change

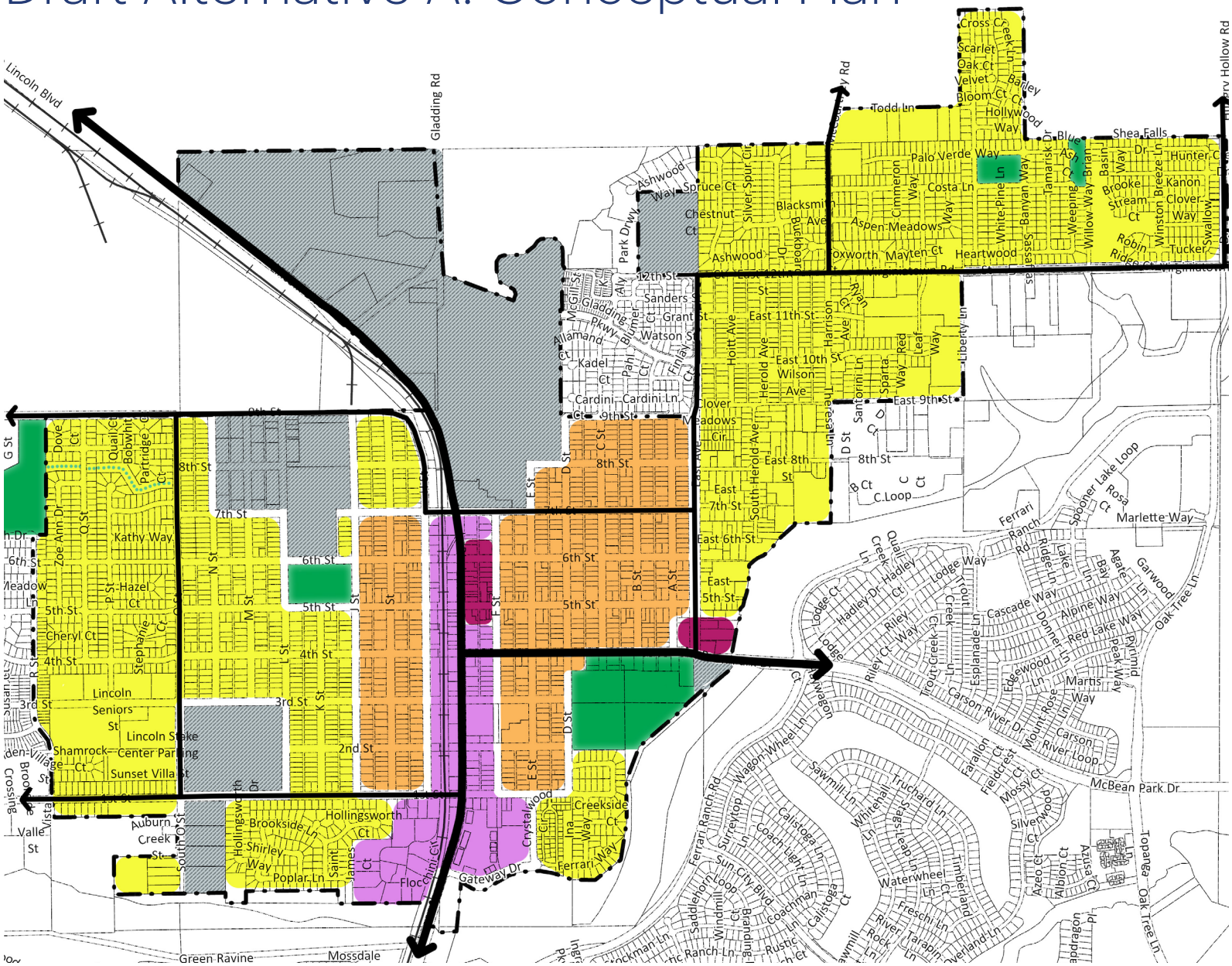
Key

- Low
- Moderate
- High

This alternative focuses the change in a limited area of the Downtown and its adjacent neighborhoods.



Draft Alternative A: Conceptual Plan



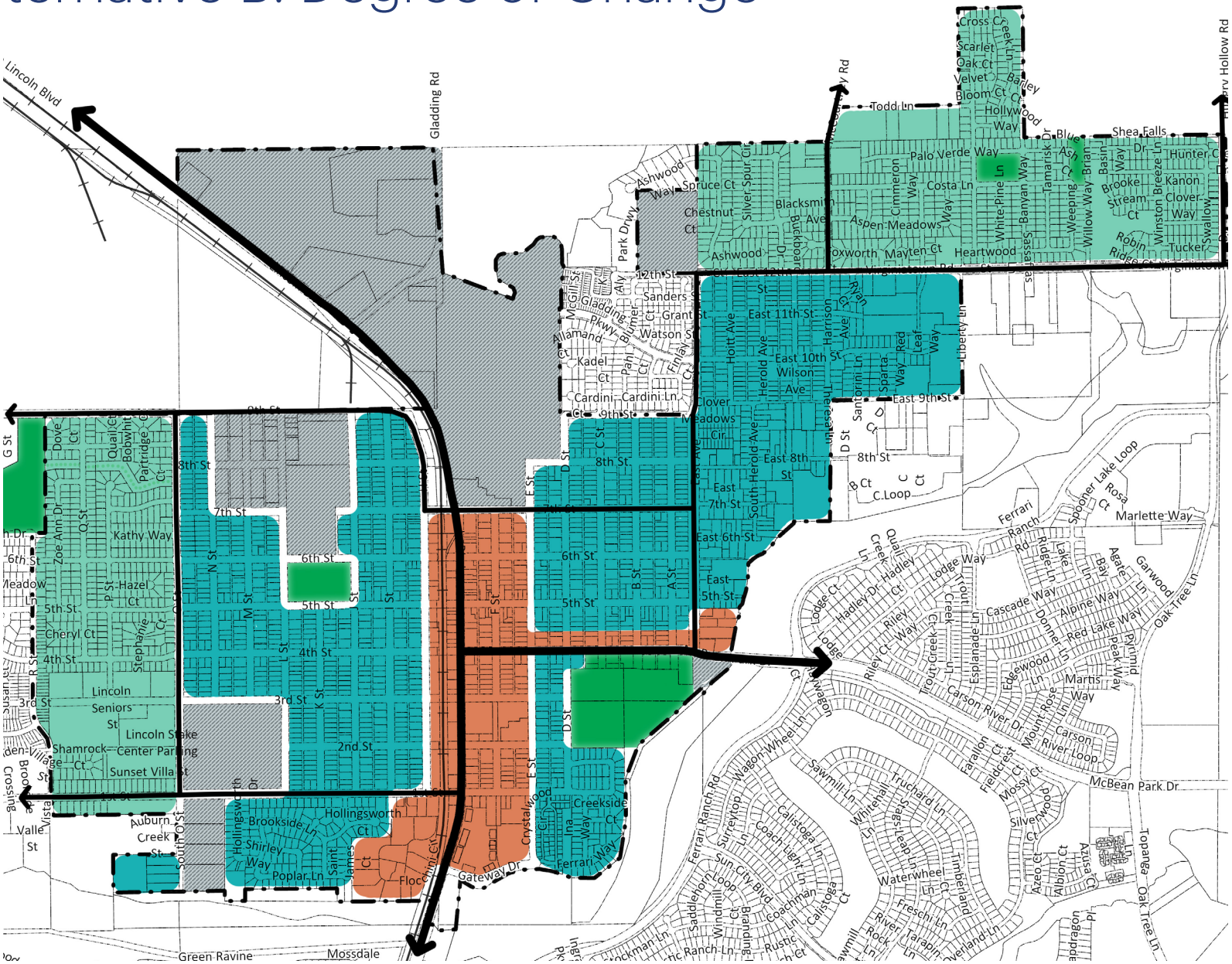
This conceptual plan uses four Transect zones to implement the degree of change for Draft Alternative A.

Draft Alternative B: Degree of Change

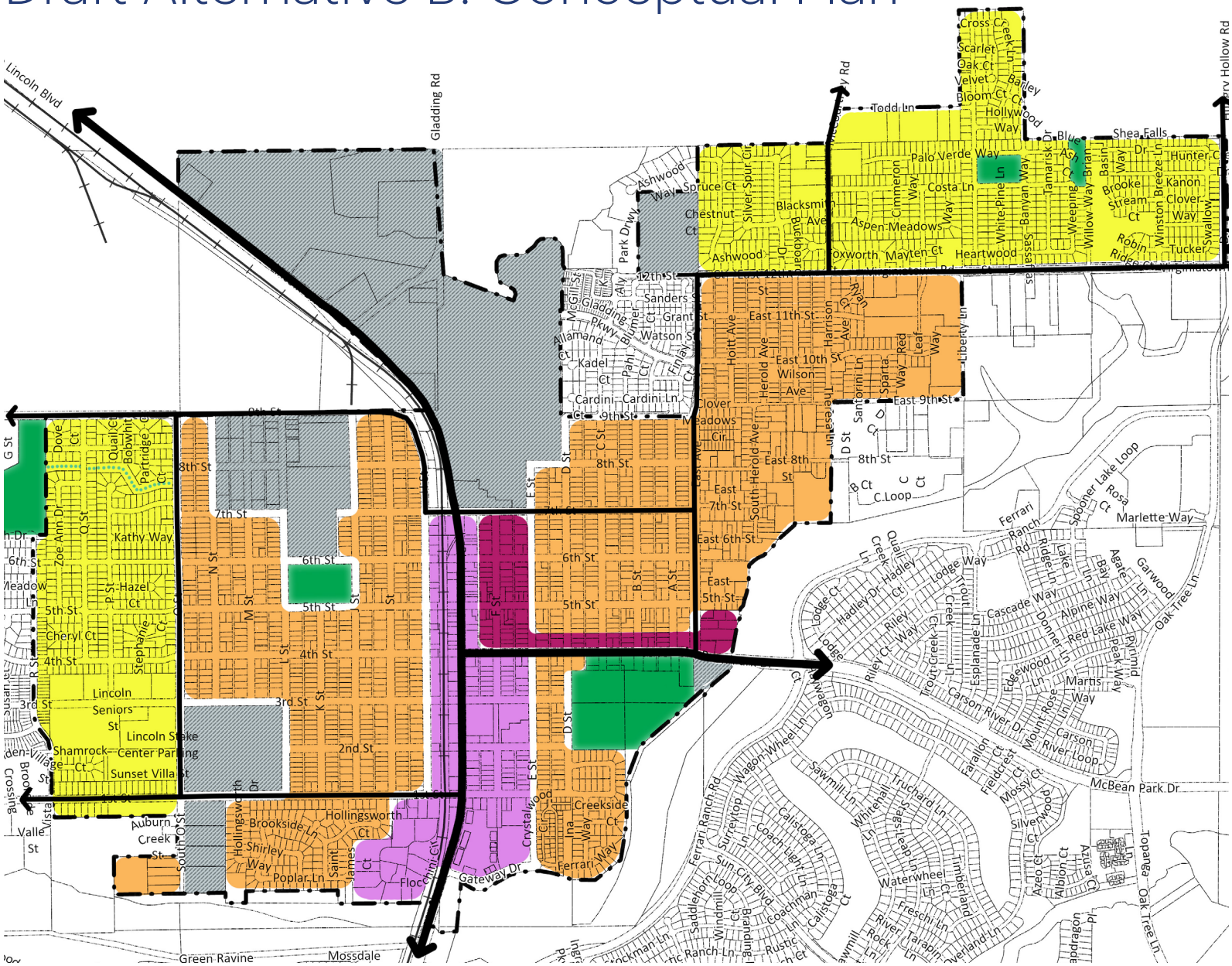
Key

- Low
- Moderate
- High

This alternative focuses the main area of change more tightly along Lincoln Boulevard and expands the change area for the surrounding neighborhoods to allow for a variety of housing types.



Draft Alternative B: Conceptual Plan



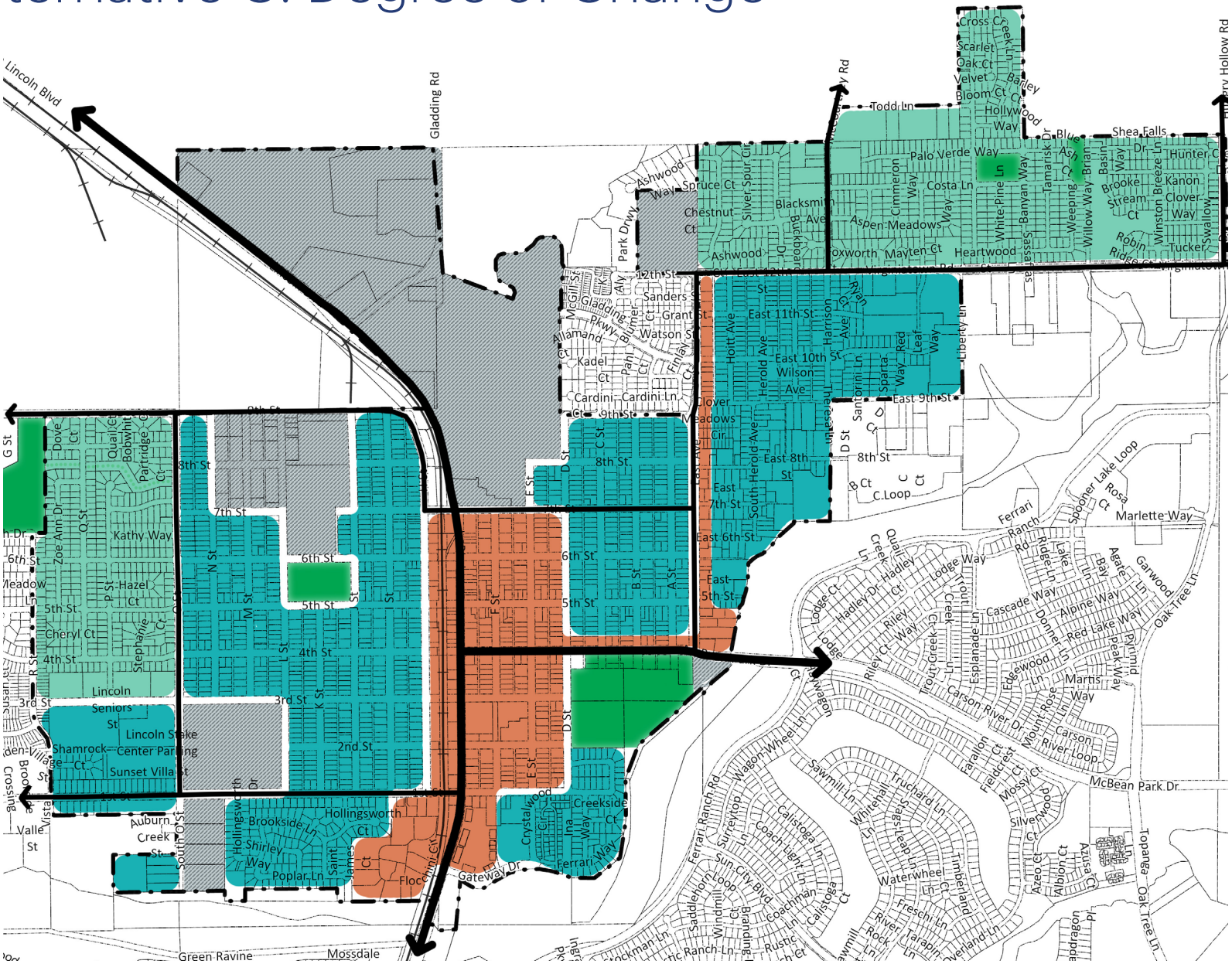
This conceptual plan uses four Transect zones to implement the degree of change for Draft Alternative B.

Draft Alternative C: Degree of Change

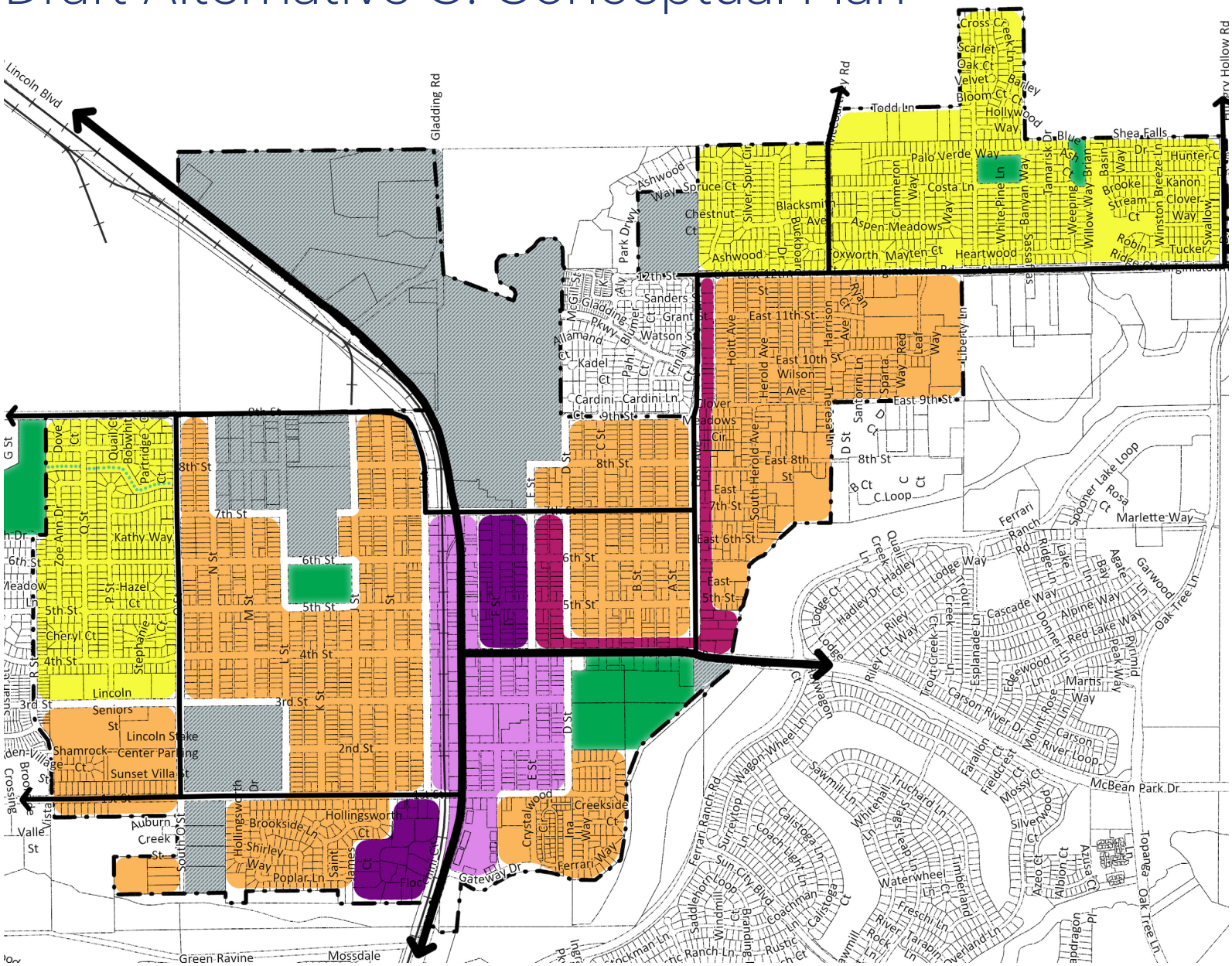
Key

- Low
- Moderate
- High

This alternative creates a larger walkable core area east of Lincoln Boulevard while enhancing the historic core on 5th St with mixed-use developments and residential infill.



Draft Alternative C: Conceptual Plan



This conceptual plan uses five Transect zones to implement the degree of change for Draft Alternative C.


McBean Park Dr
Beer Garden
BEER GARDEN



CHAPTER

3

Charrette Outcomes

In this chapter

Illlustrative Plan 34

Opportunity Sites and Visualizations 36

Illustrative Plan

The Illustrative Plan for the Downtown Lincoln Master Plan depicts the cumulative impact of potential updates to policy and zoning.

Illustrating the Future of Downtown Lincoln

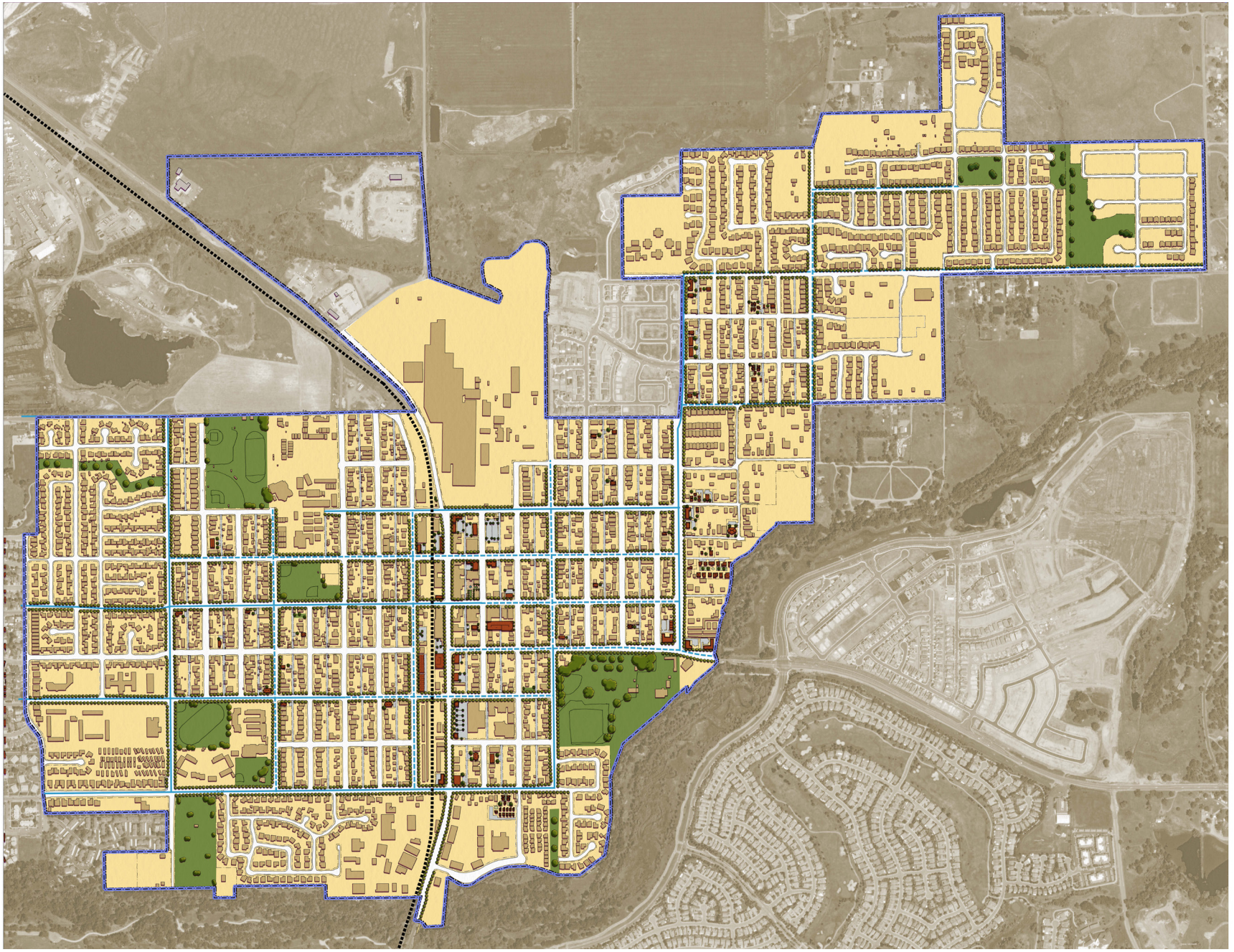
To reflect the combination of existing conditions with future development possibilities under the Downtown Master Plan and ODDS, the design team produced an Illustrative Plan that can be viewed on the following page. Key themes include making the pedestrian-oriented streetscape along Lincoln Boulevard and 5th, 6th, and F Streets more continuous, as well as fostering mixed-use nodes along East Avenue and infill housing of various types throughout the neighborhoods.

Methodology

The design team focused on vacant and City-owned parcels, under the assumption that these would be the most promising sites for new development to occur under the Downtown Master Plan and ODDS. The new homes, businesses, and parking shown on these parcels fill in gaps in the existing urban fabric and establish a consistent, legible form both for commercial/civic main streets and for more residential neighborhoods. Some parcels show the replacement of auto-oriented businesses along Lincoln Boulevard with mixed-use buildings close to the sidewalk—reflecting participants' vision for a more consistent walkable streetscape in the downtown core. Key public spaces are highlighted, including McBean Park and Beermann Plaza.

One Possibility Among Many

All in all, the Illustrative Plan on the following page shows a relatively limited degree of change. Depending on market conditions and additional community input on the ODDS, the actual outcome may involve significantly more redevelopment, or projects shown here may turn out to be financially infeasible. Moreover, the development shown on any given parcel is just one potential possibility and should not be interpreted as a literal representation of proposed development for a particular site. The actual implementation of redevelopment potential remains the responsibility of individual property owners.



Opportunity Sites and Visualizations

Graphics produced at the charrette illustrate the potential for new development to enhance the community in Downtown Lincoln.

Clarifying the Vision through Real-Time Feedback

A key advantage to the the community's interaction with design team over the course of the charrette was the opportunity to communicate ideas for Downtown Lincoln's future both verbally and graphically. Topics of conversation during the open studio times guided the teams choice of possibilities to illustrate, which were presented to the community as part of the closing presentation and continue to inform the objective standards currently under development.

What We Heard

Charrette attendees emphasized the importance of convenient walking distances, highlighting the benefits of multiple adjacent storefronts and continuous, active blocks (as seen around the intersection of Lincoln Boulevard and 5th Street). They expressed skepticism that pedestrian activity could extend beyond those areas of the downtown core where such features existed, although they appreciated the walkability of the intact blocks and were eager to see more businesses in Downtown Lincoln. Along similar lines, they indicated that parking location was just as important as parking supply—seeking to ensure that visitors from other neighborhoods could park as close to the core as possible.

Attendees also showed interest in a greater variety of housing choices in Downtown Lincoln. Within residential neighborhoods, there was a preference for house-scale building types up to two stories in height, including "Missing Middle" types. Residents were also open to multi-story mixed-use buildings in the downtown core, although some were skeptical that market realities and parking needs would make such development workable.

Some of the housing types that garnered the most favorable reviews were cottage courts and pocket neighborhoods combining multiple homes with shared open space. The idea of applying such a model to larger vacant parcels at the edges of the existing neighborhoods was well recieved.

Illustrating the Vision

The three opportunity site visualizations on the following pages show how the design team translated this community input into imagery of potential outcomes. These examples cover a range of contexts, from the downtown core all the way to undeveloped edge parcels—showing how the principles discussed at the charrette can inform different types of development depending on local conditions.

Opportunity Site | Lincoln Blvd + McBean Park Dr

Extending the Downtown Core as a Walkable Destination

Conversations at the charrette demonstrated an appetite for more businesses in Downtown Lincoln, but also indicated that visitors needed a continuously engaging streetscape and conveniently located parking to take full advantage of the district. Currently, the active streetscape extends from the intersection of Lincoln Boulevard and 5th Street but abruptly ends at McBean Park Drive, where vacant lots occupy the corners to the south. This example illustrates how a new mixed use building and a parking garage with ground-floor retail/restaurants could extend the walkable environment, incentivising people to visit more destinations along Lincoln Boulevard. In addition to facilitating visits to Downtown, a mixed-use parking structure could also enable more housing nearby through shared parking arrangements. This mix of incentives suggests that such a project could be a fruitful opportunity for a public-private partnership.



Above: Illustrative plan of focus area.



Above: Street view showing current conditions.

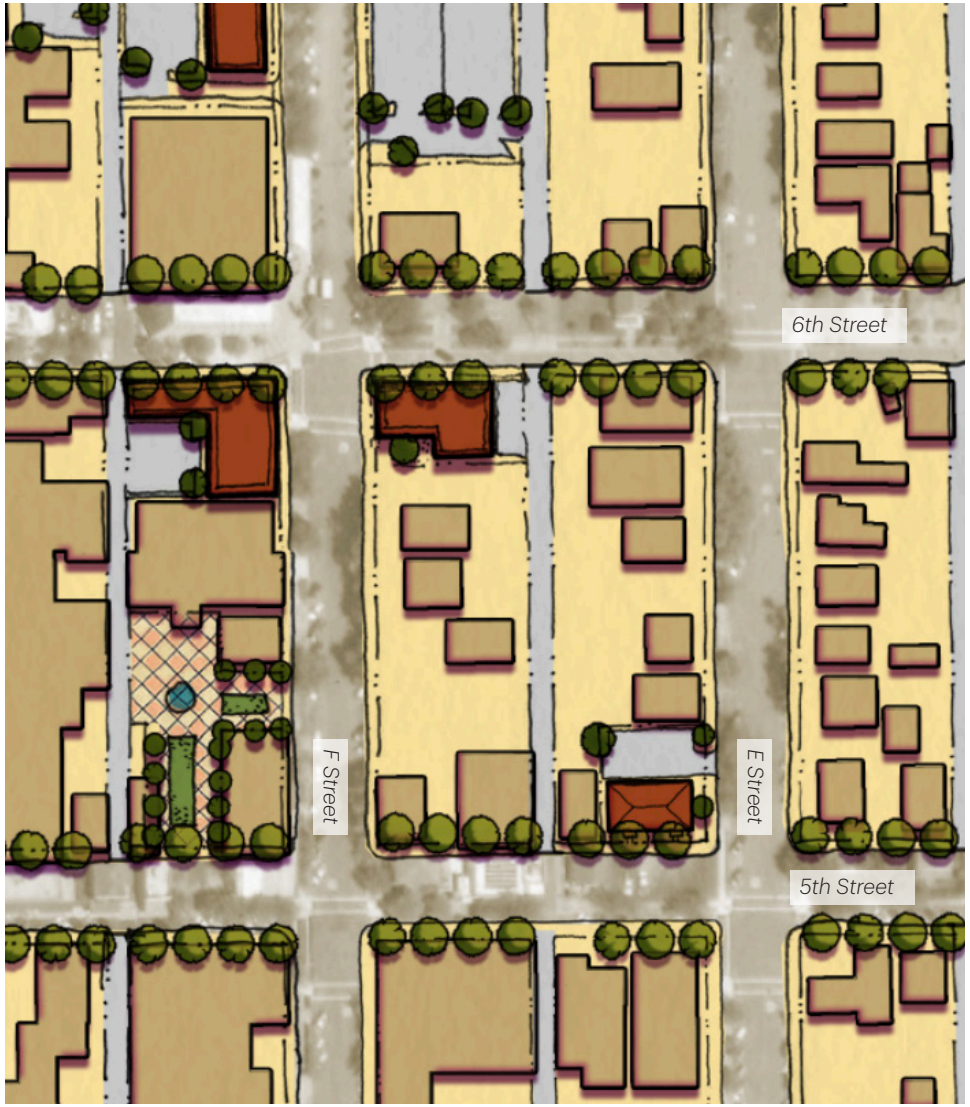


Above: Perspective displaying potential conditions.

Opportunity Site | E Street + 5th Street

A Range of Possibilities for Infill Development

This vacant site on the northwest corner of 5th and E Streets is ripe with possibilities for different types of development, depending on market demand. It offers a variety of options for creating a transition in scale and intensity between civic uses along 5th Street (including the Veterans Memorial Building, Civic Auditorium, and Woman's Club) and the single-family houses to the east.



Right: Illustrative plan of focus area

CLOSER LOOK

How Economics Shape New Buildings

Just because something is allowed by zoning does not mean it will be built. Land values and construction costs strongly impact a builder's expectations for whether a project will be profitable. While more units broadly translate to a higher return on investment, bigger buildings can also cost significantly more to build. The result is that the most advantageous option depends on market demand, with larger buildings generally becoming more feasible (and smaller buildings becoming less so) as land values increase.



Low Intensity Option

This option shows two duplexes on the site, for a total of four new homes.



Medium Intensity Option

This option shows a multiplex on the site, for a total of eight new homes.



High Intensity Option

This option shows a mixed-use building on the site, for a total of twelve new homes and ground-floor flex space that can accommodate local businesses.



Existing conditions

Opportunity Site | East Avenue + 6th Street

Opportunity for New Housing with Shared Open Space

The eastern portion of the Downtown Master Plan area features some larger parcels that could provide opportunities for cottage developments or "pocket neighborhoods," in which several individual homes are clustered around shared open space. Such developments typically also include clustered parking, enabling more of the site to be enjoyed by the residents. This type of development garnered supportive comments from charrette attendees, but standards will need to be updated for them to be built in Lincoln.



Above: Illustrative plan of focus area.

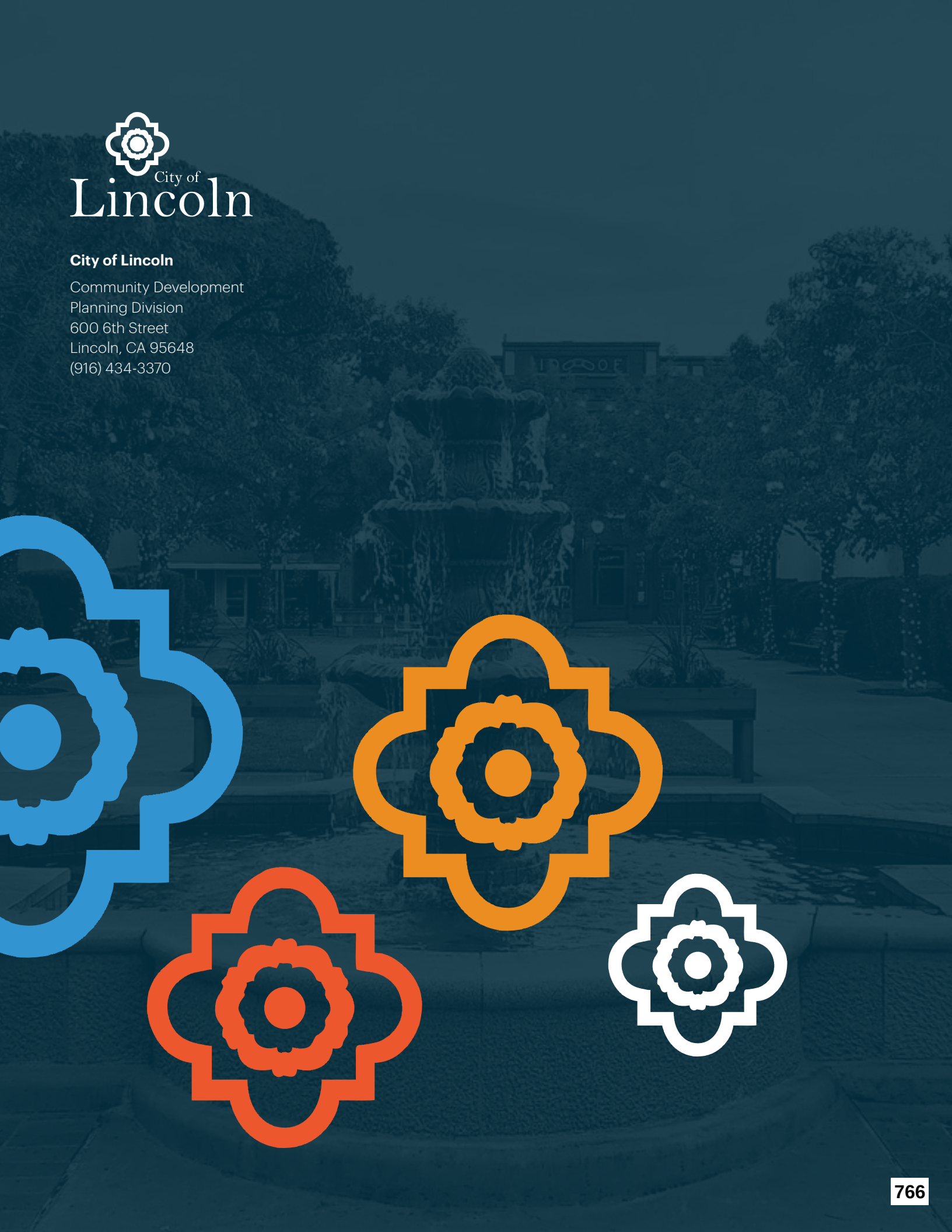
CLOSER LOOK

Who do cottage developments serve?

Cottage Developments, also known as "Pocket Neighborhoods," are a series of small detached or attached housing types oriented around a shared open space. Cottages are typically between 600 and 1,200 sf, contain one to three bedrooms, and are less than two stories. Because of their size, cottages are optimal for smaller households such as singles, seniors, and families with fewer children and are often more attainable than a single-family house. Cottage housing types provide more density on a singular lot as opposed to a single-family house (which is one unit per lot), yet easily provide a similar sense of privacy to a single-family house. Shared access to open space in this type of development enables community members to connect with each other.



Above: Perspective displaying potential conditions.



City of
Lincoln

City of Lincoln

Community Development
Planning Division
600 6th Street
Lincoln, CA 95648
(916) 434-3370

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT A RESOLUTION APPROVING THE OBJECTIVE DESIGN AND DEVELOPMENT STANDARDS (ODDS) ASSOCIATED WITH THE DOWNTOWN MASTER PLAN PROJECT (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, the proposed Downtown Master Plan (DMP) is a high-level policy and vision document that provides a framework to transform downtown Lincoln and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing opportunities. The proposed amendments to Title 18 (Zoning) of the LMC are non-substantive, cleanup amendments intended to clarify, update, and ensure consistency between the City's Design Review regulations, the DMP, and the ODDS. This project is a coordinated effort with a separate City-Initiated General Plan Amendment project that will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Plan Area; and

WHEREAS, On August 22, 2022, the City Council authorized Resolution 2022-206 to designate Downtown Lincoln as a Green Zone under Sacramento Area Council of Government (SACOG) Green Means Go Program, and for staff to apply for future grant fund opportunities. Green Means Go is a multi-year pilot program that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle miles traveled, and electrifying vehicle trips; and

WHEREAS, On August 22, 2023, the City Council authorized Resolution 2023-148 for the City of Lincoln to accept SACOG's Green Means Go Funding in the amount of $400,000 to be utilized for the Downtown Lincoln Green Zone. Authorizing the City Manager to enter into an agreement and execute any and all necessary documents associated with acceptance and administration of said funds; and

WHEREAS, On August 15, 2024, Staff and Opticos (consultant) initiated work of the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project for the Downtown Lincoln Green Zone; and

WHEREAS, On May 5, 2025, the City of Lincoln was awarded an Engage, Empower, Implement (EEI) grant award for $374,931. The City of Lincoln, in partnership with the Chamber, was selected to implement this grant to support meaningful community engagement in the Downtown Master Plan project. The updated scope of work included dividing up the $374,931 grant award as follows: City would obtain $51,921 (14%), Professional Service Consultant would obtain $125,410 (33%), and the CBO – Chamber would obtain $197,600 (53%) to carry out additional outreach for the Downtown Master Plan; and

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project would not result in new significant environmental effects; therefore, an Addendum to the certified EIR has been prepared. CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that subsequent analysis is not required when the lead agency (City) determines that no substantial changes are proposed in the project, no substantial changes have occurred with respect to the circumstances under which the project was undertaken, and no new information of substantial importance has been identified. Pursuant to the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City, the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003,

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adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR. Therefore, in accordance with CEQA Guidelines § 15164, no further environmental analysis is required beyond the EIR Addendum prepared for this project; and

WHEREAS, the ODDS established Objective Design and Development Standards for projects using the ODDS framework. the objective standards reflect the community's vision for the downtown area and reinforce the highly valued character and scale of Downtown Lincoln's walkable downtown core, neighborhood, and corridors. It is important to keep in mind that the ODDS are optional and offer an alternative pathway for obtaining planning entitlements. The advantage of pursuing the ODDS route is a more streamlined process. By replacing subjective standards and design guidelines with predictable, objective criteria, the ODDS provide greater certainty for applicants. The standards are intended to increase predictability and transparency in the development process, and align with applicable State Laws related to streamlining review of affordable housing projects. Projects complying with the modified standards will be able to move through the process more efficiently and with fewer discretionary reviews in the Planning Process; and

WHEREAS, the Planning Commission of the City of Lincoln, on November 18, 2026, did hold a duly notice public hearing, and following discussion and public testimony, voted to recommend the City Council Adopt a resolution approve the ODDS; and

WHEREAS, this item will be heard pursuant to Chapter 18.92 (Amendments) of the LMC (Title 18 – Zoning). The notices describing the proposed project was published in at least one newspaper of general circulation within the City of Lincoln at least twenty calendar days before the Planning Commission's public hearing.

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

Section 1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the 2050 General Plan Environmental Impact Report (EIR) continues to apply and by this reference the mitigation in the MMRP will carry forward by Downtown Master Plan.

Section 2. All mitigation measures contained within the Mitigation Monitoring Plans for the General Plan Final EIR shall apply to the project.

Section 3. Based upon the provisions of CEQA Guidelines Section 15168 and 15162 and the documentation provided in the Addendum to the General Plan Final EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed Addendum for the Downtown Master Plan.

Section 4. A copy of the ODDS is included in this resolution as Exhibit A.

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PASSED AND ADOPTED this 18th day of November 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

Exhibits:
A. Objective Design and Development Standards (ODDS)

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City of Lincoln Downtown Objective Design and Development Standards

Public Review Draft | October 2026

Prepared For

City of Lincoln

Prepared By:

OPTICOS

City of Lincoln Downtown Objective Design and Development Standards

Adopted [Date]

Amendments to the Downtown Objective Design and Development Standards

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Chapter 1 Introduction

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1.01 Purpose
1.02 Overview
1.03 Goals
1.04 Relationship to Lincoln General Plan
1.05 Relationship to Lincoln Municipal Code
1.06 Relationship to General Development Plans
1.07 Applicability
1.08 Severability
1.09 Quick Code Guide

1.01 Purpose

The purpose of the City of Lincoln Downtown Objective Design and Development Standards (ODDS) is to provide clear, objective, and measurable standards for future development in Downtown Lincoln and implement the Lincoln Downtown Master Plan. The ODDS are offered as an alternative path for planning entitlements to replace subjective standards and guidelines with predictable and objective standards.

1.02 Overview

The ODDS regulate the physical form and character of new development to support compatibility with existing community character and promote walkability and a human-scaled environment. The ODDS address building form, the relationship between buildings and the public realm, the scale and mass of buildings in relation to one another, and the development of new street networks on larger sites. The ODDS promote desirable development patterns by regulating building and parking placement, building and entry type, and architectural design.

1.03 Goals

The creation of these ODDS has been guided by the following goals:

A. Increase predictability and transparency in the development process with consistent expectations for intended results.

B. Promote a livable downtown by supporting diverse housing types that engage the streetscape to create vibrant and walkable environments.

C. Respect the context of Downtown Lincoln's existing built and natural environment through development that is sensitive to and complements adjacent land uses and development.

D. Align with State legislation for streamlined reviews of housing projects.

1.04 Relationship to Lincoln General Plan

The ODDS implement the Lincoln Downtown Master Plan by carrying forward its vision as a vibrant, welcoming destination at the heart of a growing neighborhood, where residents and visitors can safely and enjoyably walk between community amenities and a variety of thriving local businesses. It also implements the City's General Plan 2050 to preserve community character and promote high-quality development consistent with the Land Use and Housing Elements.

The ODDS have been prepared to conform with the General Plan's land use designations. Applicants are responsible for demonstrating that proposed projects meet the applicable General Plan density requirements, through choice of unit sizes, building footprint/massing, and building types.

Where an ODDS development standard would permit development exceeding the density, floor area ratio, or other limit established by the General Plan land use designation applicable to the site, the General Plan designation controls and the ODDS standard is inapplicable to that site unless and until the General Plan Amendment establishing a consistent designation has been adopted for that site.

Table 1.04.A: General Plan Land Use Designations Correlated to ODDS Zones

General Plan			ODDS Zones			
Land Use	**Density**	**FAR**	**T3N**	**T4N**	**T4M**	**T4MS**
Rural Residential	1 DU/ 2-5 acres	n/a	-	-	-	-
Country Estates	1-2.9	n/a	-	-	-	-
Low Density Residential	3-5.9	0.75	●	●	-	-
Medium Density Residential	6-12.9	0.80	-	●	-	-
High Density Residential	13-30	1.00	-	●	-	-
Planned Development	4-30	2	-	-	-	-
Village	varies (see Village Policies)	varies (see Village Policies)	-	-	-	-
Neighborhood Commercial	n/a	0.35	-	-	-	-
Community Commercial	67.4	3.50	-	-	-	●
Mixed Use	13-30	4	-	-	-	-
Regional Commercial	n/a	0.35	-	-	-	-
Special Use District	varies (see SUD policies)	varies (see SUD policies)	-	-	-	-
Business and Professional	20	1.00	-	●	-	●
Light Industrial	40.5	2.50	-	-	●	-
Industrial	n/a	0.50	-	-	-	-
Industrial Planned Development	n/a	0.50	-	-	-	-
Parks and recreation	n/a	0.25	-	-	-	-

Open Space	n/a	0.10	-	-	-	-
Agricultural	n/a	0.05	-	-	-	-
Public Facilities	n/a	0.40	-	-	-	-

1.05 Relationship to Lincoln Municipal Code

The ODDS work in conjunction with the Lincoln Municipal Code (LMC) to implement State law that requires "applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards for qualifying projects" per the Housing Crisis Act of 2019 (Senate Bill 330).

The ODDS are part of the LMC by reference and supplement the development standards in LMC Title 18 (Zoning). Where the ODDS are silent, the LMC prevails. Where a conflict exists between the ODDS and LMC Title 18, the ODDS prevail.

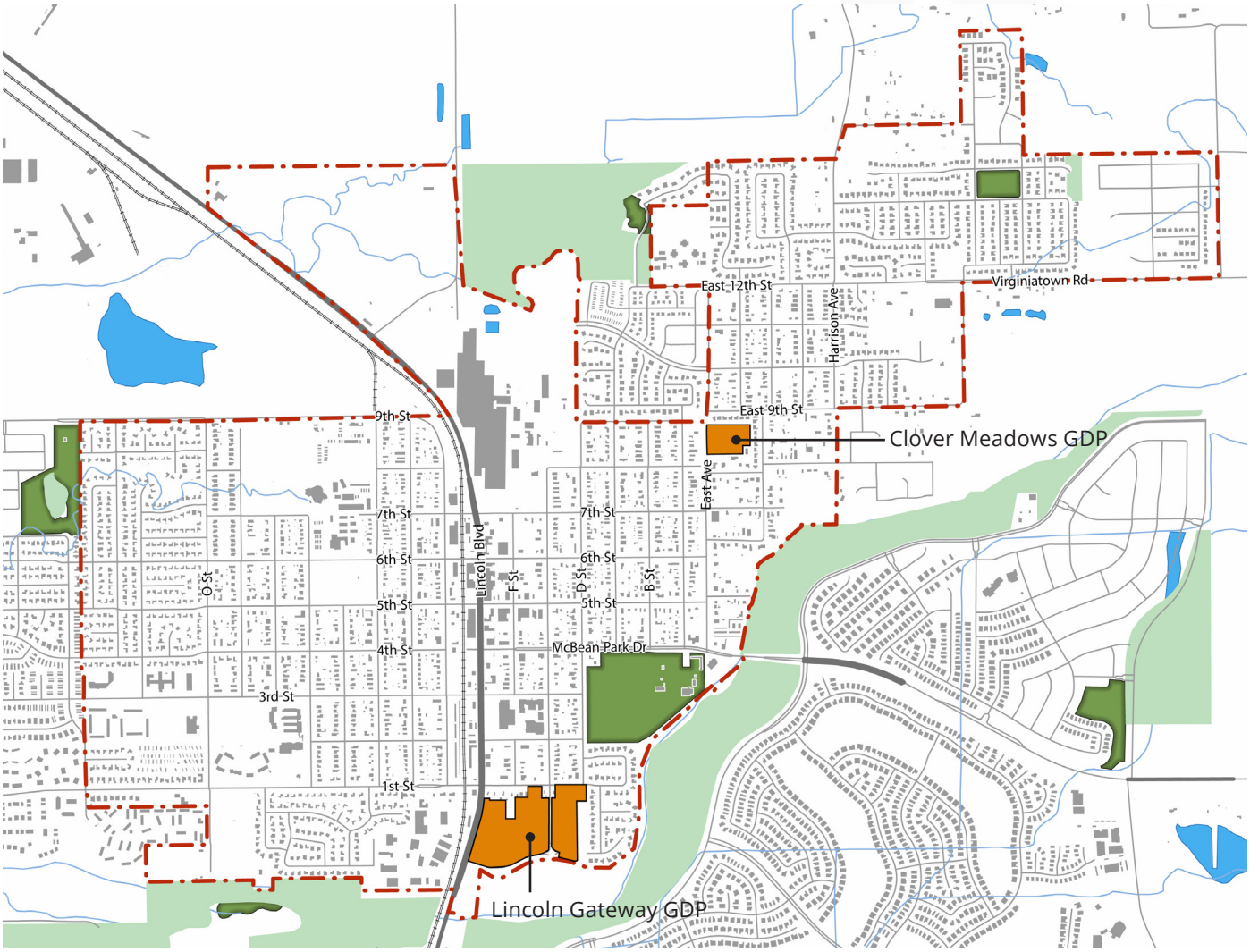
Table 1.05.A: Base Zones Correlated to ODDS Zones

LMC Title 18	ODDS Zones			
Zoning Districts	**T3N**	**T4N**	**T4M**	**T4MS**
R-1 Single-family Residential	●	●	-	-
R-2 Duplex Residential	-	●	-	-
R-3 Multiple Residential	-	●	-	-
R-E Residential Estate	-	-	-	-
B-P Business Professional	-	●	-	●
C Commercial	-	-	-	●
H-C Highway Commercial	-	-	-	-
L-I Light Industrial	-	-	●	-
I Industrial	-	-	-	-
A-D Agricultural	-	-	-	-
O-S Open Space	-	-	-	-
PUB Planned Unit Development	-	-	-	-
P Parks	-	-	-	-

1.06 Relationship to General Development Plans

A General Development Plan (GDP) is an implementation tool that takes the elements detailed in an adopted Specific Plan and provides more detailed information about land use, circulation, facilities, and design standards to guide cohesive, high-quality city development consistent with City's General Plan. Two GDPs are within the Downtown Lincoln Master Plan Area: Lincoln Gateway GDP and Clover Meadows GDP. Within the boundaries of these two GDPs, applicants may opt out of using the ODDS for a project and instead comply with the respective GDP.

Figure 1.06.1: General Development Plans within the Downtown Lincoln Master Plan Area



1.07 Applicability

The ODDS apply to all new development within the Lincoln Downtown Master Plan Area, as shown in the Lincoln Downtown Master Plan.

A. Applicants may opt out of using the ODDS for a project. However, the project shall then proceed under the City's discretionary review process as outlined in LMC Division VII (Design Review) and Section 18.88.010 (Procedures).

B. Development standard waivers, concessions, or incentives granted pursuant to State Density Bonus Law (Government Code § 65915) are allowed. Minor adjustments in compliance with Chapter 8 (Procedures & Adjustments) are allowed. No other exception to the ODDS through a variance, modification, exception, waiver, or other discretionary approval is allowed.

1.08 Severability

The provisions of the ODDS are severable; if a court of other body of competent jurisdiction holds any provision or part of a provision invalid or unenforceable for any reason, including but not limited to unconstitutionality, conflict with or preemption by state or federal law, that determination will not automatically invalidate the remainder of that provision or any other provision or part of these ODDS, which shall remain in full force and effect.

1.09 Quick Code Guide

This section provides a summary guide to using the ODDS in four steps as presented below and further detailed on the following pages. Refer to LMC Title 18 (Zoning) permit procedures and application standards and ODDS forms and applications for complete guidance.



1 Confirm Applicability

Confirm ODDS Applicability	a. Determine if your project meets the definition of "qualifying project" under State Law	Government Code §65589.5(h)(2))
	b. Determine if you will opt out of using ODDS for your project. If so, your project will then proceed under the City's discretionary review process	LMC Chapter 18.68 (Administrative Design Review
Identify Base Zoning District and applicable development Standards	c. Determine the Base Zoning District for your project.	LMC Title 18 (Zoning)
	d. Identify and apply development standards for your project, as applicable.	

2 Design your Site

Identify applicability of site standards for qualifying projects under State Law	a. Determine whether your project qualifies for an SB 9 two-unit subdivision and apply lot split standards, as applicable.	Government Code §65589.5(h)(2))
	b. Determine whether your project qualifies for an SB 684/1123 subdivision and apply small subdivision standards, as applicable.	Government Code §65589.5(h)(2))
	c. Determine whether your project is over three acres and apply large site standards, as applicable.	Chapter 7 (Large Sites)
Determine building placement	d. Apply development standards for building setback and height.	Chapter 2 (Zones)
Apply required site features	e. Apply site design and screening standards, as applicable.	Chapter 3 (Site Design)
Apply required landscape features	f. Apply standards for landscaping, lighting and surfaces, as applicable.	Chapter 3 (Site Design)

3 Design your Building

Identify the allowed building types	a. Determine the building type(s) for your project.	Chapter 4 (Building Types)
Apply building type standards	b. Apply the standards of the building type(s) for your project, as applicable.	Chapter 4 (Building Types)
Refine building form	c. Determine the building entry types for your building.	Chapter 5 (Building Entry Types)
	d. Apply standards for building entry types, as applicable.	Chapter 6 (Building Articulation)
	e. Apply the standards of the massing type for your building, as applicable.	
Refine building design	f. Determine applicability of façade design requirements for your building.	Chapter 6 (Building Articulation)
	g. Apply standards for façade design, as applicable.	Chapter 6 (Building Articulation)
	h. Determine the roof form for your building and apply standards for the building's roof form, as applicable.	Chapter 6 (Building Articulation)

4 Prepare Application for Approval

Identify applicable administrative relief or waivers and concessions	a. Determine eligible adjustments to the standards applicable to your project.	Chapter 8 (Procedures & Adjustments)
	b. Determine eligible waivers or concessions pursuant to State Density Bonus Law.	
Proceed with review and approval process	c. Submit application to the Planning Department for review and approval.	LMC Chapter 18.54 (Procedures)

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Chapter 2 Zones

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2.01 Purpose
2.02 Regulating Plan
2.03 Establishment of Zones
2.04 Overview of Zones
2.05 General Zone Requirements
2.06 Projects with Multiple Buildings
2.07 T3 Neighborhood (T3N)
2.08 T4 Neighborhood (T4N)
2.09 T4 Maker (T4M)
2.10 T4 Main Street (T4MS)

2.01 Purpose

This Chapter establishes the palette of Zones to generate and support the variety of intended physical character and built form envisioned in the City of Lincoln Downtown Master Plan (DMP) and implemented through the Downtown Objective Design and Development Standards (ODDS).

2.02 Regulating Plan

The DMP area is divided into ODDS Zones (Zones) as shown on the Regulating Plan, which is adopted by reference as part of these ODDS, as amended.

2.03 Establishment of Zones

The Zones are established for the DMP area as listed in Table 2.03.A (Overview of Transect Zones). These Zones focus on multi-unit residential and mixed-use environments and range in function and intensity from primarily residential areas (T3 Neighborhood and T4 Neighborhood) to moderate-intensity mixed-use centers (T4 Maker and T4 Main Street). The terminology reflects the intended physical form and hierarchy of different places. These Zones are for the purpose of generating and supporting a variety of housing types and the physical character of existing and new walkable environments.

A. **Open Sub-Zones.** The Open Sub-Zone (-O) is a slight variation of the base Zone that is parcel specific and mapped on the Regulating Plan. It allows a wider set of uses within the same form and character of the base Zone standards and is intended to give additional flexibility to property that is often located at or near intersections that functions or can function as a neighborhood node of nonresidential uses. The Open Sub-Zone also provides flexibility for parcels away from an important intersection or area that might not yet attract the long-term intended uses.

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Table 2.03.A: Overview of Transect Zones

T3 Neighborhood (T3N)



Sub-Zone(s) N/A

Intended Form

House-Scale Buildings

Detached Buildings

Up to 2.5 Stories

Medium-to-Large Front Setbacks

Small-to-Large Building Footprints

Porch, Dooryard, Stoop, and Forecourt Building Entry Types

T4 Neighborhood (T4N)



Sub-Zone(s) T4N-O

Intended Form

House-Scale Buildings (Block-Scale Buildings in Sub-Zone only)

Detached Buildings (Attached Buildings in Sub-Zone only)

Up to 3 Stories

Medium Front Setbacks

Small-to-Large Building Footprints

Porch, Dooryard, Stoop, and Forecourt Building Entry Types (Shopfront, Terrace and Gallery in Sub-Zone only)

T4 Maker (T4M)



Sub-Zone(s) N/A

Intended Form

Primarily Block-Scale Buildings

Detached and Attached Buildings

Up to 4 Stories

Small Front Setbacks

Large Building Footprints

Dooryard, Stoop, Common Entry, Forecourt, Maker Shopfront, and Terrace Building Entry Types

T4 Main Street (T4MS)



Sub-Zone(s) T4MS-O

Intended Form

Primarily Block-Scale Buildings

Detached and Attached Buildings

Up to 4 Stories

Small Front Setbacks

Large Building Footprints

Dooryard, Common Entry, Forecourt, Shopfront, Terrace, Gallery, and Arcade Building Entry Types

2.04 Overview of Zones

The ODDS use a palette of four Zones to regulate and generate the intended physical character. Each Zone addresses the following topics:

A. Intent: the intended physical character;

B. Sub-Zone: whether or not the Open Sub-Zone applies, allowing a broader list of building types and/or building entry types in specific geographic areas;

C. Building Placement: the minimum building setbacks and requirements for façade zone buildout;

D. Parking Placement: the minimum parking setbacks and requirements for parking and vehicle access;

E. Open Space: the required area and type of on-site open space;

F. Building Form: the maximum overall building height, minimum ground floor height, and minimum ground floor habitable space;

G. Building Type: the menu of allowed building types;

H. Building Entry: the menu of allowed building entry types required on building façades along streets and open spaces.

2.05 General Zone Requirements

A. **Main Building.** Development standards in this Chapter apply to main buildings, unless stated otherwise.

B. **Density.** The total number of units per lot shall not exceed the maximum allowed by the General Plan land use designation for the site, expressed as a range of dwelling units per acre (du/ac). The maximum number of units identified for each building type is dependent on the design site being large enough to accommodate the Zone standards.

C. **Building Uses.** Allowed uses are regulated by the base Zone district pursuant to LMC Title 18 (Zoning).

D. **Building Type.** Individual building types have specific standards in Chapter 4 (Building Types) in addition to the Zone standards to further calibrate each building type for its context.

E. **Building Footprint.** All buildings shall not exceed the maximum buildable area identified in Item C (Building Placement) of the Zone and as further required in Item C (Building Size and Massing) of the Building Type.

F. **Façade Zone**

1. Each building is required to be placed on the design site in compliance with the requirements for façade zone buildout in Item C (Building Placement) of the Zone.
    a. Façade zone buildout is the minimum required percentage of the building façade in the façade zone area.
    b. The façade zone area is between the minimum and maximum setback lines along the front of a site and, where applicable along the side street of a design site.
2. Façades are allowed to be in any configuration if in compliance with the façade zone requirements.
3. In the Cottage Court building type, only the frontmost building(s) are subject to the façade zone requirements.
4. In the Courtyard Small and Courtyard Large building type, only the frontmost portions of the building are subject to the façade zone requirements.

G. **Building Entry.** All buildings, except accessory buildings, shall include a building entry type, as required in Item G (Building Entry Types) of the Zone and designed in compliance with Chapter 5 (Building Entry Types).

H. **Encroachment.** Encroachments are not allowed within the right-of-way, utility easement areas, or across a property line.

Table 2.05.A: Allowed Encroachments

Encroachment Type	Front	Side St.	Side	Rear
Building Entry Types	A	A	--	--
Architectural Features	5' max.	5' max.	3' max.	5' max.
Fences, Freestanding Walls, Shrubs	3' max.	3' max.	A	A
Unenclosed Balconies	5' max.	5' max.	3' max.	5' max.
Unenclosed Stairs	5' max.	5' max.	3' max.	5' max.
Satellite Antennas	--	--	A	A

Key A = Allowed -- = Not Allowed

I. **Commercial Tenant Spaces.** Commercial tenant spaces are allowed only in the T4N-O, T4M, T4MS, and T4MS-O Zones and shall comply with the following:

1. Occupy at least 25 percent of the building's gross floor area;
2. Have a Shopfront building entry type;
3. Store all trash within the building interior; or in external trash enclosure.
4. Limit hours of operation, including deliveries, to between 7 am and 11 pm.

J. **On-Site Parking and Access**

1. Parking spaces are not required to be located on design sites. Parking spaces may be grouped with those serving other design sites within the same block.
2. Parking within buildings and structured parking shall comply with the building setback or parking setback, whichever is greater, of the applicable Zone.
3. Semi- and fully subterranean parking setbacks shall be the same as the main building setbacks. Semi-subterranean parking may be exposed up to four feet above the adjacent sidewalk grade.
4. Driveways may be shared between adjacent design sites. Driveway width shall not exceed 12 feet for one-way traffic and 24 feet for two-way traffic. In the T4 Maker (T4M) Zone, driveways serving industrial uses may exceed these maximums widths to accommodate larger vehicles, provided the driveway does not exceed 30 feet.
5. The parking area landscape shall be in compliance with Subsection 3.06.E, Item 5 (Landscaping of Parking Areas) and LMC Section 18.41.150 (Landscaping). Where in conflict, the ODDS shall prevail.
6. Bicycle parking may be located anywhere on a design site/lot or common area. Bicycle parking facilities shall comply with LMC Chapter 10.76 (Bicycles).

K. **On-Site Open Space**

1. Each design site shall provide the required open space for the associated building type in compliance with Item G (Open Space) of the Building Type.
2. Required setbacks and driveways shall not be included in the required open space area calculation.
3. Open space shall be measured in compliance with Section 10.05 (Open Space Measurements).
4. Required open space may consist of landscaped areas, hardscaped areas or a combination of both.

2.06 Projects with Multiple Buildings

Projects with multiple, detached buildings on a development site shall use design sites to control the arrangement of the buildings without requiring legal subdivision. A design site is a portion of land within the development site, delineated from other design sites, that accommodates no more than one main building. The purpose of a design site is to control the arrangement of multiple detached buildings on a parcel while not requiring legal subdivisions. Design sites are synonymous with lots and shall be treated like lots for the purpose of applying development standards.

A. A design site shall have only one main building, except for the Cottage Court building type.

B. Zone standards apply to individual design sites and to the main building within each design site.

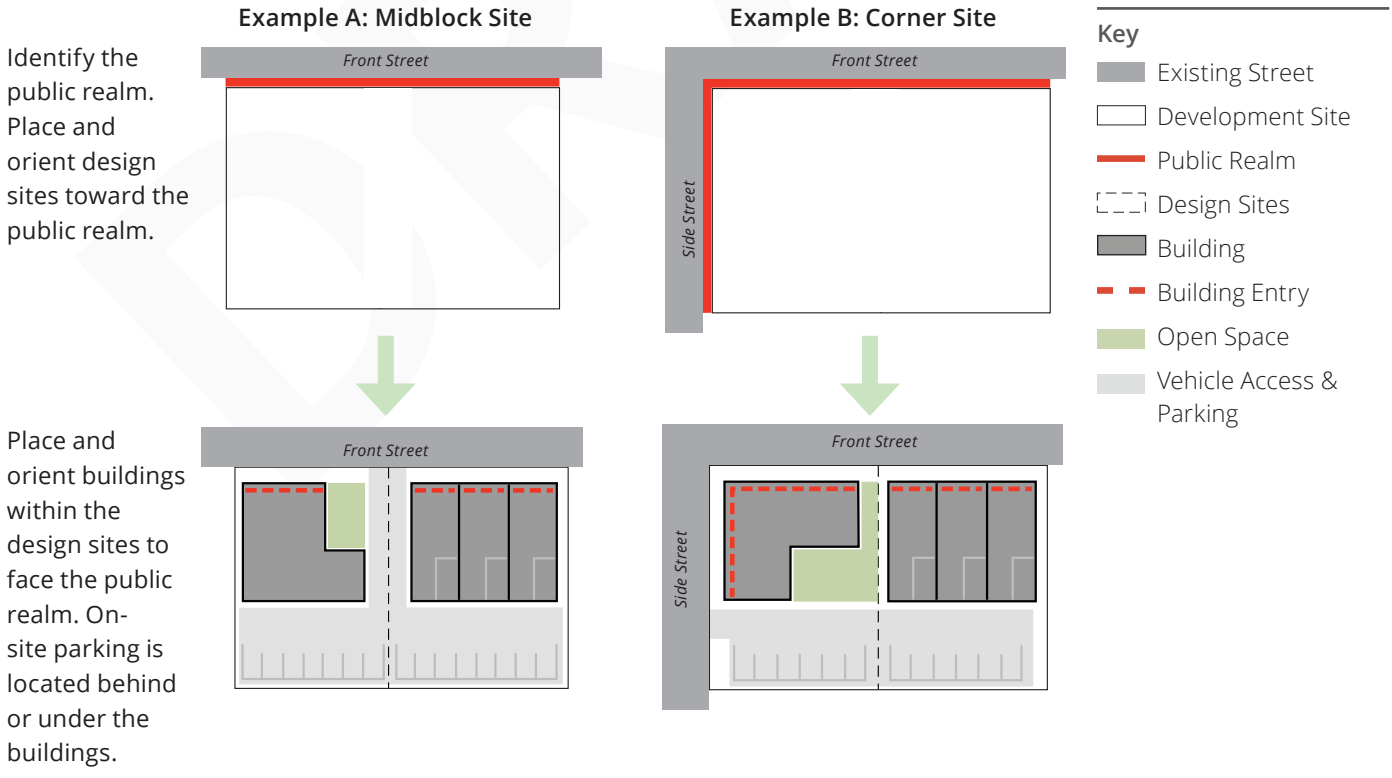
C. Each design site shall abut and be oriented to the public realm:

   1. The front of each design site shall abut the public realm;
   2. The front of the building shall be oriented to the front of the design site;
   3. The side of the design site shall abut the public realm, the side or rear of another design site, or a driveway; and
   4. The rear of the design site shall abut the side or rear of another design site or a driveway.

D. Common areas, including parking, vehicular access, shared open space, trash and other utilities, may be placed across design sites or outside design sites.

E. Where design sites are proposed within a development site without an existing public realm to abut, the public realm shall be extended into the site in the form of a new street(s) and/or common open space(s).

Figure 2.06.1: Example of Design Sites on a Development Site



2.07 T3 Neighborhood (T3N)



General note: The illustration above is intended to provide a graphic representation of the zone and is descriptive in nature.

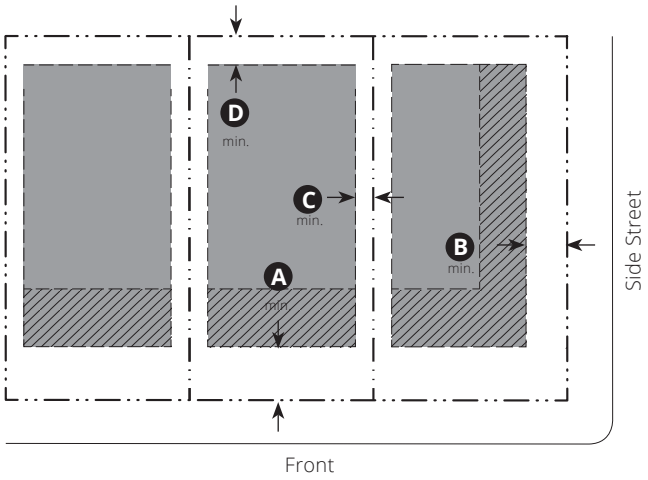
A. Intent

A predominantly single-family neighborhood environment with driveways accessed from the street, integrating compatible housing types such as houses, cottage courts and duplexes.

- House-Scale Buildings
- Detached Buildings
- Up to 2.5 Stories
- Medium-to-Large Front Setbacks
- Small-to-Large Building Footprints
- Porch, Dooryard, Stoop, and Forecourt Building Entry Types

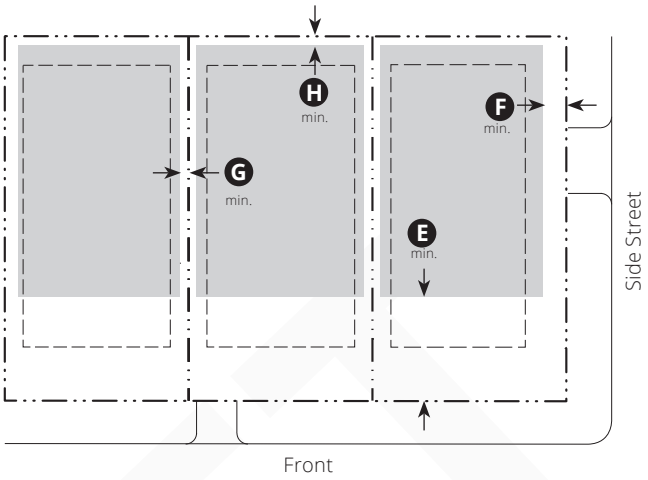
B. Sub-Zone(s)

None



Key

Design Site/Lot Line
Setback Line
Buildable Area
Façade Zone

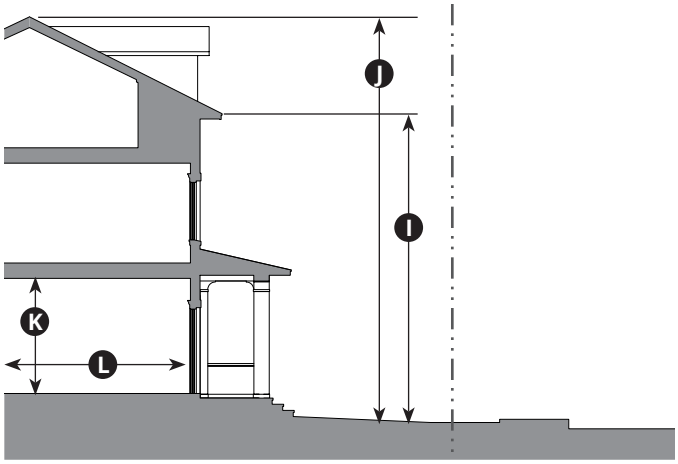


Key

Design Site/Lot Line
Building Setback Line
Parking Area

C. Building Placement		
Building Setback		
Main Building		
Front (Façade Zone)	20' min.; 30' max.	A
Side Street (Façade Zone)	15' min.; 20' max.	B
Side	5' min.	C
Rear	10' min.	D
Accessory Building		
Front	15' min. behind main building front façade	
Side Street	20' min.	
Side	4' min.	
Rear	4' min.	
Façade Zone Buildout		
Front	40% min.	
Side Street	25% min.	

D. Parking Placement		
Parking Setback		
Front	45' min.	E
Side Street	8' min.	F
Side	2' min.	G
Rear	2' min.	H
Required Spaces		
Residential Uses (Vehicular)		
Studio or 1 Bedroom	1 min. per unit	
2 or more Bedrooms	3 max. per unit	



Key

---- Design Site/Lot Line

E. Building Form		
Building Height		
Main Building		
Stories	2.5 stories max.	
To Eave/Top Plate	25' max.	I
Overall	35' max.	J
Accessory Building		
Stories	2 stories max.	
To Eave/Top Plate	25' max.	
Overall	35' max.	
Ground Floor		
Floor-to-Floor Height		
Residential	10' min.	K
Habitable Space (Depth from Front Façade)		
Residential	25' min.	L

F. Building Types	
Allowed Building Types	**Standards**
House	Section 4.04
Duplex	Section 4.05
Cottage Court	Section 4.06
Accessory Dwelling Unit (ADU)	Section 4.14

G. Building Entry Types	
Allowed Building Entry Types	**Standards**
Porch Projecting	Section 5.03
Porch Engaged	Section 5.04
Dooryard	Section 5.05
Stoop	Section 5.06
Forecourt	Section 5.07

2.08 T4 Neighborhood (T4N)



General note: The illustration above is intended to provide a graphic representation of the Zone and is descriptive in nature.

A. Intent

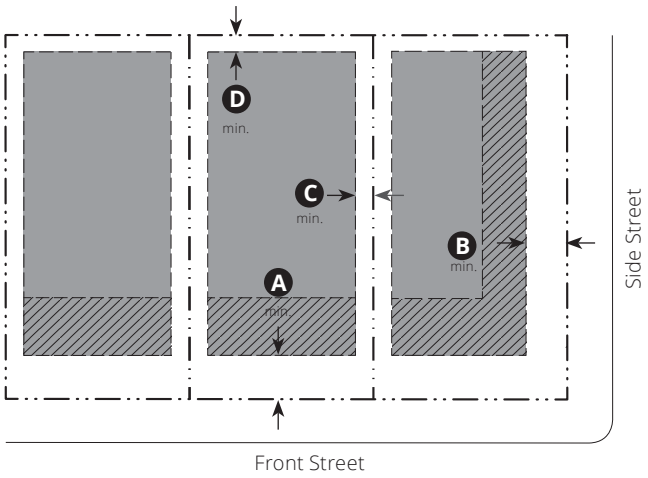
A predominantly residential neighborhood environment integrating single-family residences with appropriate multi-family housing types such as duplexes, fourplexes, and townhouses within walking distance of Downtown and neighborhood-serving commercial areas.

The Open Sub-Zone features similar built form, but allows additional building and building entry types appropriate for home occupations, business and professional offices.

House-Scale Buildings
Block-Scale Buildings (Sub-Zone)
Detached Buildings
Attached Buildings (Sub-Zone)
Up to 3 Stories
Medium Front Setbacks
Small-to-Large Building Footprints
Porch, Dooryard, Stoop, and Forecourt Building Entry Types (and Shopfront, Terrace and Gallery in Open Sub-Zone only)

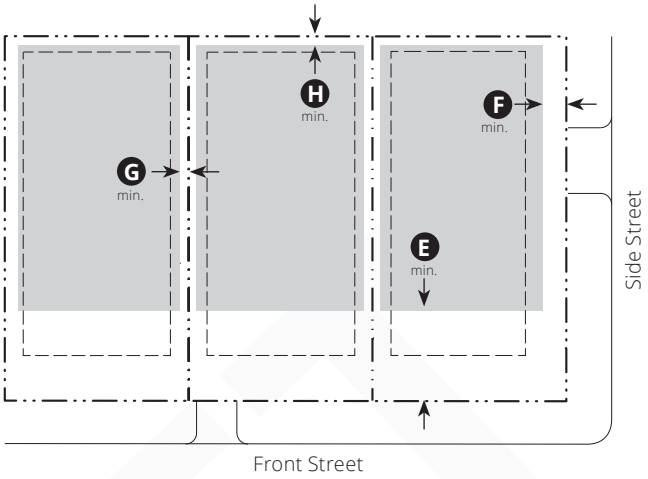
B. Sub-Zone(s)

T4N-Open



Key

Design Site/Lot Line
Setback Line
Buildable Area
Façade Zone

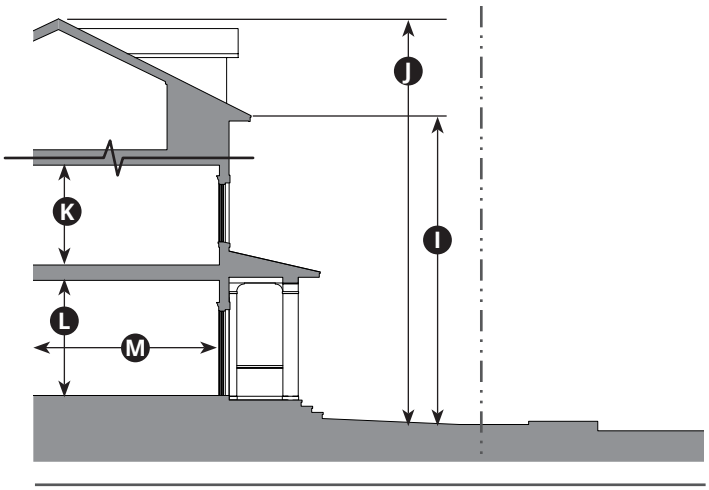


Key

Design Site/Lot Line
Building Setback Line
Parking Area

C. Building Placement		
Building Setback		
Main Building		
Front (Façade Zone)	15' min.; 30' max.	A
Side Street (Façade Zone)	15' min.; 25' max.	B
Side	5' min.	C
Rear	5' min.	D
Accessory Building		
Front	15' min. behind main building front façade	
Side Street	10' min.	
Side	4' min.	
Rear	4' min.	
Façade Zone Buildout		
Front	50% min.	
Side Street	25% min.	

D. Parking Placement		
Parking Setback		
Front	40' min.	E
Side Street	8' min.	F
Side	2' min.	G
Rear	2' min.	H
Required Spaces		
Residential Uses (Vehicular)		
Studio or 1 Bedroom	0.5 min. per unit	
2 or more Bedrooms	2 max. per unit	
Non-residential Uses (Vehicular)		
≤ 5,000 sf	2 min.	
> 5,000 sf	3.5 max. per 1,000 sf	



Key

Design Site/Lot Line

Building Break

E. Building Form		
Height		
Main Building		
Stories	3 stories max.	
To Eave/Top Plate	35' max.	I
Overall	50' max.	J
Accessory Building		
Stories	2 stories max.	
To Eave/ Top Plate	25' max.	
Overall	35' max.	
Ground Floor		
Floor to Floor Height		
Residential	10' min.	K
Non-residential	12' min.	L
Habitable Space (Depth from Front Façade)		M
Residential	25' min.	
Non-residential	25' min.	

F. Building Type	
Allowed Building Types	**Standards**
House	Section 4.04
Duplex	Section 4.05
Cottage Court	Section 4.06
Multiplex Small	Section 4.07
Townhouse Small	Section 4.09
Courtyard Building Small	Section 4.11
Main Street Building[1]	Section 4.13
Accessory Dwelling Unit	Section 4.14

[1] Building type allowed in Open Sub-Zone only.

G. Building Entry Types	
Building Entry Types	**Standards**
Porch Projecting	Section 5.03
Porch Engaged	Section 5.04
Dooryard	Section 5.05
Stoop	Section 5.06
Forecourt	Section 5.07
Shopfront[2]	Section 5.10
Terrace[2]	Section 5.11
Gallery[2]	Section 5.12

[2] Building entry type allowed in Open Sub-Zone only.

2.09 T4 Maker (T4M)



General note: The illustration above is intended to provide a graphic representation of the Zone and is descriptive in nature.

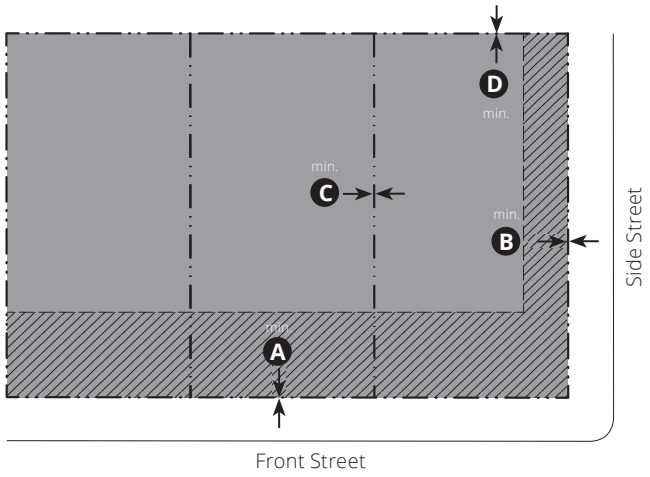
A. Intent

Neighborhood environment that integrates residential development with space for manufacturing and industrial uses exhibiting no or very low nuisance characteristics, such as small-scale manufacturing, fabrication, packaging, storage, and equipment repair.

Primarily Block-Scale Buildings
Detached and Attached Buildings
Up to 4 Stories
Small Front Setbacks
Large Building Footprints
Dooryard, Stoop, Common Entry, Forecourt, Maker Shopfront, and Terrace Building Entry Types

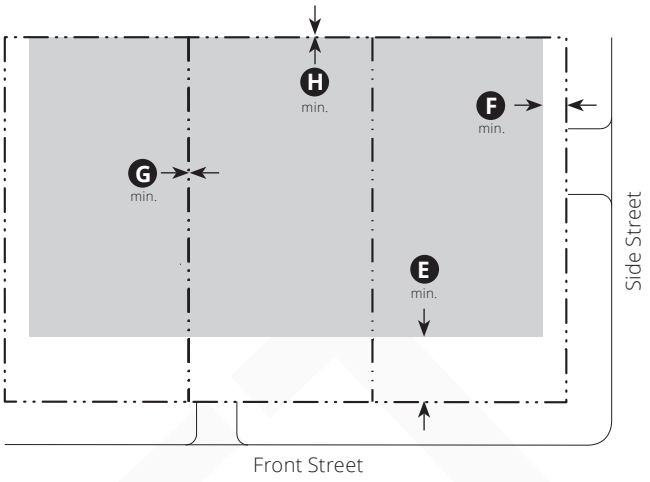
B. Sub-Zone(s)

None



Key

Design Site/ Lot Line
Building Setback Line
Buildable Area
Façade Zone



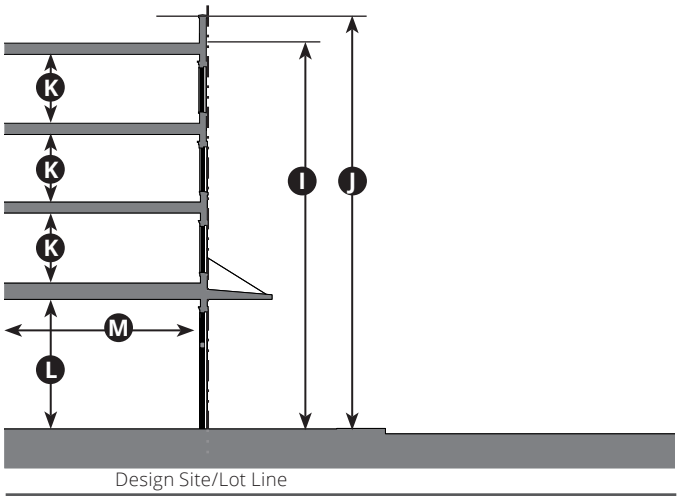
Key

Design Site/Lot Line
Building Setback Line
Parking Area

C. Building Placement		
Building Setback		
Main Building		
Front (Façade Zone)	0' min.[1]; 50' max.	A
Side Street (Façade Zone)	0' min.[1]; 20' max.	B
Side	0' min.[1]	C
Rear	0' min.[1]	D
Façade Zone Buildout		
Front	40% min.	
Side Street	40% min.	

[1] 10' min. where adjacent to T3N or T4N.

D. Parking Placement		
Parking Setback		
Front	30' min.	E
Side Street	8' min.	F
Side	0' min.	G
Rear	0' min.	H
Required Spaces		
Residential Uses (Vehicular)		
Studio or 1 Bedroom	1 min. per unit	
2 or more Bedrooms	2 max. per unit	
Non-residential Uses (Vehicular)		
≤ 5,000 sf	2 min.	
> 5,000 sf	5 max./1,000 sf	



Key

Design Site/Lot Line

E. Building Form		
Building Height		
Main Building		
Stories	4 stories max.	
To Eave/Top Plate	45' max.	I
Overall	55' max.	J
Ground Floor		
Floor- to-Floor Height		
Residential	10' min.	K
Non-residential	12' min.	L
Habitable Space (Depth from Front Façade)		M
Residential	20' min.	
Non-residential	30' min.	

F. Building Type	
Allowed Building Types	**Standards**
Multiplex Small	Section 4.07
Multiplex Large	Section 4.08
Townhouse Large	Section 4.10
Courtyard Building Large	Section 4.12
Main Street Building	Section 4.13

G. Building Entry Type	
Allowed Building Entry Types	**Standards**
Dooryard	Section 5.05
Stoop	Section 5.06
Forecourt	Section 5.07
Common Entry	Section 5.08
Maker Shopfront	Section 5.09
Terrace	Section 5.11

2.10 T4 Main Street (T4MS)



General note: The illustration above is intended to provide a graphic representation of the Zone and is descriptive in nature.

A. Intent

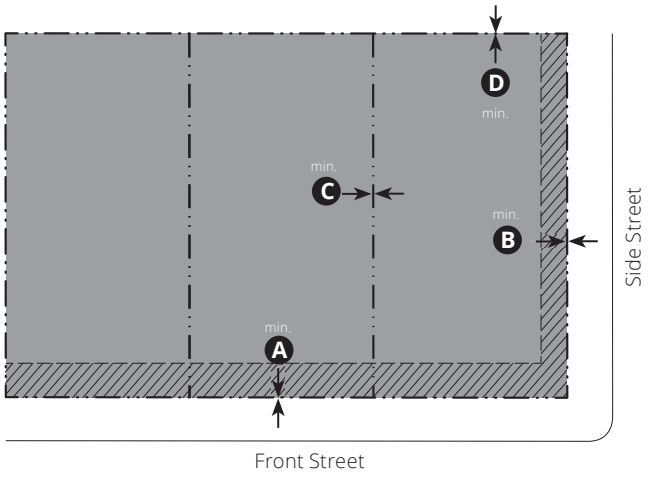
A vibrant, walkable urban downtown blocks providing locally and regionally serving commercial, retail, and entertainment uses, civic and public uses, as well as a variety of urban housing choices and offices on upper stories and side streets.

The Open Sub-Zone features similar built form, but allows more flexibility in building types, setbacks, spacing, and off-street parking due to its location further from the downtown core.

Primarily Block-Scale Buildings
Detached and Attached Buildings
Up to 4 Stories
Small Front Setbacks
Large Building Footprints
Dooryard, Common Entry, Forecourt, Shopfront, Terrace, Gallery, and Arcade Building Entry Types

B. Sub-Zone(s)

T4MS-O



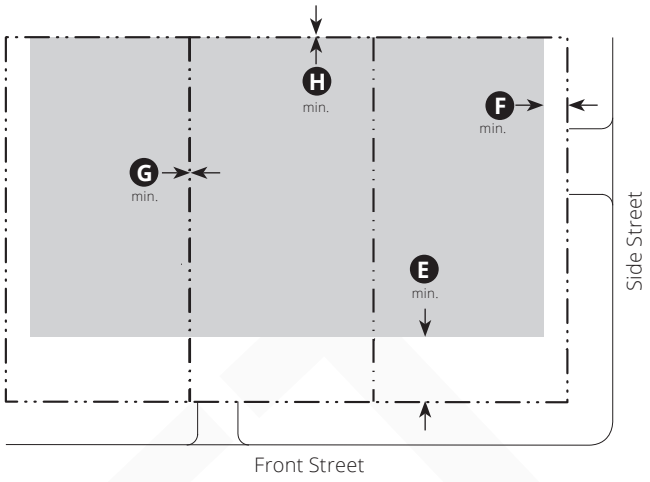
Key

Design Site/ Lot Line

Building Setback Line

Buildable Area

Façade Zone



Key

Design Site/Lot Line

Building Setback Line

Parking Area

C. Building Placement		
Building Setback		
Main Building		
Front (Façade Zone)	0' min.[1]; 15' max.	A
Side Street (Façade Zone)	0' min.[1]; 10' max.	B
Side	0' min.[1]	C
Rear	0' min.[1]	D
Façade Zone Buildout		
Front	90% min.[3]	
Side Street	60% min.[4]	

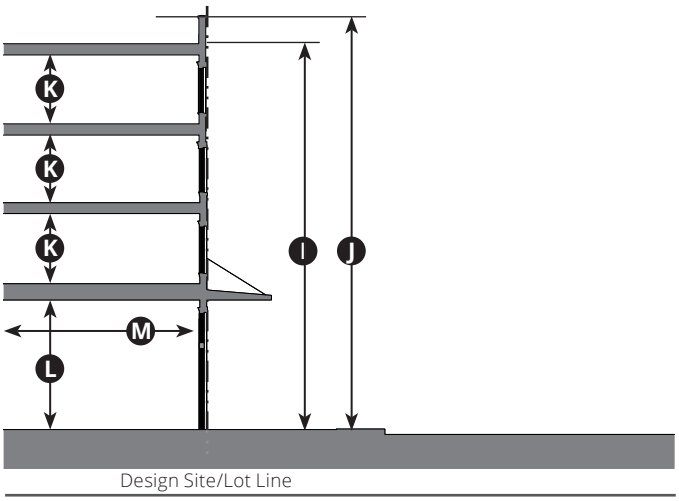
[1] 10' min. when adjacent to T3N or T4N.

[2] 20' max. in Open Sub-Zone only.

[3] 50% in Open Sub-Zone only.

[4] 40% in Open Sub-Zone only.

D. Parking Placement		
Parking Setback		
Front	30' min.	E
Side Street	8' min.	F
Side	0' min.	G
Rear	0' min.	H
Required Spaces		
Residential Uses (Vehicular)		
Studio or 1 Bedroom	0.5 min. per unit	
2 or more Bedrooms	2 max. per unit	
Residential Uses (Bicycle)		
All Units	0.5 min. per unit; 4 max.; 2 min. in Open Sub-Zone	
Non-residential Uses (Vehicular)		
≤ 5,000 sf	0 min.; (2 min. in Open Sub-Zone)	
≥ 5,000 sf	1 max./1000sf; 4 max./1000 sf in Open Sub-Zone	



Key

Design Site/Lot Line

E. Building Form		
Building Height		
Main Building		
Stories	4 stories max.	
To Eave/Top Plate	50' max.[5]	I
Overall	55' max.[6]	J
Accessory Building		
Stories	2 stories max.	
To Eave/Top Plate	25' max.	
Overall	35' max.	
Ground Floor		
Floor-to-Floor Height		
Residential	11' min.	K
Non-residential	12' min.	L
Habitable Space (Depth from Front Façade)		M
Residential	20' min.	
Non-residential	30' min.	

[5] 75' max. for civic buildings.

[6] 85' max. for civic buildings.

F. Building Type	
Allowed Building Types	**Standards**
Multiplex Large	Section 4.08
Courtyard Building Large	Section 4.12
Main Street Building	Section 4.13
Accessory Dwelling Unit	Section 4.14

G. Building Entry Type	
Allowed Building Entry Types	**Standards**
Dooryard	Section 5.06
Forecourt	Section 5.08
Common Entry	Section 5.09
Shopfront	Section 5.11
Terrace	Section 5.12
Gallery	Section 5.13
Arcade	Section 5.14

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Chapter 3 Site Design

Sections

3.01 Purpose
3.02 Landscaping
3.03 Exterior Lighting
3.04 Screening and Walls
3.05 Ground Surfaces and Paving
3.06 Parking and Vehicle Access

3.01 Purpose

This Chapter sets forth site design standards for new development to make a positive contribution to the development patterns of the area, and to not adversely affect neighboring properties, with "adversely affect" meaning to impact in a substantial, negative manner the livability of properties adjacent to new development.

3.02 Landscaping

A. **Landscape Plan.** A Landscape Plan, including an irrigation plan, shall be submitted with a Site Plan application for all new development in the Objective Design and Development Standards (ODDS) Zones.

1. Landscape Plans, consistent with Lincoln Municipal Code (LMC) Section 15.28.060 (Landscape Plan-Required-Submittal), shall be prepared by a licensed landscape architect or licenced landscape contractor and submitted for review and approval in accordance with LMC Chapter 18.68 (Administrative Design Review)
2. Landscape Plans shall demonstrate compliance with applicable standards in the ODDS, LMC Section 15.28.060 (Landscape and Irrigation Development Standards), and the California's Model Water Efficient Landscape Ordinance (MWELO).

B. **Required Landscape Area.** Minimum five percent of the design site.

1. Required landscape areas shall be provided on the ground level and be open, unenclosed, and unobstructed by structures.
2. Required on-site open space shall count towards the minimum required landscape area.
3. Each development site shall provide and maintain landscaping from the public sidewalk to the edge of the building along the front and side street, except where used for exit, entry, and building entries. Landscaped setback area(s) shall count toward the minimum required landscape area.
4. Any landscape area measuring less than two feet in any direction shall not count towards the minimum required landscape area.

5. On-site drainage basins shall count towards the minimum required landscape area if landscaped.
6. Landscaping for parking lots shall be in compliance with LMC Section 15.28.160 (Parking Lot Landscaping) and Section 3.06 (Parking and Vehicle Access).

C. **Landscape Materials**

1. Landscapes may consist of any combination of living groundcovers, shrubs, vines, and trees. The use of indoor/outdoor carpeting, synthetic turf, or artificial shrubs, flowers, trees, or vines instead of living plants is prohibited.
2. Plant materials shall be selected from low or very low water-use categories as defined by the Water Efficient Landscape Ordinance (WELO), California Department of Water Resources.
3. Plant size and spacing shall be based on the species selected and shall be installed to achieve the intended coverage of the landscaped area within three years.
4. Landscapes may include benches and sculptures placed within the landscaped setting.
5. Landscape areas may include hardscape, which, if composed of pervious paver stones, gravel, sand, wood, and decomposed granite, can satisfy up to 50 percent of the required landscape area.

D. **Existing Vegetation.** Mature on-site trees shall be preserved in compliance with LMC Section 15.28.100 (Tree Preservation and Removal).

E. **Storm Water Management.** Landscape areas may be used for storm water Best Management Practices (BMPs) using biofiltration and retention and detention areas consistent with standards in the West Placer Stormwater Quality Design Manual.

F. **Landscape Maintenance.** The landscaping required by this Section shall be installed and maintained as part of the development or improvement requiring the landscaping.

3.03 Exterior Lighting

A. All exterior lighting shall be designed, located, and lamped with downward light.

1. Exterior building light fixtures shall use refractors, louvers, patterned, or translucent glass to obscure view of the lamp.
2. Uplighting of the building façade, internally illuminated fascia, wall, roof, awning or other building parts is prohibited.
3. Spotlighting and broadcast lighting are prohibited.
4. All parking lot lights shall be full cutoff luminaires with the light source directed downward and away from adjacent residences.
5. Bollard lighting is allowed to light sidewalks and other landscape features if the light is cast downward.

B. All exterior lighting shall use lower color temperature light sources of no more than 3000 Kelvin to minimize blue light emissions.

C. Lighting for parking lots shall be in compliance with LMC Section 18.44.330 (Lighting).

3.04 Screening and Walls

A. **Height.** All fences, walls, and landscaping shall be in compliance with the maximum height limits in Table 3.04.A (Screening and Wall Height). Screening within any building setback area shall not exceed a height that blocks the line of sight between any point at the front entrance measured five feet above the finished floor and any point measured five feet above the sidewalk.

Table 3.04.A: Screening and Wall Height

Screening Type	Front	Side Street	Side	Rear
Fence	3.5' max.	3.5' max.	6' max.	6' max.
Free Standing Wall,including retaining walls	3.5' max.	3.5' max.	6' max.	6' max.
Landscaping, excluding trees	3.5' max.	3.5' max.	No max.	No max.

C. **Temporary Fencing.** Temporary fencing may be used to provide security for construction sites, or vacant structures and land, which cannot otherwise be secured. All temporary fencing shall comply with the following standards:

1. Must be green mesh, wood, or chain link with vine planting;
2. Must not exceed six feet in height;
3. Must not include signage, banners, or graffiti; and/or
4. Must be removed when use is no longer required.

D. **Fire Safety.** All new construction and site development, including access roads and driveways are subject to the following State requirements:

1. California Code of Regulations (CCR) Title 14 Minimum Fire Safe Regulations.
2. California Fire Code (CFC) Chapter 49 Defensible Space.
3. California Fire Code (CBC) Chapter 7A Building materials, systems and assemblies.

E. **Retaining Walls**

1. Retaining walls, including any open fences on top of the retaining wall, shall be in compliance with the height limits in Table 3.04.A (Screening and Wall Height).
2. Retaining walls greater than three feet in height within a building setback area shall include a planter on the cut side that is at least two feet in depth, as measured perpendicular to the retaining wall.
3. Retaining walls over 50 feet in length shall include buttress or pilasters spaced at least six feet apart, for the full length of the wall.
4. Multiple terraced retaining walls shall have a minimum horizontal distance between them that is at least equal to the average height of the vertical walls and shall include landscape in the entire horizontal area between retaining walls in compliance with Section 3.02 (Landscaping).

F. **Screen and Wall Materials**

1. **Allowed Materials.** Solid metal, wrought iron, wood fence, stucco wall with same finish as the building wall, and sandstone.
2. **Prohibited Materials.** Chain-link, vinyl, barbed wire, razor wire, unfinished concrete block, hollow tubular steel, plastic, railroad ties, faux materials, such as manufactured stone, and electric fences.

G. **Landscape Screening.** Landscaping used for screening shall be installed in compliance with Section 3.02 (Landscaping).

H. **Screening Mechanical Equipment.** Screening shall be provided for all new or relocated ground- or roof-mounted equipment that is visible from the public realm.

1. **Roof-Mounted Equipment.** Building parapets or other architectural elements in the building's architectural style shall screen roof-mounted equipment.
    a. New buildings shall be designed to provide a parapet or other architectural element that is as tall or taller than the highest point on any new roof-mounted equipment to be located on the roof of the building; or
    b. For existing buildings with no parapet, or a parapet that is less than two feet in height, rooftop-mounted equipment shall be surrounded on all sides by an opaque screen wall as tall as the highest point of the equipment.
2. **Wall- and Ground-Mounted Equipment**
    a. Equipment and screening shall be located in compliance with Table 2.05.A (Allowed Encroachments).
    b. All screen devices shall be as high as the highest point of the equipment being screened.
3. **Exempt from Screening.** The following mechanical equipment is exempt from screening:
    a. Free-standing or roof-mounted solar energy systems; and
    b. EV charging equipment.

I. **Trash Enclosures**

1. Trash enclosures shall not be located in any of the following:
    a. Required setback;
    b. Between the building and the street;
    c. In any open yard;
    d. Within any Building Entry Type; or
    e. In any parking space.
2. Trash enclosures shall be located at least five feet from combustible walls, openings or roof eaves unless the enclosure(s) is protected by an approved automatic fire sprinkler system.
3. Trash enclosures shall be located within:
    a. 250 feet of the commercial building(s) being served; and
    b. 150 feet of the residential building(s) being served.
4. The floor of the trash enclosure shall be a flat, level concrete surface.
5. Trash enclosure walls shall be at least seven feet tall for dumpsters, and at least five feet tall for carts.
6. Gates are required to provide access and screening of trash enclosure areas.
    a. Two gates are required for dumpster enclosures. One for the building occupants to use, and a large, industrial gate for the haulers to bring out the containers. The large gate must span the entire width of the enclosure.
    b. Enclosures for carts shall only have one gate. Gate posts are required between containers.
    c. If a gate is on or near the line of any street, the gate must swing inward from any street to not obstruct the street, or sidewalk. The gate shall include a spring, or equivalent, to make such gate self-closing.
    d. An accessible latch on the gate is required. If there is no gate, the opening must not be visible from a street, or parking lot. The pedestrian gate must be 36 inches wide, with a 32 inch clearance of all hardware.

7. Components of city trash enclosures:
    a. Twenty-foot enclosures shall hold three bins each six-feet in length.
    b. An organics toter is required if food waste is part of the trash enclosure. Each toter shall hold at least 35 gallons.
    c. Where tallow bins are needed for the storage of grease, the trash enclosure shall provide a five-feet area for the tallow bin.

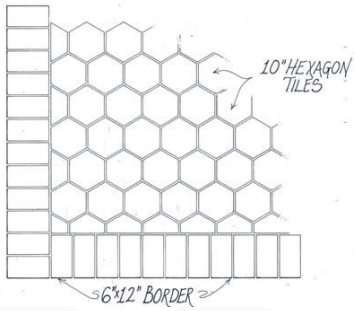
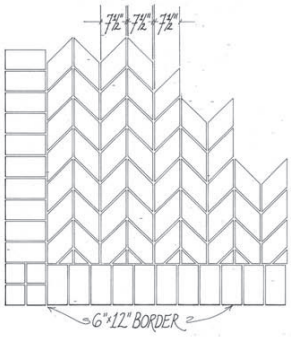
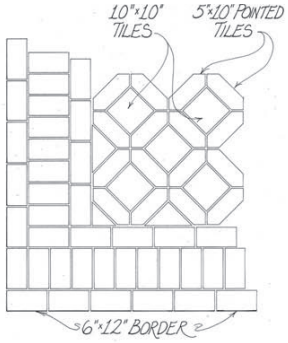
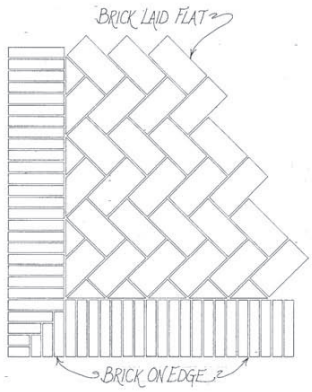
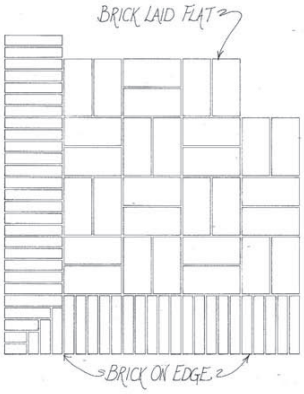
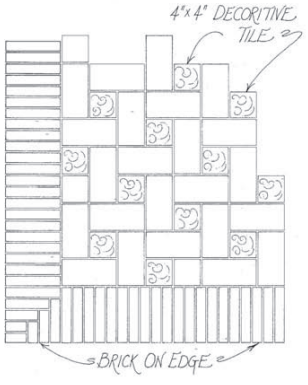
3.05 Ground Surfaces and Paving

A. All hardscaped surfaces used for non-vehicular access and circulation, including forecourts and pedestrian pathways, shall be articulated with pavers are arranged in geometric patterns set forth in Table 3.05.A (Allowed Brick and Tile Floor Patterns).

B. Pavers shall be made of brick, stone, colored and textured concrete, terra-cotta tile, or buff colored permeable pavers.

C. Public improvements shall comply with the City's Public Facilities Improvement Standards.

Table 3.05.A: Allowed Brick and Tile Floor Patterns

Pattern 1	Pattern 2	Pattern 3
		
Pattern 4	**Pattern 5**	**Pattern 6**
		

3.06 Parking and Vehicle Access

A. **Number of Vehicle Parking Spaces Required.** The number of required on-site parking in all Zones shall be in compliance with Item D (Parking Placement) of the Zone and the following

1. **Handicapped parking spaces.** Handicapped parking spaces shall be provided in compliance with LMC Section 18.44.250 (Handicapped Spaces).
2. **Required Number of Parking Spaces.** When calculating the required number of parking spaces, numbers shall be rounded to the closest whole number.
3. **Exception in the Event of Changes of Use or Alterations to Existing Buildings or Structures.** If an existing building or structure is altered or existing land uses are changed, the existing number of parking spaces on a property may be retained, even if the resulting building, structure or land use would ordinarily be subject to a lower maximum parking allowance.

B. **Parking Location.** The location of required on-site parking in all Zones shall be in compliance with Item D (Parking Placement) of the Zone and the following:

1. Parking lots with 20 or fewer spaces shall have all on-site parking areas separated at least five feet from buildings in order to provide a pedestrian pathway between the building and parking area;
2. Parking lots with more than 20 spaces shall have all on-site parking areas separated at least 10 feet from buildings in order to provide a pedestrian pathway and landscaping between the building and the parking area; and
3. This separation may be eliminated at the rear of buildings in areas designated for unloading and loading of materials.

C. **Vehicle Access**

1. **Parking Access**
   a. All on-site parking facilities shall be designed with direct vehicular access to a street.
   b. Parking spaces in any parking lot or parking structure shall not be designed or located so as to allow a vehicle to enter or exit a parking space directly from a public street.
   c. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway.
2. **Driveways**
   a. **Driveway Access**
      (1) Driveway access to and from developments of two or fewer dwelling units onto public streets shall be where practical by forward motion of the vehicle; and
      (2) Driveway access to and from developments of three or more dwelling units onto public streets shall be by forward motion of the vehicle.
   b. Driveways shall extend to and include the area between the lot line and the edge of the street pavement.

D. **Size of Parking Lot.** Parking lots larger than one-quarter of an acre in size shall be broken down into smaller parking areas with planted landscape areas with a minimum width of 15 feet between them to minimize the perceived scale of the total field of stalls.

E. **Parking Design**

1. The design and layout of parking spaces shall be in compliance with LMC Section 18.44.240 (Dimensions and Layout of Spaces).
2. **Identification as to Purpose and Location.** On-site parking areas of four or more spaces shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas, while distinguishing such spaces from aisle and other circulation features.

3. **Materials**

   a. All on-site parking areas and driveways shall be maintained in compliance with the LMC Article II (Development and Maintenance of Parking, Loading and Similar Outdoor Areas).

   b. The use of pervious or semi-pervious parking area surfacing materials, include, but are not limited to "grasscrete," or recycled materials including, but not limited to glass, rubber, used asphalt, brick, block and concrete, is allowed. Where possible, such materials should be used in areas in proximity to and in combination with on-site stormwater control devices.

4. **Screening of Parking Areas**

   a. Parking and loading areas shall be screened from adjacent residential zones by a wall, fence, or evergreen, in compliance Section 3.04 (Screening and Walls).

5. **Landscaping of Parking Areas.** The landscaping of surface parking areas shall be in compliance with Table 3.06.A (Parking Lot Landscaping) and LMC Section 15.28.160 (Parking Lot Landscaping).

   a. For the portion of a parking area over which photo-voltaic solar collectors are installed where they also function as shade structures, the minimum standard for trees shall be waived, and shrubs and ground covers shall be planted for every eight parking spaces.

Table 3.06.A: Parking Lot Landscaping

Parking Spaces	Required Landscaping
6 or fewer	5' min. wide planter between every 5 spaces, property line, building(s).
7 to 15	4%; 5' min. wide planter between every 5 spaces, property line, building(s).
13 to 30	8%; 5' min. wide planter between every 5 spaces, property line, building(s).
Required Shade Trees	
Amount	1 tree per 2,700 sf of gross lot area, minus building coverage (footprint).
Can Size	15 gallon
Box Size	20% shall at least be 24" minimum.
Caliper	1" min.
Height at Installation	6-8" min.
Characteristics	High branching, broad headed, shading form.
Location	Shall be evenly spaced throughout parking lot to provide uniform shade.
Required Border	6" high curb or equivalent.
Border and Stormwater	Curb shall include breaks every 4" to provide drainage to retention and filtration areas.
Tree Well Size[1]	5' min. in any direction.
Car Overhangs	Shall be prevented by stops.

[1] Any vehicle overhang requires the minimum planter area width to be expanded by an equivalent dimension.

F. **Shared Parking**

1. **Shared On-Site Parking.** Sharing of parking between different land uses and developments is allowed.

2. **Sharing of Non-Residential Parking Required.** If on-site parking spaces for non-residential uses are provided, such spaces shall be made available for use by the general public during at least one of the following time periods:

   a. Monday through Friday, 8 AM to 5 PM; or

   b. Monday through Friday, 5 PM to 11 PM and all day on Saturdays and Sunday.

3. Owners and operators of these shared parking spaces may charge a fee for use of these spaces.
4. Development sites with rear vehicular access shall maintain that access.
5. Corner site access shall be from the side street.

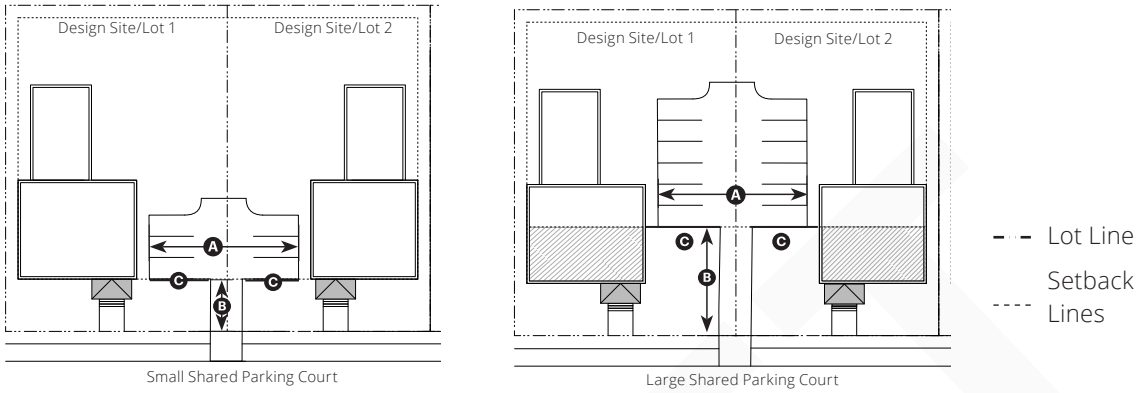
G. **Larger Vehicle Parking and Storage**

1. **Large Vehicles.** Trucks, tractors or tractor-trailers having a capacity of more than a one-and-one-half-ton load, front- and rear-end loaders, or any kind of commercial, industrial, agricultural or transportation vehicles/equipment used primarily for business purposes, shall not be parked or stored in any Zone for purposes other than unloading, loading or delivery services.
2. **Exemptions.** Automobiles, small trucks, vans, vehicle trailers allowed in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the provisions of this Subsection.
3. **Storage of Unregistered or Inoperable Motor Vehicles.** Automotive vehicles, trailers, or vehicles of any kind or type, requiring licenses, but without current plates or inoperable, shall be only parked within completely enclosed buildings as per LMC Section 18.45.070 (Facilitation of Use).
4. **Cargo or Freight Container.** Portable cargo or freight storage containers in any Zone for purposes of loading or unloading, may be parked or stored on-premise for a period not to exceed 10 days in any one calendar year.
5. **Commercial Auto Repairs.** New businesses offering commercial repair service and/or restoration of vehicles are not allowed.

H. **Parking Techniques.** The parking techniques included in this Section may be applied individually or in combination in compliance with Item D (Parking Placement) of the Zone.

1. **Surface Parking.** Surface parking, covered or uncovered, is prohibited between the main building and front, side street, or common open space, with the exception of a shared parking court in compliance with Item 5 (Shared Parking Court) below.
2. **Garages, including Tuck-Under Parking.** The opening to garages, including tuck-under parking, shall not be publicly visible along the front, side street, or common open space.
3. **Structured Parking**
    a. Any portion of a parking facility exceeding eight feet in length that is within 15 feet of the building façade along the front, side street, or common open space, including individual garages and carports, shall be designed with the allowed materials of the main building in compliance with Section 6.08 (Exterior Finishes and Materials).
    b. Openings for ventilation shall be designed in compliance with Section 6.05 (Façade Composition).
    c. Stacked and tandem parking is allowed in within podium and subterranean parking structures.
4. **Tandem Parking.** Tandem parking is allowed in all Zones for all uses.
5. **Shared Parking Court.** Shared parking courts are allowed across lots between main buildings and accessed from the front or side street.

Figure 3.06.1: Shared Parking Court



Required Ground Floor Habitable Space. See Subsection F (Building Form) of the Zone

A Maximum Width of the Shared Parking Court, measured parallel to the adjacent street/ROW: 65'

B Minimum Shared Parking Court Setback:

Small Shared Parking Court (6 or fewer spaces)	10' min.
Large Shared Parking Court (7 spaces or more)	Behind required ground floor habitable space

C A landscaped buffer with a minimum inside width of 5 feet and a fence or hedge 42 inches in height shall be provided along the front property line for the length of the shared parking court not closer than the required minimum building setback

I. Traffic-Minimizing Parking Techniques

1. Carshare Parking Spaces

a. Parking spaces for carshare, including rideshare, shall be provided in the amounts specified in Table 3.060.B (Required Carshare Parking Spaces) .

Table 3.06.B: Required Carshare Parking Spaces

Use	Carshare Parking Spaces Required
Residential	
0-49 units	None
50-100 units	1
101 or more units	2 + 1 per additional 200 units
Non-Residential	
≤ 10,000 sf	None
> 10,000 sf	1/10,000 sf

b. The required carshare space(s) shall be made available, at no cost, to a carshare service for purposes of providing carshare services to its members. At the election of the property owner, the carshare spaces may be provided:

(a) On the lot; or

(b) On another off-street site within 800 feet of the lot.

c. Required carshare space or spaces shall be designed in a manner that will make the spaces accessible to non-resident subscribers from outside the building as well as building residents.

d. Prior to City approval of the first Building or Site Permit for a building subject to the carshare standard, the property owner shall record a Notice of Special Restriction identifying the minimum number and location of the required carshare parking spaces. The Notice shall describe the obligations of this Subsection and shall be in a form approved by the City.

e. Carshare spaces may be occupied by non-carshare vehicles; provided, however, that upon 90 days of advance written notice to the property owner from a carshare service, the property owner shall terminate any non-carsharing leases for such spaces and shall make the spaces available to the carshare service for its use of such spaces.

2. **Carpool Spaces.** Carpool parking spaces shall be provided in the amounts specified in Table 3.06.C (Required Carpool Parking Spaces).

Table 3.06.C: Required Carpool Parking Spaces

Use	Carpool Parking Spaces Required
Office/Research & Development	
≤ 10 parking spaces	None
> 10 parking spaces	10% of the total number of spaces
All other uses	None

3. **Parking Costs Unbundled from the Cost of Other Goods and Services**

a. **Residential Uses in ODDS Zones.** All off-street parking spaces accessory to residential uses in structures of four dwellings or more shall be leased or sold separately from the rental or purchase fees for dwellings for the life of the dwellings, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Renters or buyers of on-site affordable units shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwellings.

b. **Exception.** Developments which include financing for affordable housing with requirements that costs for parking and housing be bundled together are exempt from this standard.

c. **Non-Residential Uses.** All off-street parking spaces accessory to non-residential uses shall be leased or sold separately from the rental or purchase fees for non-residential building space for the life of the building, such that potential renters or buyers have the option of renting or buying building space at a lower price.

d. **Exception.** Off-street parking spaces accessory to retail uses are not required to be leased or sold separately from retail space and may be offered to shoppers and other visitors free of charge for stays of up to two hours.

J. **Electric Vehicle Charging.** Electric vehicle charging facilities shall be provided in compliance with the City's standards.

Chapter 4 Building Types

Sections

4.01 Purpose and Applicability
4.02 Building Types Overview
4.03 General Building Type Requirements
4.04 House
4.05 Duplex
4.06 Cottage Court
4.07 Multiplex Small
4.08 Multiplex Large
4.09 Townhouse Small
4.10 Townhouse Large
4.11 Courtyard Building Small
4.12 Courtyard Building Large
4.13 Main Street Building
4.14 Accessory Dwelling Unit (ADU)

4.01 Purpose and Applicability

This Chapter sets forth standards for the development of individual building types to achieve the intended physical character of each Zone, housing choices, affordable housing opportunities, and incubating small businesses as amenities within walkable neighborhoods.

4.02 Building Types Overview

A. Building types are categorized into two groups: House-Scale buildings and Block-Scale buildings. House-Scale buildings are those that are the size of a house, typically ranging in footprint from as small as 25 feet up to 80 feet overall. Block-Scale buildings are individually as large as most or all of a block or, when arranged together along a street, appear as long as most or all of a block.

B. Each lot or design site shall have only one primary building type, except as follows:

1. The Cottage Court (Section 4.06) may consist of up to nine individual cottages;
2. The Courtyard Building, Small and Large, (Section 4.11 and 4.12) may consist of up to two buildings; and
3. More than one building type is allowed on a parcel that identifies proposed multiple lot lines that meet the standards of this Section. See Figure 2.06.1 (Example of Design Sites on a Development Site).

4.03 General Building Type Requirements

The names of the building types are not intended to limit uses within a building type. For example, a House may have non-residential uses within it, including, but not limited to a restaurant or office, as allowed by the Zone.

4.04 House



Two-story House with a gable roof and projecting porch.



Two-story House with engaged porch.



Example of House with front stoop.

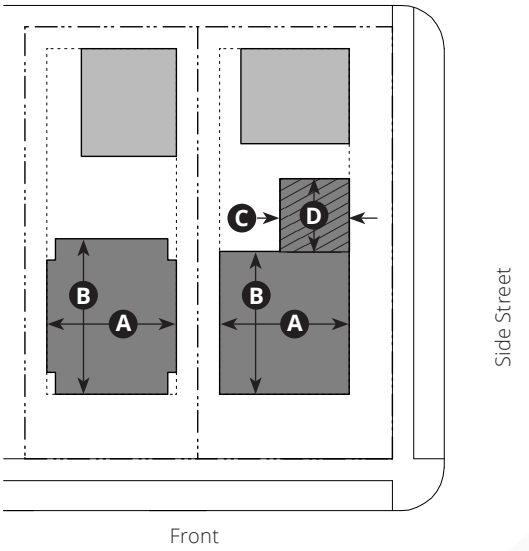
A. Description

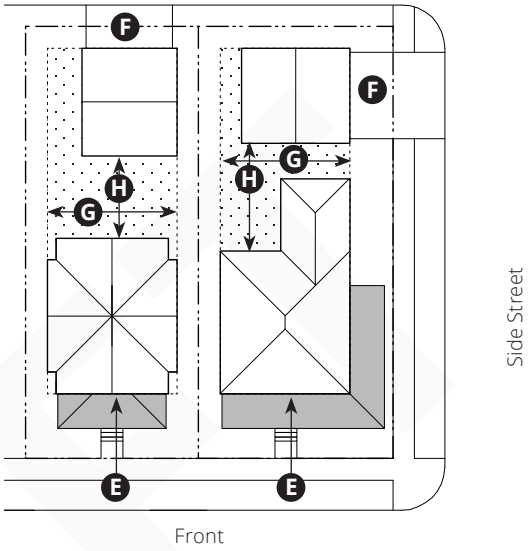
A small-to-medium-sized detached building with one unit, small-to-medium setbacks, a rear yard, and located within a low-intensity walkable neighborhood.

B. Number of Units

Units per Building	1 max.
Buildings per Lot	1 max.

General Note: Photos on this page are illustrative, not regulatory.





Key

Design Site/Lot Line
Setback Line
Building
Accessory Unit
Wing(s)

C. Building Size and Massing			
Height	T3N	T4N	
Max. Number of Stories	2.5	3	
Main Body			
Width	35' max.		A
Depth	35' max.		B
Secondary Wing(s)[1]			
Width	15' max.		C
Depth	20' max.		D

[1] Limited to 10' less height to the Mid-Point of Roof of the main body.

Façades on a street or private open space shall be designed in compliance with Chapter 6 (Building Articulation).

Rooftop Room allowed on uppermost roof in compliance with Section 6.10 (Roof Form).

Key

Design Site/Lot Line
Setback Line
Building Entry
Private Open Space

D. Building Entry Types		
Allowed Building Entry Types	**Standards**	
Porch Projecting	Section 5.03	
Porch Engaged	Section 5.04	
E. Pedestrian Access		
Main Entrance Location	Front street	E
F. Vehicle Access and Parking		
Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.		F
G. Private Open Space		
Width	15' min.	G
Depth	15' min.	H

Required private open space shall be located behind the main body of the building.

4.05 Duplex



A distinct gable roof gives variety to this Duplex.



Two-story Duplex with a projecting porch.



Example of Duplex with a projecting porch.

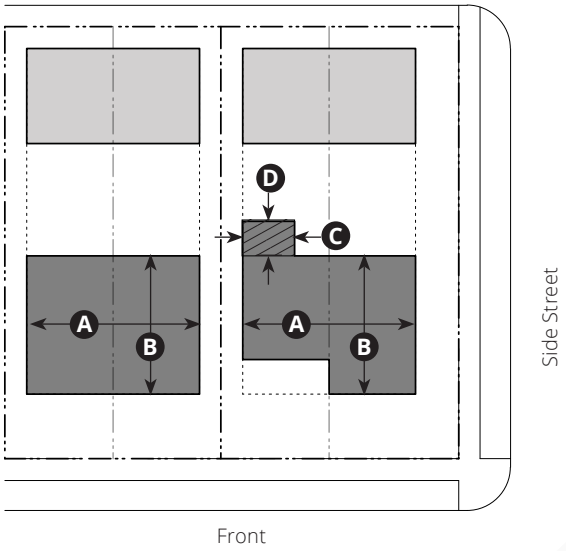
A. Description

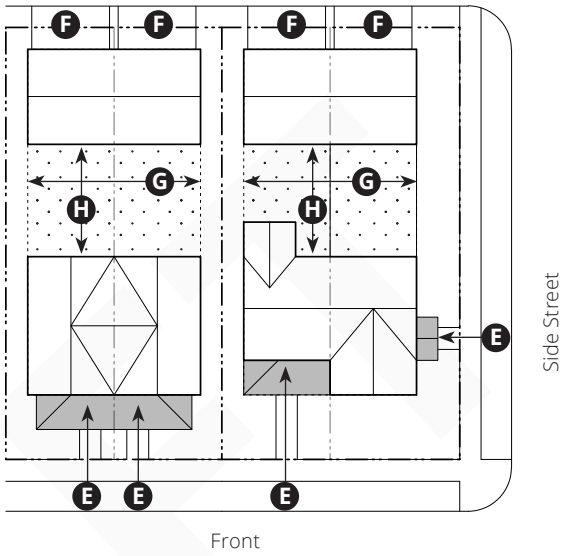
A small-to-medium-sized detached building with small-to-medium setbacks and a rear yard. The building consists of two units, side by side or stacked, both facing the street and within a single-building form. This type has the appearance of a medium-to-large single-family home and is scaled to fit within lower-intensity neighborhoods.

B. Number of Units

Units per Building	2 max.
Buildings per Lot	1 max.

General Note: Photos on this page are illustrative, not regulatory.





Key

Design Site/Lot Line
Setback Line
Building
Accessory Unit
Wing(s)

C. Building Size and Massing			
Height	T3N	T4N	
Max. Number of Stories	2.5	3	
Main Body			
Width	48' max.		A
Depth	40' max.		B
Secondary Wing(s)[1]			
Width	15' max.		C
Depth	20' max.		D

[1] Limited to 10' less height to the Mid-Point of Roof of the main body.

Façades on a street or private open space shall be designed in compliance with Chapter 6 (Building Articulation).

Half-story with dormers is allowed on uppermost roof in compliance with Section 6.10 (Roof Form).

Key

Design Site/Lot Line
Setback Line
Building Entry
Private Open Space

D. Building Entry Types		
Allowed Building Entry Types	**Standards**	
Porch Projecting	Section 5.03	
Porch Engaged	Section 5.04	
Dooryard	Section 5.05	
Stoop	Section 5.06	
E. Pedestrian Access		
Main Entrance Location	Front Street[2]	E

[2] On corner lots, one unit may front the side street.

Each unit shall have an individual entry facing the street on, or within 10' of the front façade.

F. Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.	F

G. Private Open Space		
Width	15' min.	G
Depth	15' min.	H

Required private open space shall be located behind the main body of the building.

4.06 Cottage Court



Small one-story Cottages are arranged around a well-landscaped shared open space (court), creating an intimate space.



Entries are arranged around a shared open space (court).



One-story Cottage Court with small porches along the shared open space (court).

A. Description

A group of small, detached buildings arranged to define a court that is typically perpendicular to the street. The court is shared open space and takes the place of a private rear yard, thus becoming an important community-enhancing element. This type is scaled to fit within low-to-moderate-intensity neighborhoods and in non-residential contexts.

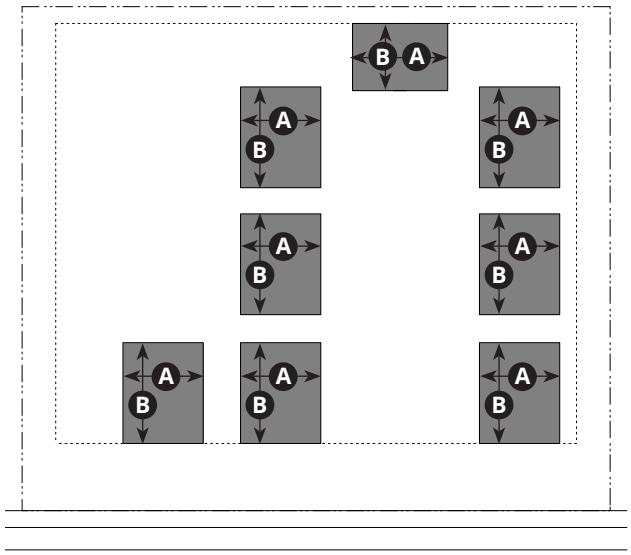
B. Number of Units

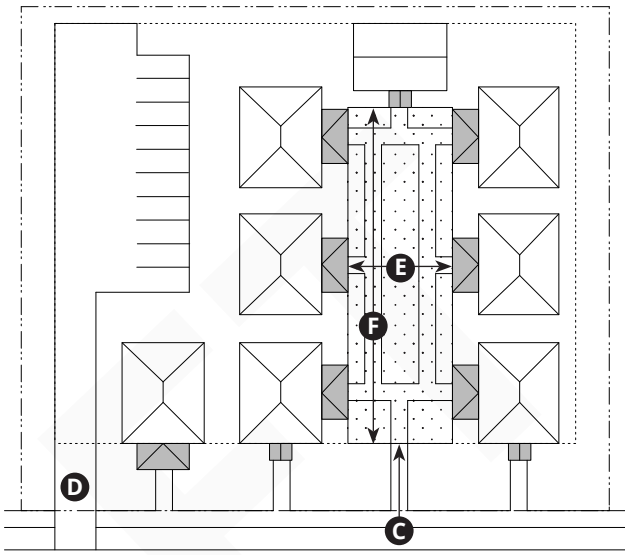
Units per Building	1 max.
Buildings per Lot	3 min.; 9 max.

Synonym: Bungalow Court

The rearmost cottage may be a Duplex.

General Note: Photos on this page are illustrative, not regulatory.





Key

Design Site/Lot Line
Setback Line
Building

C. Building Size and Massing			
Height	T3N	T4N	
Max. Number of Stories	2.5	3	
Main Body			
Width	32' max.		A
Depth	24' max.		B
Secondary Wing(s)			
Not allowed			

Façades on a street or shared open space shall be designed in compliance with Chapter 6 (Building Articulation).

D. Building Entry Types	
Allowed Building Entry Types	**Standards**
Porch Projecting	Section 5.03
Dooryard	Section 5.05
Stoop	Section 5.06

Key

Design Site/Lot Line
Setback Line
Building Entry
Shared Open Space

E. Pedestrian Access	
Shared open space shall be accessible from front street.	C
Main entrance location to units from shared open space.	
Units on a corner may enter from the side street.	
Pedestrian connections shall link all buildings to the public ROW, shared open space, and parking areas.	

F. Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.	D
Spaces may be individually accessible by the units and/or a common parking area located at the rear side of lot.	

G. Shared Open Space (Court)		
Width	20' min.	E
Depth	75' min. (3-4 units) 90' min. (5-9 units)	F

Shared open space may be used for stormwater management if designed as integral site element (rain garden or bioswale) and does not visually detract from the building entry of each cottage facing the shared open space.

4.07 Multiplex Small



This Multiplex Small shares a single entry off of a forecourt, allowing maximum natural light and ventilation to the four units.



Multiplex Small with a raised porch entry.



Multiplex Small with stoop entry and balcony above.

A. Description

A medium-sized detached building that consists of side-by-side and/or stacked units, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized single-family house and is scaled to fit as a small portion of low- to moderate-intensity neighborhoods.

B. Number of Units

Units per Building	3 min.; 6 max.
Buildings per Lot	1 max.

Synonym: Triplex to Sixplex

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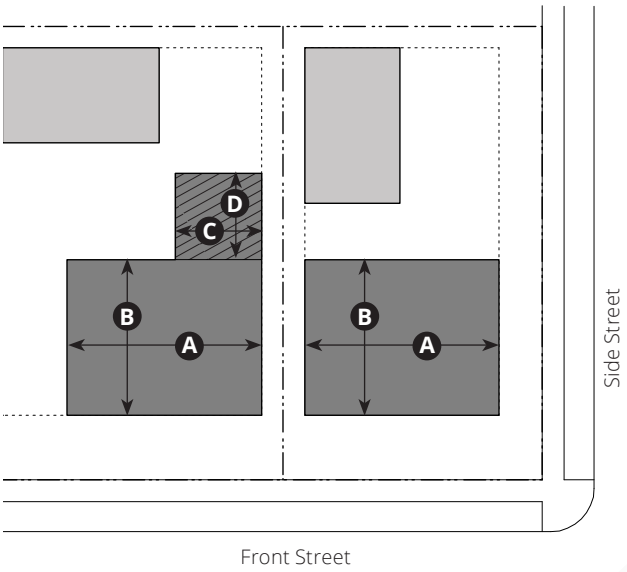

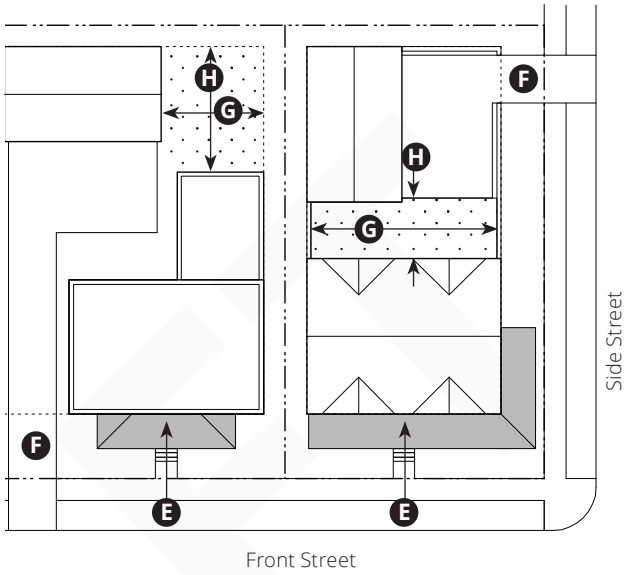

Key

- Design Site/Lot Line
- Setback Line
- Building
- Accessory Unit
- Wing(s)

C. Building Size and Massing			
Height	T4N	T4M	
Max. Number of Stories	3	4	
Main Body			
Width	45' max.		A
Depth	45' max.		B
Secondary Wing(s)[1]			
Width	20' max.		C
Depth	30' max.		D

[1] Limited to 10' less height to the Mid-Point of Roof of the main body.

Façades on a street or shared open space shall be designed in compliance with Chapter 6 (Building Articulation).

Key

- Design Site/Lot Line
- Setback Line
- Building Entry
- Shared Open Space

D. Building Entry Types		
Allowed Building Entry Types	**Standards**	
Porch Projecting	Section 5.03	
Porch Engaged	Section 5.04	
Dooryard	Section 5.05	
Stoop	Section 5.06	
E. Pedestrian Access		
Main Entrance Location	Front street	E

Each unit may have an individual entry.

F. Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.	F

G. Shared Open Space		
Width	25' min.	G
Depth	12' min.	H

Required shared open space shall be located behind the main body of the building.

4.08 Multiplex Large



This Multiplex Large is made to read as a house, while using the corner to provide two separate entries.



Multiplex Large with a recessed stoop entry.



Multiplex Large with a projecting porch and balconies above.

A. Description

A medium-to-large-sized detached building that consists of side-by-side and/or stacked units, typically with one shared entry. This type is scaled to fit in within moderate-intensity neighborhoods or as a small portion of lower-intensity neighborhoods.

B. Number of Units

Units per Building	7 min.; 12 max.
Buildings per Lot	1 max.

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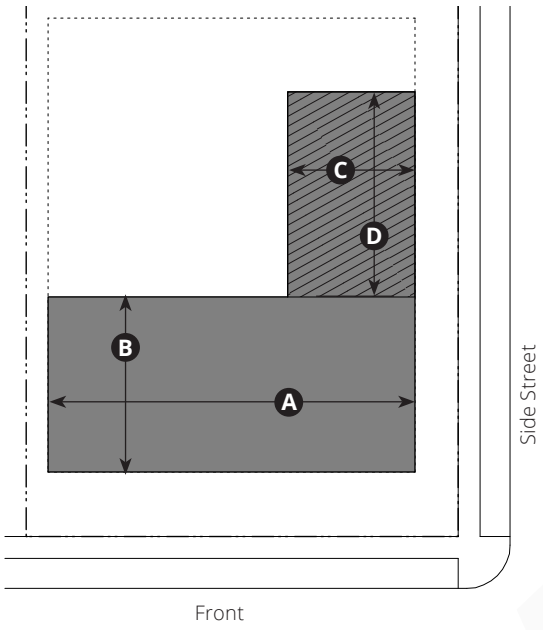

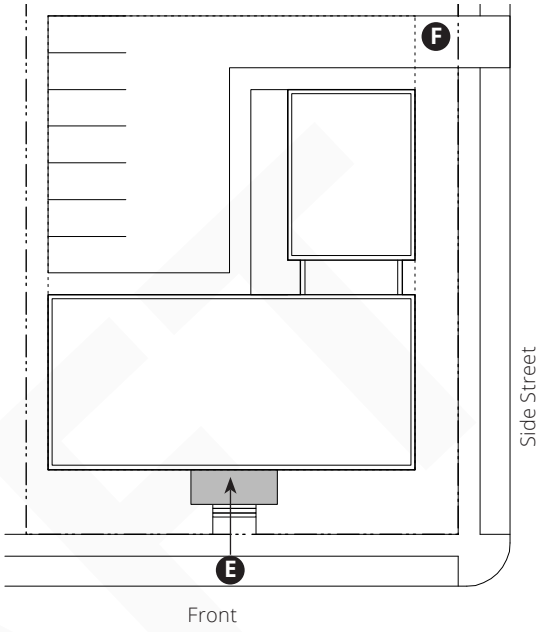

Key

Design Site/Lot Line
Setback Line
Building
Wing(s)

C. Building Size and Massing			
Height	T4M	T4MS	
Max. Number of Stories	4	4	
Main Body			
Width	60' max.		A
Depth	60' max.		B
Secondary Wing(s)[1]			
Width	24' max.		C
Depth	40' max.		D

[1] Limited to 10' less height to the Mid-Point of Roof of the main body.

Façades on a street or shared open space shall be designed in compliance with Chapter 6 (Building Articulation).

Key

Design Site/Lot Line
Setback Line
Building Entry

D. Building Entry Types		
Allowed Building Entry Types	**Standards**	
Porch Projecting	Section 5.03	
Stoop	Section 5.06	
Terrace	Section 5.11	
E. Pedestrian Access		
Main Entrance Location	Front street	E

Units located in the main body shall be accessed by a common entry along the front street.

On corner lots, units in a secondary wing may enter from the side street.

F. Vehicle Access and Parking

Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone. F

G. Shared Open Space

Shared open space is not required.

4.09 Townhouse Small



The massing of this Townhouse Small (run of five units) helps to visually break-up the façade.



Townhouse Small with four units joined under one hip roof.



Townhouse Small with minimal separation between units.

A. Description

A small-to-medium-sized building with a rear yard that consists of side-by-side units. This type is typically located within moderate-to-high intensity neighborhoods, or on or near a neighborhood main street.

B. Number of Units

Units per Building	6 max.
Buildings per Lot	1 max.

Synonym: Rowhouse

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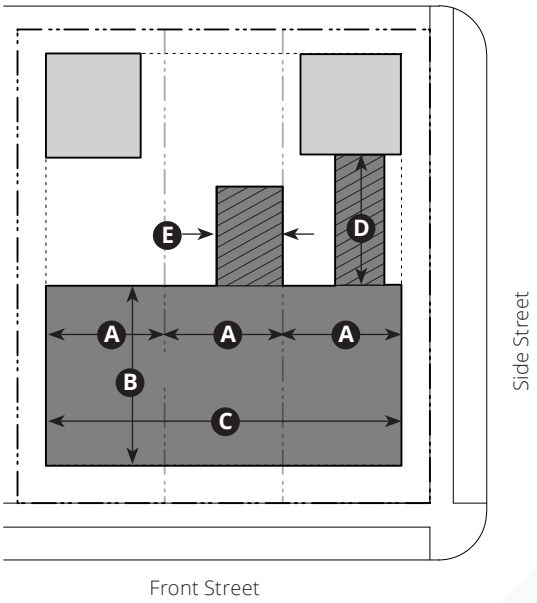

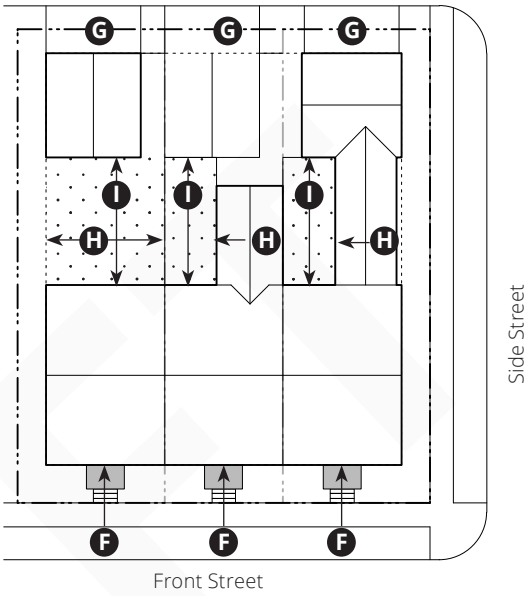

Key

- Design Site/Lot Line
- Setback Line
- Building
- Accessory Unit
- Wing(s)

C. Building Size and Massing		
Height	T4N	
Max. Number of Stories	3	
Main Body		
Width per Unit	18' min.; 30' max.	A
Depth	50' max.	B
Width per Building	120' max.	C
Secondary Wing(s)[1]		
Width	14' max.	D
Depth	25' max.	E

[1] Limited to 10' less height to the Mid-Point of Roof of the main body.

Façades on a street or private open space shall be designed in compliance with Chapter 6 (Building Articulation).

Key

- Design Site/Lot Line
- Setback Line
- Building Entry
- Private Open Space

D. Building Entry Types		
Allowed Building Entry Types	**Standards**	
Porch Projecting	Section 5.03	
Porch Engaged	Section 5.04	
Dooryard	Section 5.05	
Stoop	Section 5.06	
Terrace	Section 5.11	
E. Pedestrian Access		
Main Entrance Location	Front Street	F

Each unit shall have an individual entry facing a street.

F. Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.	G

G. Private Open Space		
Width	8' min.	H
Depth	8' min.	I

Required private open space shall be located behind the main body of the building.

4.10 Townhouse Large



Example of Townhouse Large with stoops.



Three-story Townhouse Large with work activity on the ground floor.



Three-story Townhouse Large.

A. Description

A large-sized attached building with a rear setback. Each unit can accommodate live/work units for joint residential occupancy and work activity.

B. Number of Units

Units per Building	7 min.
Buildings per Lot	1 max.

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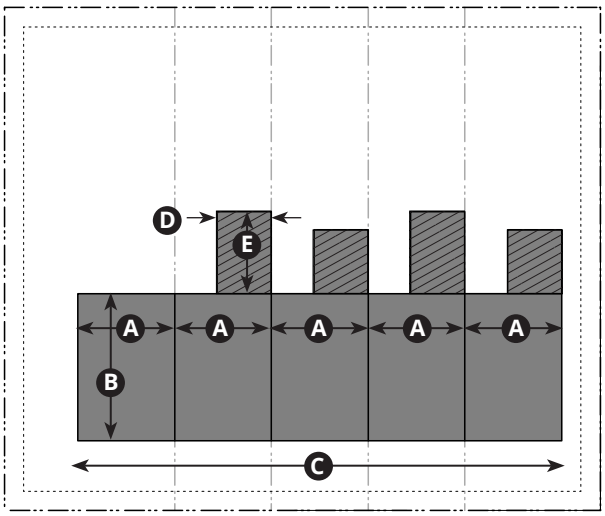
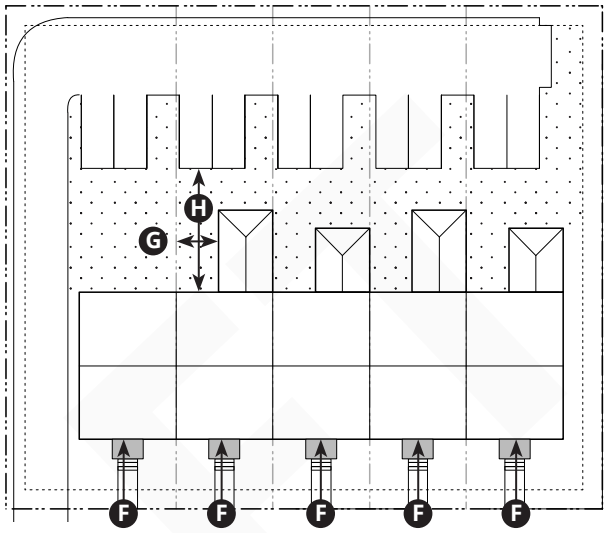


Front Street



Front Street

Key

Design Site/Lot Line
Building Setback Line
Building
Wing(s)

C. Building Size and Massing		
Main Body	T4M	
Width per Unit	16' min.	A
Depth per Unit	65' max.	B
Width per Building	200' max.	C
Secondary Wing(s)[1]		
Width	14' max.	D
Length	25' max.	E

[1] Limited to 10' less height to the Mid-Point of Roof of the main body.

D. Building Entry Types	
Allowed Building Entry Types	**Standards**
Porch Projecting	Section 5.03
Porch Engaged	Section 5.04
Dooryard	Section 5.05
Stoop	Section 5.06
Terrace	Section 5.11

Key

Design Site/Lot Line
Building Setback Line
Building Entry Type
Private Open Space

E. Pedestrian Access		
Main Entrance Location	Front Street	F

Each unit shall have an individual entry facing a street or be perpendicular to a street within an alcove facing a street.

F. Vehicle Access and Parking

Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.

Parking may be covered, uncovered, or in a garage.

G. Private Open Space		
Width	8' min.	G
Depth	8' min.	H

4.11 Courtyard Building Small



Three-story Courtyard has unique entries on ground floor and second floor; shared open space is well landscaped.



Single-story Courtyard Building.



Courtyard leads to a second courtyard with additional units, at left.

A. Description

A building comprised of multiple attached and/or stacked units, accessed from one or more shared courtyards. The shared courtyard takes the place of a rear yard. This type is typically integrated as a small portion of lower-intensity neighborhoods or more consistently into moderate-to-high intensity neighborhoods and can be applied in non-residential contexts.

B. Number of Units

Units per Building	16 max.
Buildings per Lot	2 max.

Synonym: Courtyard Apartment Small

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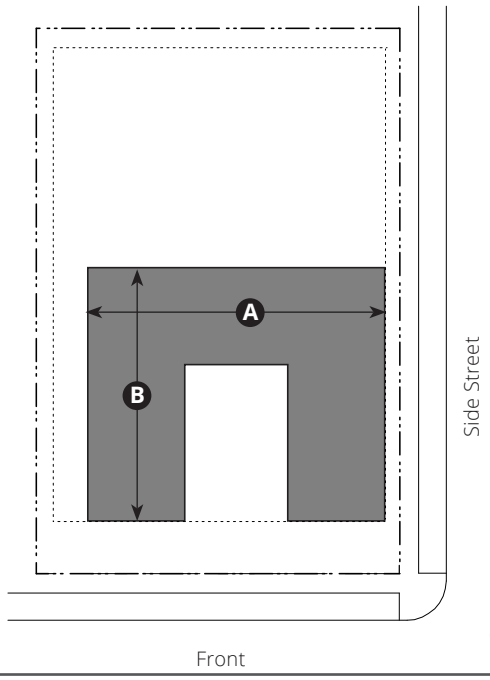


Key

Design Site/Lot Line

Building Setback Line

Building

C. Building Size and Massing		
Height	T4N	
Max. Number of Stories	3	
Main Body		
Width	100' max.	A
Depth	100' max.	B
Secondary Wing(s)		
Not Allowed		

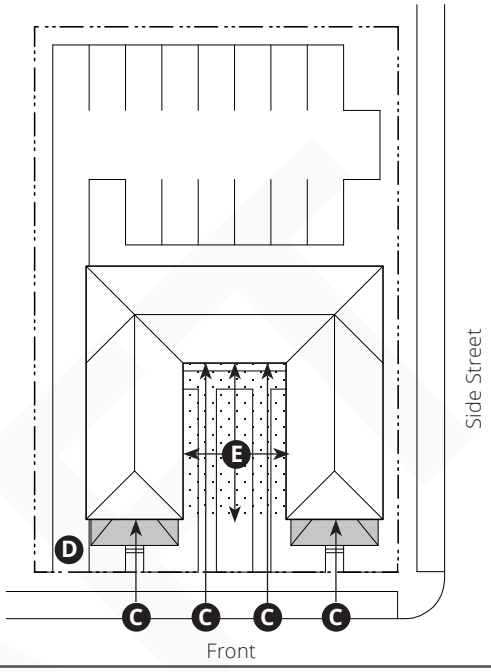
Façades on a street or shared open space shall be designed in compliance with Chapter 6 (Building Articulation).

Half-story dormer is allowed on uppermost roof in compliance with Section 6.10 (Roof Form).

D. Building Entry Types	
Allowed Building Entry Types	**Standards**
Porch Projecting	Section 5.03
Porch Engaged	Section 5.04
Stoop	Section 5.06
Terrace	Section 5.11

E. Pedestrian Access		
Main Entrance Location	Courtyard or Street	C

The main entry of ground floor units shall be directly off of a shared open space or street, whichever is closer.



Key

Design Site/Lot Line

Building Setback Line

Building Entry Type

Shared Open Space

F. Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone.	D

G. Shared Open Space (Courtyard)		
Main Body Height[1]	**Size (min./max.)**	E
1-2.5 Stories	20'-40' by 20'-85'	
3 Stories	25'-50' by 30'-105'	

[1] Height measured at the highest story along the shared open space.

Shared open space shall be accessible from the front street.

Multiple shared open spaces are required to be connected via a passage through or between buildings.

Building shall define at least two walls of a shared open space.

Shared open space may be used for stormwater management if designed as integral site element (rain garden or bioswale) and does not visually detract from the building entry of each building facing the shared open space.

Side(s) of the shared open space not defined by building shall be defined by 2'-6" to 6' tall wall with entry gate/door.

4.12 Courtyard Building Large



Example of a Courtyard Building Large organized around a shared open space.



Three-story Courtyard Building Large.



Fourt-story Courtyard Building Large.

A. Description

A detached or attached building that consists of stacked units, accessed from one or more shared courtyards. The type is typically integrated into moderate-to-high-intensity neighborhoods and on streets with a nonresidential ground floor.

B. Number of Units

Units per Lot	50 max.
Buildings per Lot	2 max.

Synonym: Courtyard Apartment Large

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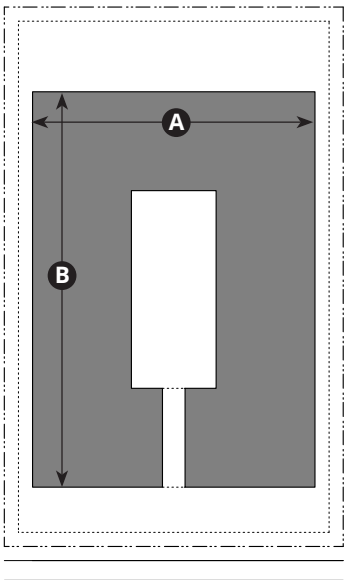
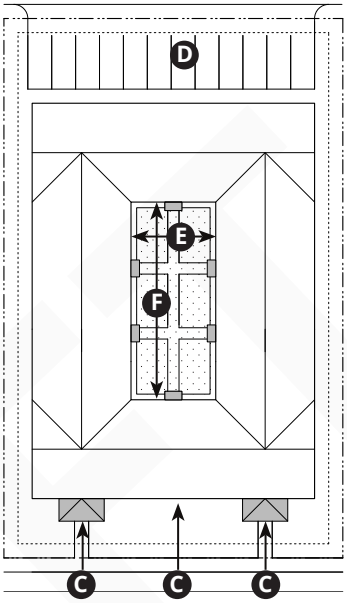


Primary Front



Primary Front

Key

Design Site/Lot Line

Building Setback Line

Building

C. Building Size and Massing

Height	T4M	T4MS	
Max. Number of Stories	4	4	
Main Body			
Width	200' max.[1]		A
Depth	200' max.[1]		B
Secondary Wing(s)			
Not Allowed			

[1] May be designed as two adjacent buildings, at least 15' but not more than 30' apart, in compliance with the standards of this Section.

Building may be designed in an L-, U-, or O-shape.

Façades along a primary or secondary front or along a shared open space may be designed as multiple façades not exceeding 75'.

D. Building Entry Types

Allowed Building Entry Types	Standards
Porch Projecting	Section 5.03
Porch Engaged	Section 5.04
Stoop	Section 5.06
Terrace	Section 5.11

Key

Design Site/Lot Line

Building Setback Line

Building Entry Type

Shared Open Space

E. Pedestrian Access

Main Entrance Location	Shared Open Space or Street	C
Distance between Unit Entries	30' max.	

Ground floor units shall be entered directly off of a shared open space or street, whichever is closer. Unit entries can be shared.

F. Vehicle Access and Parking

Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone. D

Parking may be surface, garage/carport, tuck-under, podium, or subterranean.

G. Shared Open Space (Courtyard)

Width	40' min.	E
Depth	65' min.	F

Shared open space shall be accessible from the primary front.

4.13 Main Street Building



Multiple Main Street Buildings join to form a block, with retail below and residential uses above encouraging walkability.



Awnings articulate ground floor retail, with offices above.



Upper units have a pronounced, separate entry.

A. Description

A small-to-large-sized building, typically attached, but may be detached, intended to provide a vertical mix of uses with ground-floor retail, office or service uses and upper-floor service or residential uses. This type makes up the primary component of neighborhood and downtown main streets, therefore being a key component to providing walkability.

B. Number of Units

Units per Building	Unrestricted[1]
Buildings per Lot	1 max.

[1] Number of units restricted by Uniform Building Code (UBC) and Unified Facilities Criteria (UFC) standards.

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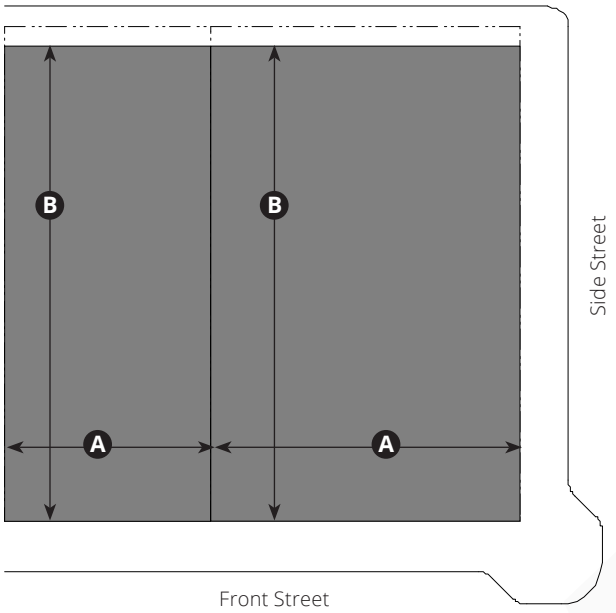

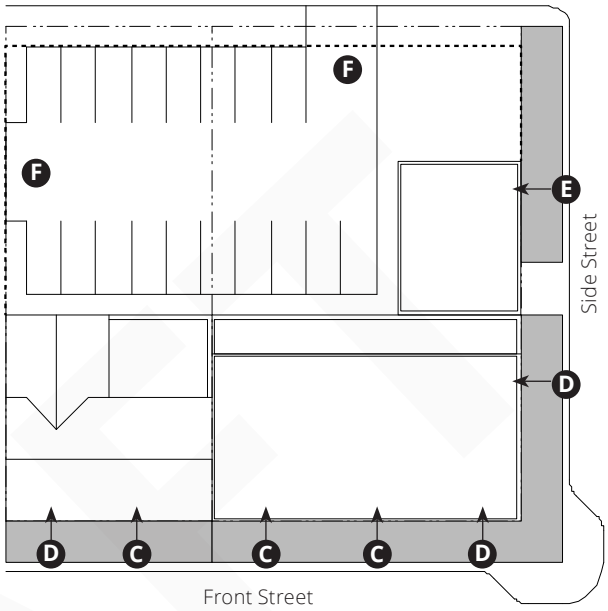

Key

Design Site/Lot Line

Building Setback Line

Building

Key

Design Site/Lot Line

Building Setback Line

Building Entry

Outline of Building above

C. Building Size and Massing

Height	T4N-O	T4M	T4MS	T4MS-O	
Max. Number of Stories	3	4	4	4	
Main Body					
Width		200' max.			A
Depth		120' max.			B
Secondary Wing(s)					
Not allowed					

Façades on a street or shared open space shall be designed in compliance with Chapter 6 (Building Articulation).

D. Building Entry Types

Allowed Building Entry Types	Standards
Dooryard[1]	Section 5.05
Forecourt	Section 5.07
Maker Shopfront[1]	Section 5.09
Shopfront	Section 5.10
Terrace	Section 5.11
Gallery	Section 5.12
Arcade	Section 5.13

[1] Only on side streets.

E. Pedestrian Access

Upper floor units shall be accessed by a common entry along the front street. C

Ground floor units may have individual entries along the front street, or side street. D

On corner lots, units may enter from the side street. E

F. Vehicle Access and Parking

Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone. F

G. Shared Open Space

Shared open space is not required.

4.14 Accessory Dwelling Unit (ADU)



Example of an attached Accessory Dwelling Unit (ADU).



Example of a detached Accessory Dwelling Unit (ADU).



Example of an attached Accessory Dwelling Unit (ADU).

A. Description

A detached or attached building with one unit that is accessory to the main building and has a separate and independent means of ingress and egress. An ADU can also be in a Carriage House.

B. Number of Units

Units per Building	1 max.
ADU per Lot	1 max.

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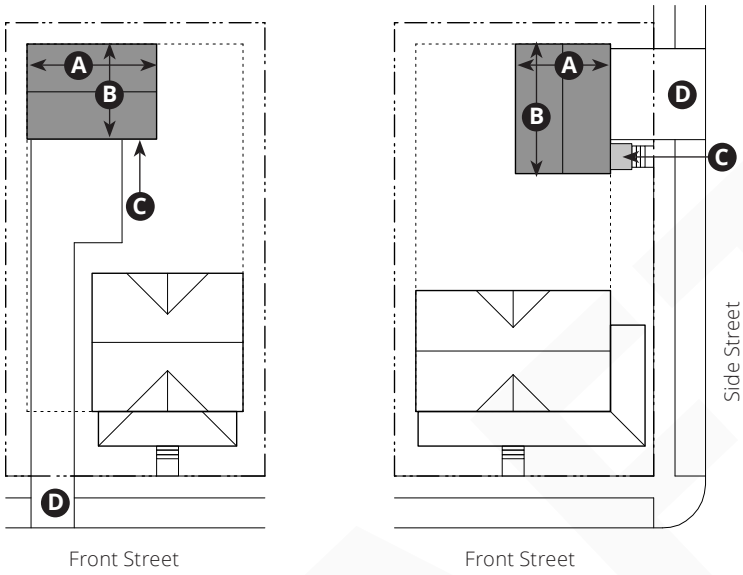

Key

Design Site/Lot Line
Building Setback Line
Building
Building Entry

C. Building Size and Massing

Height [1]	T3N	T4N	
Max. Number of Stories	-----1 max.------		
Main Body			
Width	---- 30' max.----		A
Depth	---- 36' max.----		B
Secondary Wing(s)			
Not Allowed			

[1] A Carriage House ADU is allowed to be up to 2 stories in height.

ADU shall not be taller or have a larger footprint than the primary building on the lot.

D. Building Entry Types

Allowed Building Entry Types	Standards
Porch Projecting	Section 5.03
Porch Engaged	Section 5.04
Dooryard	Section 5.05
Stoop	Section 5.06

E. Pedestrian Access

Main Entrance Location	Front, Side Street	C

Entries to ADUs abutting on-site open space shall be located along the open space.

The main entrance shall not be through a garage.

F. Vehicle Access and Parking

Driveway and parking location shall comply with standards in Item D (Parking Placement) of the Zone. D

G. Shared Open Space

None required in addition to the required private open space of the main building.

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Chapter 5 Building Entry Types

Sections

5.01 Purpose
5.02 General Building Entry Requirements
5.03 Porch Projecting
5.04 Porch Engaged
5.05 Dooryard
5.06 Stoop
5.07 Forecourt
5.08 Common Entry
5.09 Maker Shopfront
5.10 Shopfront
5.11 Terrace
5.12 Gallery
5.13 Arcade

5.01 Purpose

This Chapter sets forth design standards for building entries to create pedestrian-oriented environments that are attractive, functional, safe, and accessible to all people.

5.02 General Building Entry Requirements

A. **Location.** Each building shall include at least one building entry type to provide access to the ground floor occupiable space along the front of the building. Buildings with entries along a side street or on-site open space shall include at least one entry type on those façades.

B. **Multiple and Combined Building Entries.** Buildings are allowed to include more than one entry type in compliance with the allowed building entry types in the next pages and may assemble them together, such as a Forecourt with a Common Entry.

C. **Coverings.** An awning or recessed entry may be required or allowed in accordance with the applicable building entry type standards. Where awnings are incorporated as part of the building entry type design, the encroachment standards for the building entry type shall apply consistent with Section 2.05.A (Encroachments).

D. **Accessibility.** All Americans with Disabilities Act (ADA) requirements shall be met.

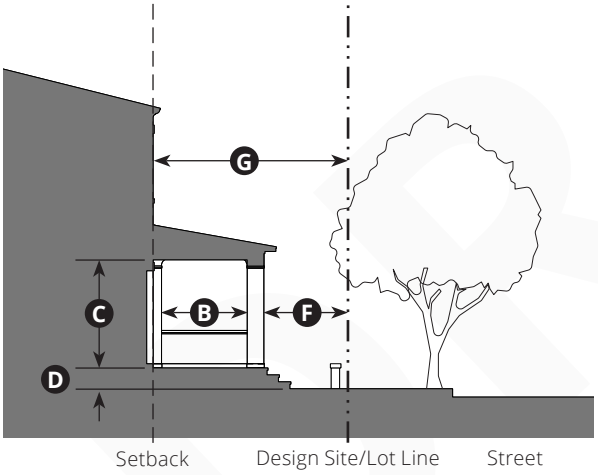
E. **Ramps.** Ramps connecting a Building Entry Type and right-of-way shall be designed in compliance with the following.

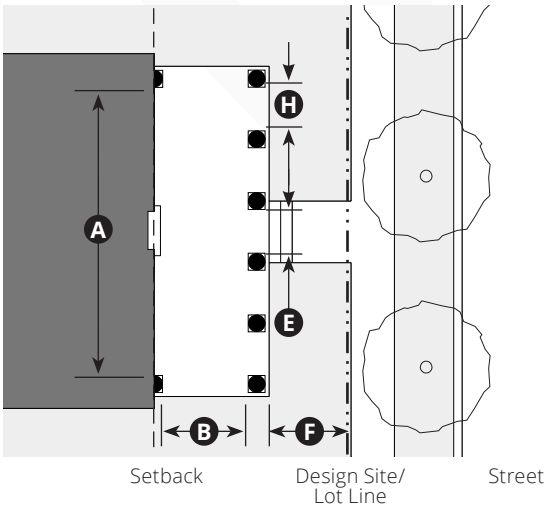
1. Ramp shall be located along the side of the building or parallel to the front façade and not exceed 18 inches in rise
2. Ramp shall include a wall up to 36 inches tall that includes a landscape planter at least two feet wide or a bench. The wall shall be designed using any of the wall materials on the main building.

5.03 Porch Projecting



General note: The photo on this page is illustrative, not regulatory.





A. Description

The main façade of the building has a small-to-medium setback from the front lot line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and all habitable space is located behind the setback line.

B. Required Elements

Width, Clear	12' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Stories	2 stories max.	
Finish Level above Sidewalk	12" min.	D
Pedestrian Access	3' wide min.	E
Distance between Porch and Sidewalk	5' min.	F
Depth	12' min.	G
Distance between Porch Columns	8' min.	H

C. Additional Requirements

Porch shall be open on three sides and have a roof. Clear glass maybe installed between the porch columns if the minimum size of individual panes is 12".

5.04 Porch Engaged



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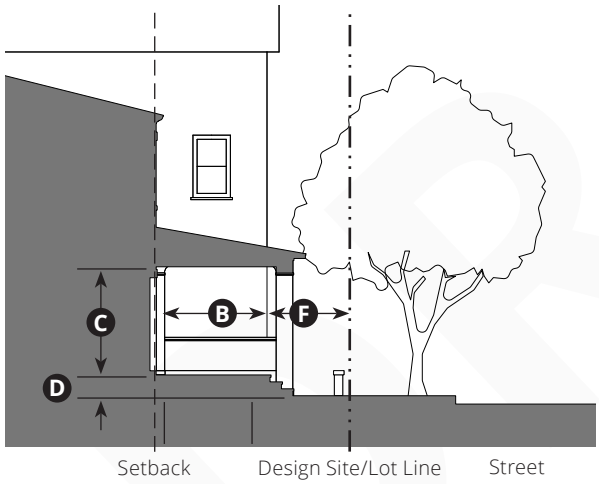

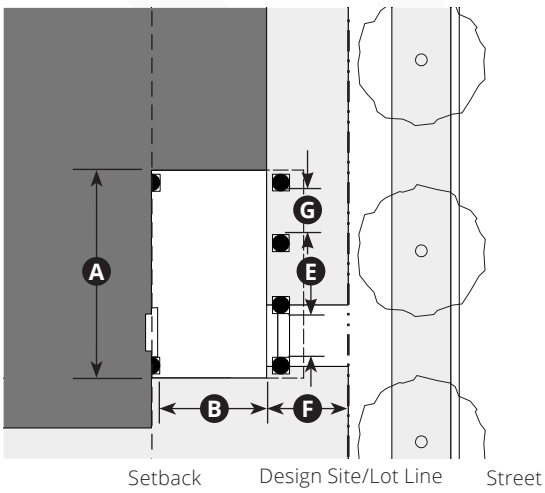

A. Description

The main façade of the building has a small-to-medium setback from the front lot line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The engaged porch has two adjacent sides of the porch that are engaged to the building while the other two sides are open.

B. Required Elements

Width, Clear	8' min.	A
Depth, Clear	6' min.	B
Height, Clear	8' min.	C
Stories	2 stories max.	
Finish Level above Sidewalk	12" min.	D
Pedestrian Access	3' wide min.	E
Distance between Porch and Sidewalk	5' min.	F
Distance between Porch Columns	8' min.	G

C. Additional Requirements

Porch shall be open on two sides and have a roof. Clear glass maybe installed between the porch columns if the minimum size of individual panes is 12".

5.05 Dooryard



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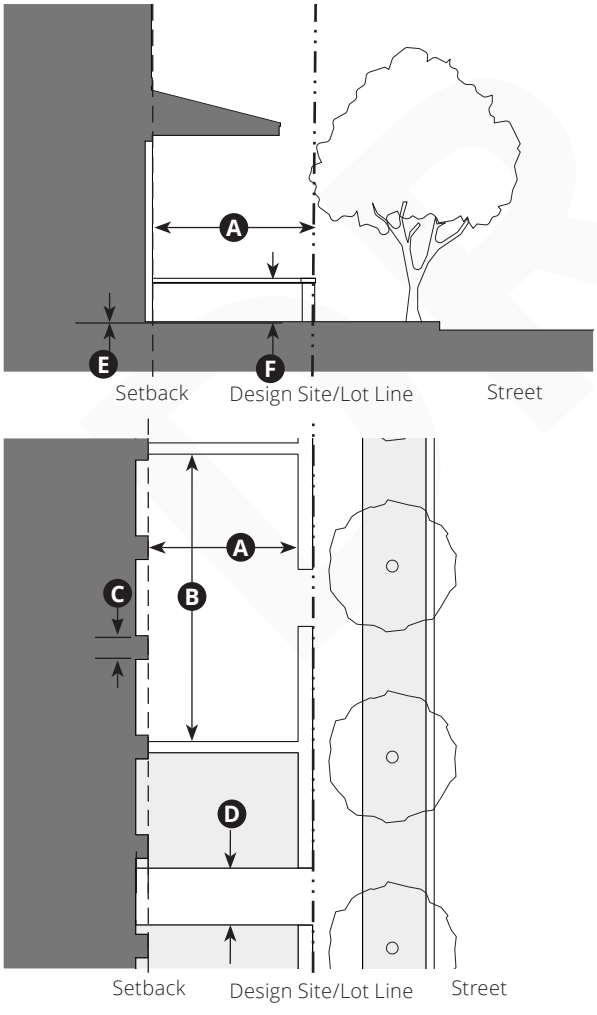

A. Description

The main façade of the building is set back a small distance and the front lot line is defined by a low wall or hedge, creating a small dooryard. The Dooryard does not provide public circulation along a right-of-way. The dooryard may be raised, sunken, or at grade and is intended for ground-floor residential.

B. Required Elements

Depth, Clear	6' min.	A
Length	15' min.	B
Distance between Glazing	4' max.	C
Pedestrian Access	3' wide min.	D
Finish Level above Sidewalk	12" min.	E
Height of Dooryard Fence/Wall above Finish Level	36" max.	F

C. Additional Requirements

For live/work, retail, service, and restaurant uses, the Shopfront building entry shall be combined with the Dooryard.

Each Dooryard shall provide access to only one ground floor entry.

5.06 Stoop



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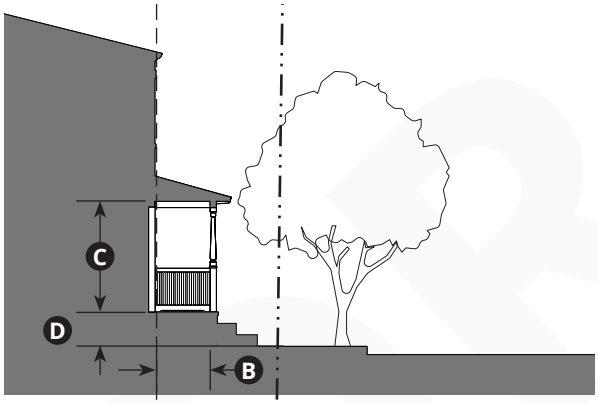

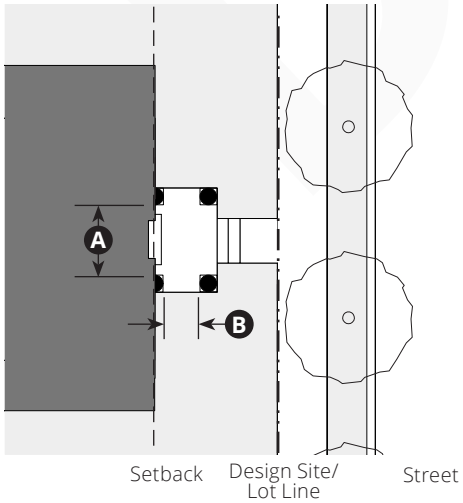

A. Description

The stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-accessed.

B. Required Elements

Width, Clear	5' min.	A
Depth, Clear	5' min.	B
Height, Clear	8' min.	C
Stories	1 story max.	
Finish Level above Sidewalk	12" min.	D

C. Additional Requirements

Stairs may be perpendicular or parallel to the building façade.

Ramps, where provided, shall be parallel to façade or along the side of the building.

Entry doors are covered or recessed to provide shelter from the elements.

Gates are not allowed.

All doors shall face the street or a vestibule that faces the street.

5.07 Forecourt



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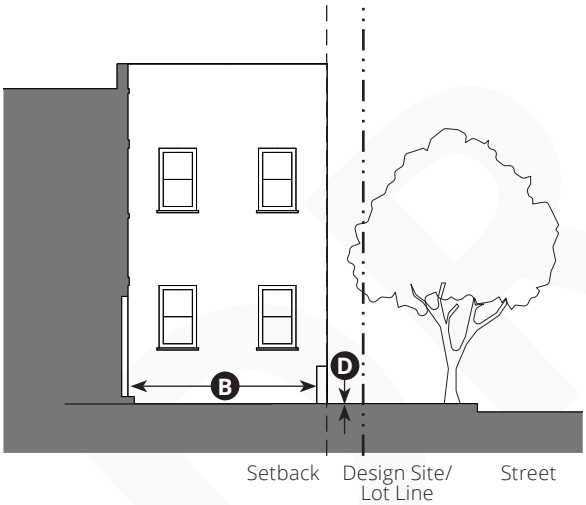

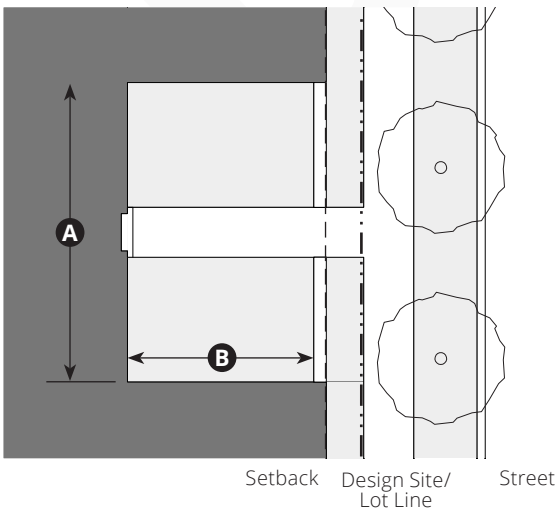

A. Description

The main façade of the building is at or near the front lot line and a small portion is set back, creating a small shared open space (court). The space can be used as an entry court or shared open space, or as an additional shopping or restaurant seating area within retail and service areas.

B. Required Elements

Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Height from Sidewalk	12" max. above sidewalk	D

C. Additional Requirements

May be utilized to group several entries at a common elevation in compliance with the ground floor finish level standards of the Zone.

The proportions and orientation of these spaces shall comply with Section 10.05.B (Courtyard Measurements).

5.08 Common Entry



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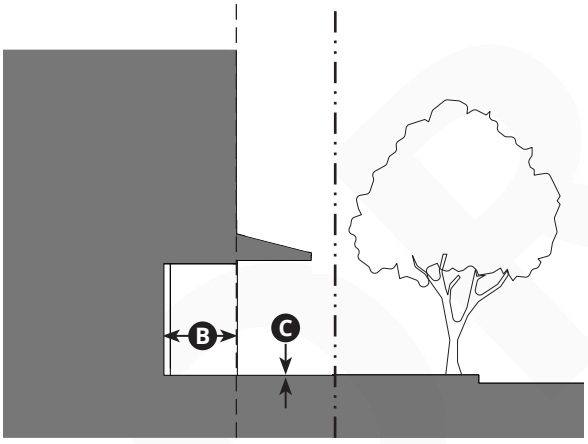

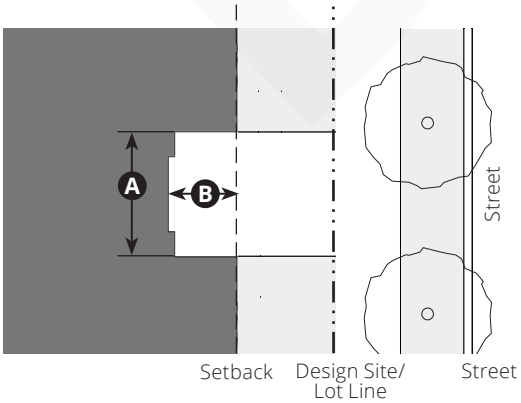

A. Description

The main façade of the building is near the lot line, with a covered entryway within the façade providing a defined transition between the sidewalk and the interior. The entryway leads to a lobby or foyer that provides access to interior unit entrances.

B. Required Elements

Width, Clear	6' min.	A
Recess or Projection from Façade	2' min.	B
Finish Level above Sidewalk	30" max.	C

C. Additional Requirements

Gates are not allowed.

Entry doors shall face the street.

Clerestory or transom windows shall be included above the door to match the width of the doorway.

5.09 Maker Shopfront



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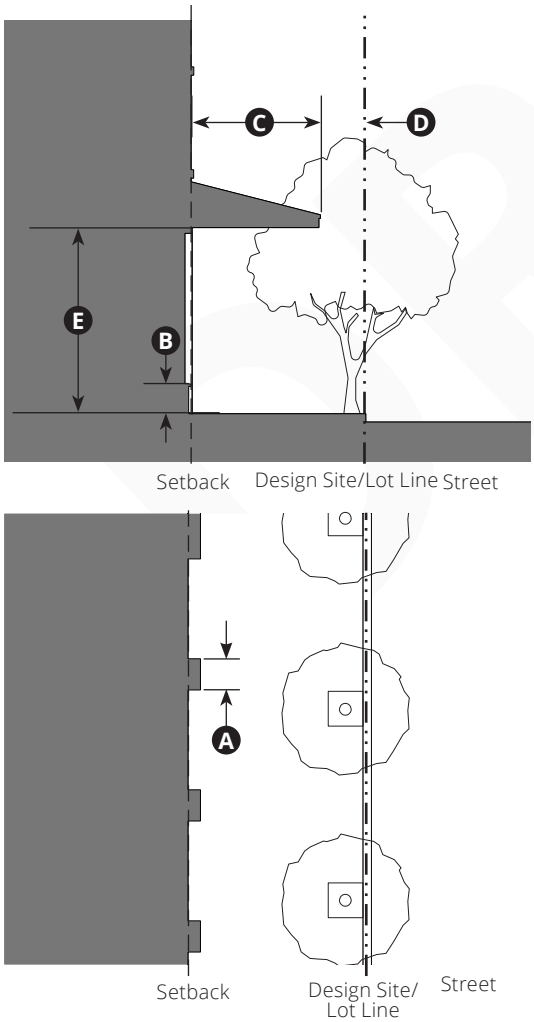

A. Description

The main façade of the building is at or near the front lot line with an at-grade or elevated entrance from the sidewalk. The type is only allowed for nonresidential or live-work uses and is intended for industrial artisan businesses to show their activity to pedestrians, as well as for retail sales of products made on-site. The Maker Shopfront is allowed to include a decorative roll-down or sliding door, including glazing and an awning.

B. Required Elements

Distance between Glazing	8' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	30% min.	
Shopfront Base (if used)	48" max.	B
Awning		
Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E

C. Miscellaneous

Rounded and hooped awning are not allowed.

5.10 Shopfront



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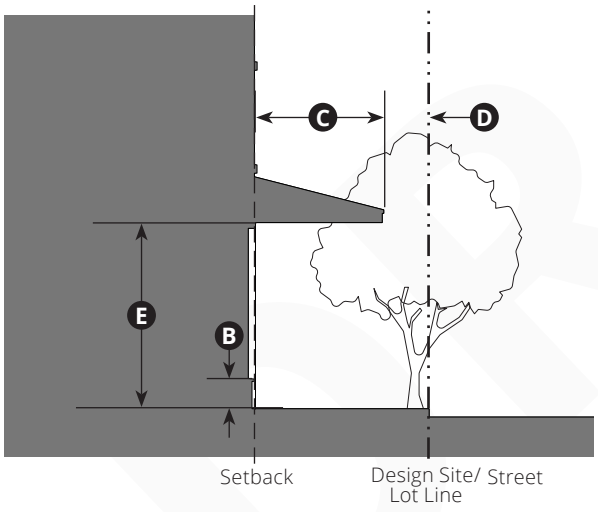

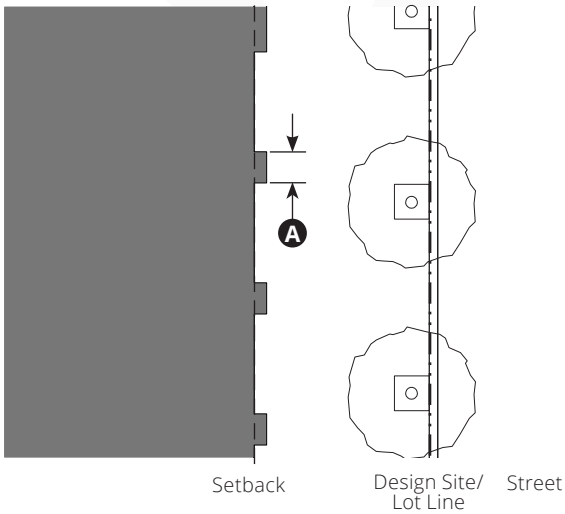

A. Description

The main façade of the building is at or near the front lot line with at-grade entrance from the sidewalk. This type is intended for retail use, has substantial glazing between the bulkhead and the ground floor ceiling, and may include an awning that overlaps the sidewalk. This type may be used in conjunction with other Building Entry Types as allowed in the Zone.

B. Required Elements

Distance between Glazing	2' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	75% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	6" min.; 24" max.	B
Awning		
Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	8' min.	E

C. Miscellaneous

Residential types of windows are not allowed.

Rounded and hooped awning are not allowed.

5.11 Terrace



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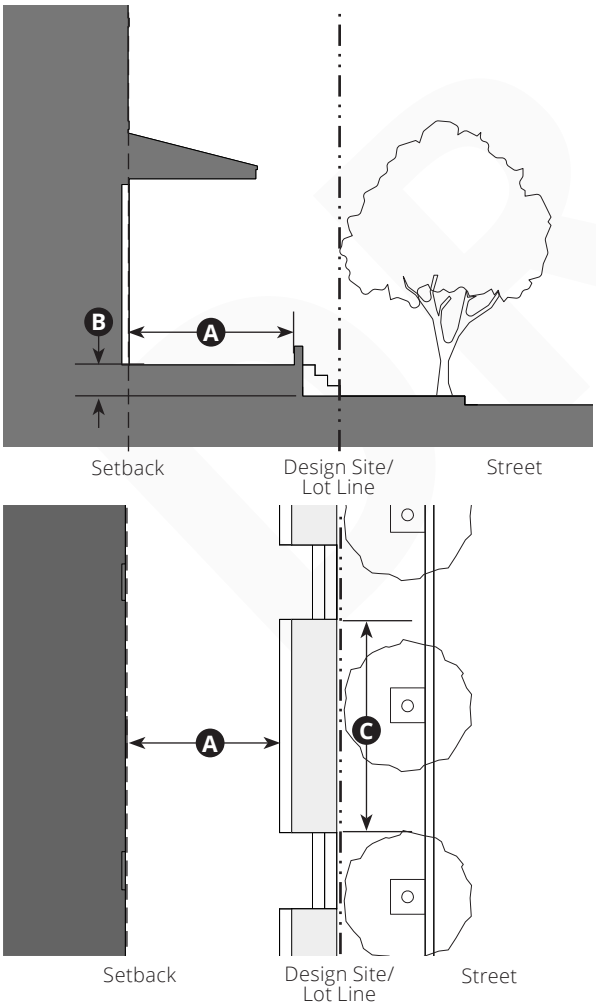

A. Description

The main façade is at or near the front lot line with an elevated terrace providing public circulation along the façade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access.

B. Required Elements

Depth of Terrace	8' min. residential 12' min. non-residential	A
Finish Level above Sidewalk	24" max.	B
Length of Terrace	100' max.	
Distance between Stairs	25' max.	C

C. Additional Requirements

The terrace may be combined with the Shopfront where the Zone requires the Shopfront building entry type.

Where the building entry type requires the ground floor to be flush with the sidewalk, the terrace shall be considered to be the sidewalk.

Low walls used as seating are allowed.

5.12 Gallery



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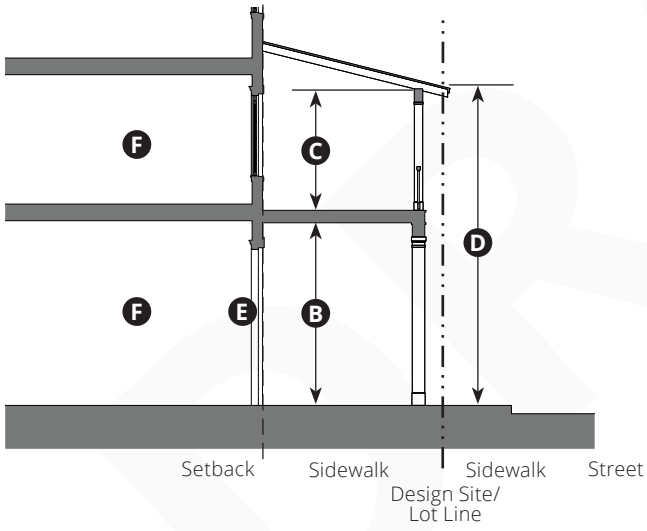
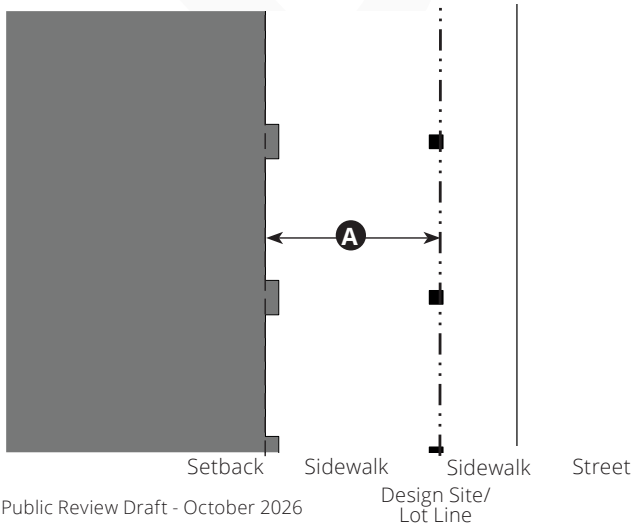




A. Description

The main façade of the building is at or near the front lot line and the gallery element overlaps the sidewalk. This type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories. Due to the overlap of the lot line, an easement is usually required. Alternatively the lot line may be aligned with the edge of the gallery and curb, and a sidewalk may be established within an easement under the gallery.

B. Required Elements

Depth, Clear	8' min.	A
Ground Floor Height, Clear	12' min.	B
Upper Floor Height, Clear	9' min.	C
Height	2 stories max.	D

C. Additional Requirements

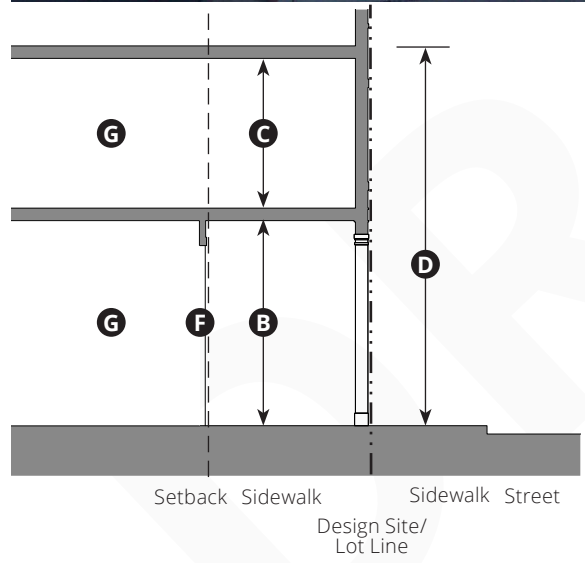
Galleries shall include the standards for the Shopfront building entry type.	E
Habitable space	F

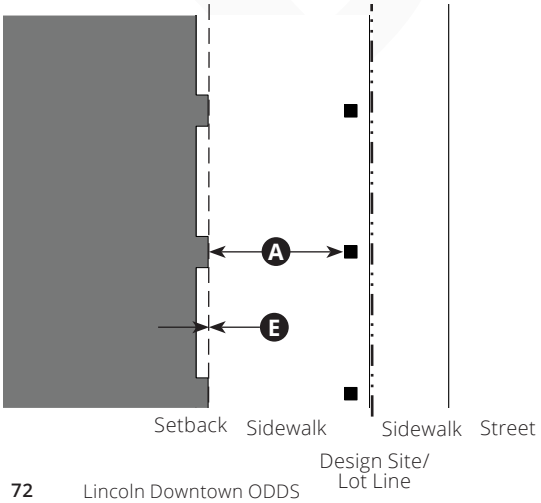
Galleries shall have a consistent depth.

5.13 Arcade



General note: The photo on this page is illustrative, not regulatory.





A. Description

The ground floor façade of the building is set back to form a covered passageway, with the surrounding structure supporting habitable space up to the frontage line on the upper floors.

B. Required Elements

Depth, Clear	8' min.	A
Ground Floor Height, Clear	12' min.	B
Upper Floor Height, Clear	9' min.	C
Height	2 stories max.	D
Setback from Design Site/Lot Line	No min.	E

C. Additional Requirements

Arcades shall include the standards for the Shopfront Building Entry Type.	F
Habitable space	G

Arcades shall have a consistent depth.

Arcades are not allowed to project over the sidewalk in the Design Site/Lot Line.

Chapter 6 Building Articulation

Sections:

6.01 Purpose
6.02 Applicability
6.03 Base, Middle, and Top Design
6.04 Massing Features
6.05 Façade Composition
6.06 Fenestration
6.07 Balconies and Decks
6.08 Exterior Finishes and Materials
6.09 Blank Wall Treatment
6.10 Roof Form

6.01 Purpose

This Chapter sets forth standards for building articulation to further refine the intended building form and positively contribute to the physical character of new development in Downtown Lincoln.

6.02 Applicability

The standards of this Chapter apply to all new development and to modifications where 70 percent or more of the surface area of a street-facing façade is modified. Modifications include changes to the exterior of a building, including additions or demolition, except as applied to routine maintenance and in-kind replacement of materials, façade renovations, or exterior renovations. Refer to Table 6.02.A (Building Articulation Standards Applicability) for applicability of specific sections to specific conditions. Where a development meets multiple conditions (e.g., a building exceeds three stories in height and 80 feet in length), all applicable standards shall be applied cumulatively.

Table 6.02.A: Building Articulation Standards Applicability

Applicable Section	Building Height is		Building Elevation is
	< 3 stories	≥ 3 stories	≥ 80' in length
6.03 Top, Middle, and Top Design	--	●	--
6.04 Massing Features	--	--	●
6.05 Façade Composition	●	●	●
6.06 Fenestration	●	●	●
6.07 Exterior Finishes and Materials	●	●	●
6.08 Balconies and Decks	Wherever occurs		
6.09 Blank Wall Treatment	Wherever occurs		

Key: ● Standards apply -- Standards do not apply

6.03 Base, Middle, and Top Design

A. General Standards

1. Building façades shall be designed to visually display three distinct sections: a base, a middle, and a top in compliance with Table 6.03.A (Base, Middle, and Top Design Standards).
2. Boundaries between the base, middle, and top shall be articulated by a cornice, projecting profile/ string course, or other horizontal element.
3. Elements defining the base, middle, and top shall be consistent across the length of the building, except for where massing features are incorporated into the façade.

Table 6.03.A: Base, Middle, and Top Design Standards

Standards for Base

1. The base shall comprise the lowest story/stories of the building and be defined by a horizontal expression line.

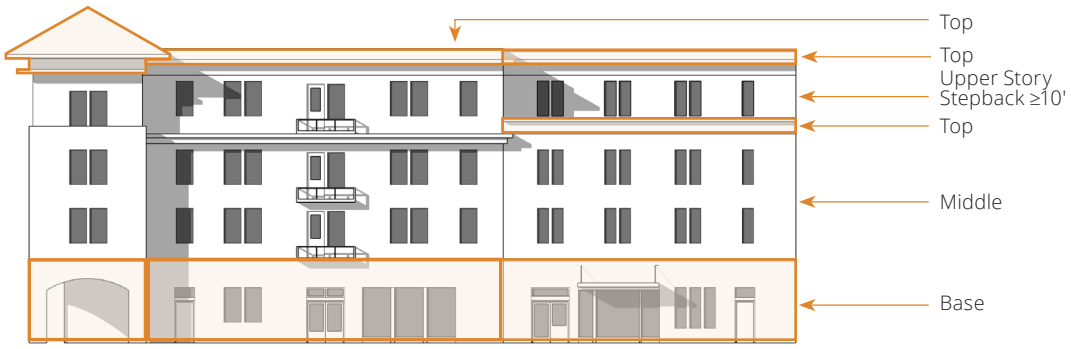
Standards for Middle

1. The middle shall incorporate the building's primary wall color and finish, or material.
2. If the building is more than three stories, the middle shall comprise at least half of the building's stories, not counting any half story or basement.

Standards for Top

1. The top shall include at least one of the following:
   (a) A parapet with a cap that projects at least two inches;
   (b) Pitched roof with projecting eave or rake; or
   (c) Cornice (may be used in combination with a parapet or pitched roof).
2. The top may include the uppermost story, provided that a cornice or projecting profile/ string course, and change of material or color are expressed on the façade at the floor level of the uppermost story.
3. The height of the top, not including the height of any pitched roof above the eave, shall not exceed the height of the base.
4. Upper stories that are stepped back 10 feet or more from the primary façade do not constitute the top; both the stepback and the portion of the façade that is not stepped back shall include their own top in compliance with this Section.

Figure 6.03.1: Base, Middle, and Top Design



6.04 Massing Features

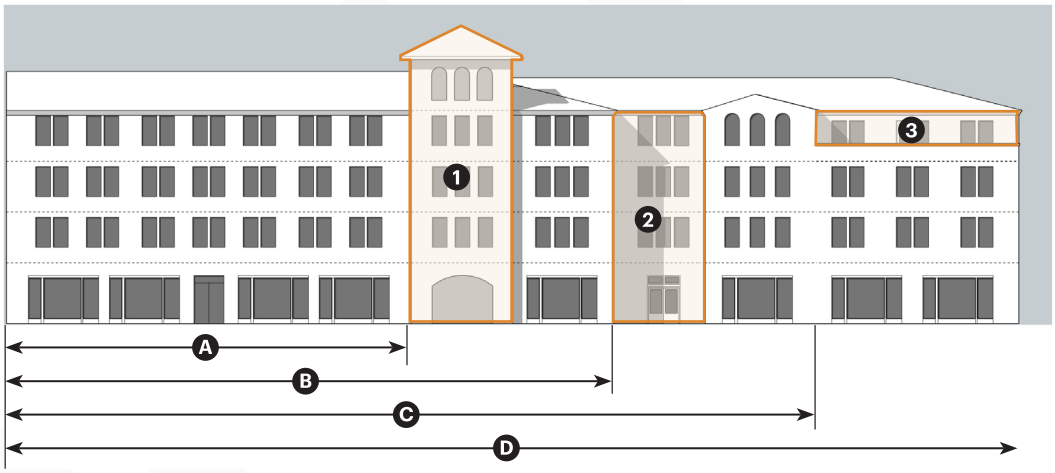
A. **General Standards**

1. Massing features shall be integrated into the building design along the front and side street elevation in compliance with the applicable standards of this Section and as specified in Table 6.04.A (Required Number of Massing Features).

Table 6.04.A: Required Number of Massing Features

Building Elevation Length	Features Required	Allowed Features
A ≤ 80'	None	• Tower Elements • Projecting/Recessed Volumes • Upper Story Stepbacks
B > 80' to 120' or less	1 min.	
C > 120' to 160' or less	2 min.	
D > 160'	3 min.	

Figure 6.04.1: Example of Massing Features Required



1 Example: Tower Element 2 Example: Recessed Volume 3 Example: Upper Story Stepback

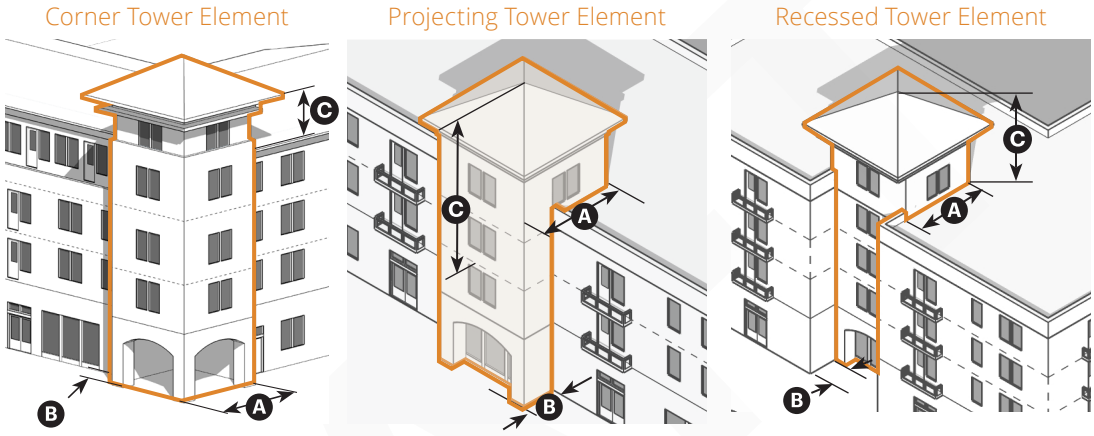
2. The same massing feature may be used more than once on the same façade. For the purpose of satisfying the required number of massing features, each location shall be counted toward the required minimum.
3. Massing features shall be separated by at least three bays along the façade.
4. At building corners, the same massing feature may be incorporated where the two elevations meet and shall be counted as one instance toward the required minimum number for each elevation provided it meets the applicable standards of this Section for each elevation.

B. **Tower Elements.** A tower element extends a portion of the building to add interest to the roofline and further shape the public realm.

1. The footprint of a tower element shall be between two by two bays and five by five bays.
2. Tower elements shall not include blank walls.
3. Where a tower element is identified, adjacent façade(s) shall not be counted as a projecting/recessed volume.

4. Tower elements may exceed the height of the top plate of the building by 10 feet, not including the height of the pitched roof of the building.
5. Tower elements shall project or recess from adjacent façade by three to four feet, not including eaves.
6. Tower elements may be located at corners or mid-elevation and may be projecting or recessed.

Figure 6.04.2: Examples of Tower Elements

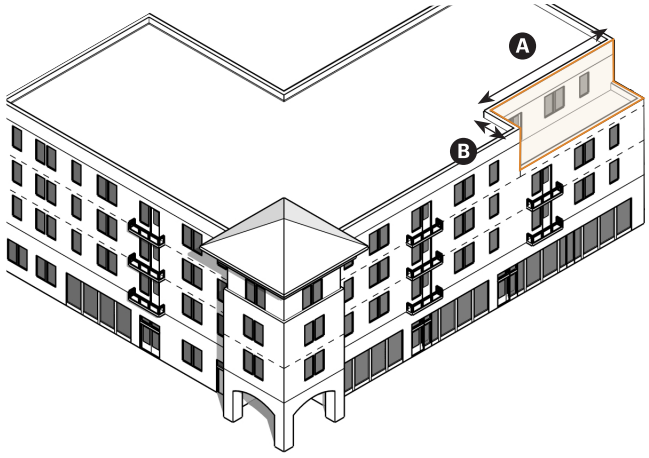


A Tower Element Footprint
B Tower Element Projection or Recess
C Tower Element Height Allowance

C. **Upper-Story Stepbacks.** An upper-story stepback recedes a portion of the uppermost story or stories to create depth and variation to the upper stories of a building.

A. Upper-story stepbacks shall recede at least 10 feet from the primary façade.
B. Upper-story stepbacks shall be at least 30 feet wide and no longer than 80 feet.
C. Upper-story stepbacks shall be applied to the building's uppermost story and may also be applied to the second-highest story. Where the upper-story stepbacks are applied to two stories, they may be terraced.
D. Upper-story stepback areas may be used as a deck compliant with Section 6.07 (Balconies and Decks).

Figure 6.04.3: Example of Upper Story Stepback

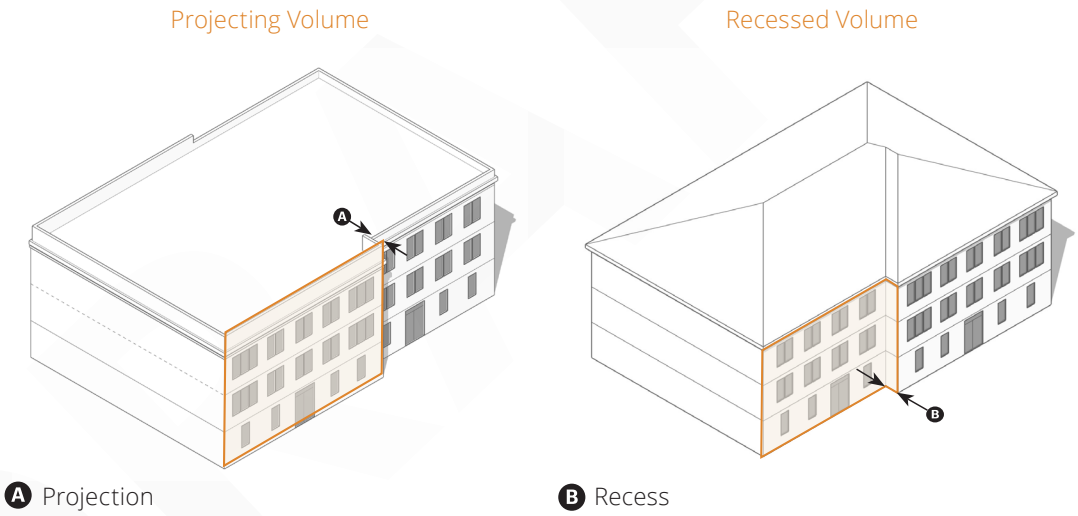


A Stepback Width
B Stepback Depth

D. **Projecting/Recessed Volumes.** A projecting volume extends outward and a recessed volume recedes from the façade of the building to create a visual focal point on the buildings elevation.

1. Projecting/recessed volumes shall project/recess at least three feet from the adjacent façade.
2. Projecting/recessed volumes shall be at least three bays in length. See Section 6.05 (Façade Composition).
3. Projecting/recessed volumes shall extend vertically throughout the building's middle and may also extend through the top and/or base.
4. The roof form of a projecting/recessed volume shall correspond to the volume it projects and shall maintain the same eave height. Gable or hipped roof forms shall break at the projecting/recessed volume and maintain the same eave height on all sides of the projecting/recessed volume where eaves occur.
5. Adjacent façade(s) shall not be counted as a projecting/recessed volume. For instance, the façade adjacent to a projecting volume shall not be counted as a recessed volume and vice versa.

Figure 6.04.4: Example of Projecting/Recessed Volumes



A Projection

B Recess

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6.05 Façade Composition

A. Each façade facing the public realm shall be arranged according to a pattern of bays that extend from top to bottom indicating the alignment of façade openings, such as windows and doors.

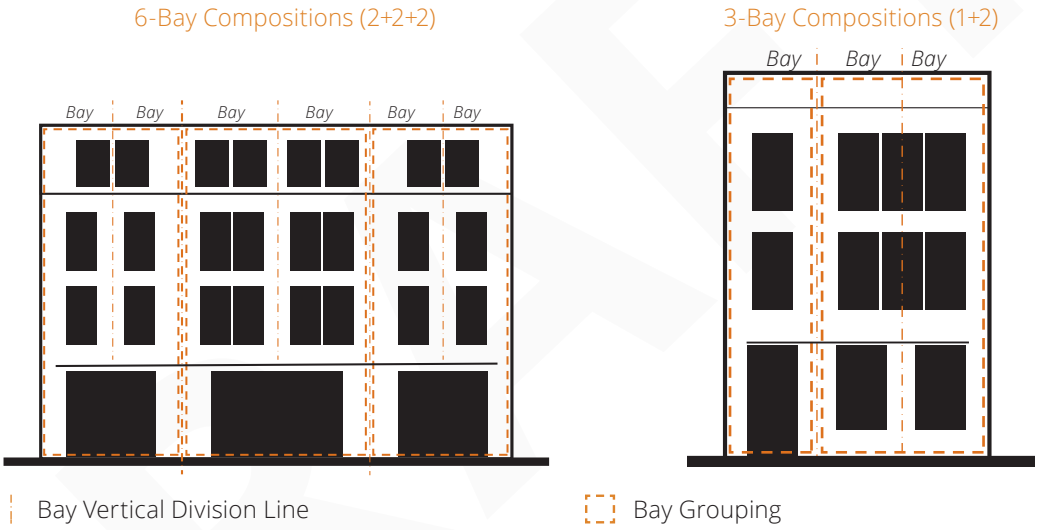
B. Bays shall align throughout the base, middle, and top, but the number of bays may differ between the base, middle, and top.

C. Each bay shall be at least 4 feet wide and no wider than 30 feet wide; bays are not required to be equal in width.

D. On façades that exceed 80 feet in length, bays shall be grouped into segments of 40 feet or less in width.

E. Tower elements are allowed to use a different bay composition from that of adjacent façades.

Figure 6.05.1: Examples of Façade Composition



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6.06 Fenestration

A. **General Standards**

1. When placed within punched openings, all windows or window groupings shall include a sill.
2. Permanent or retractable security gates, grill or bars are prohibited.

B. **Window Openings**

1. At least 75 percent of individual windows on each façade shall be oriented vertically (height greater than width). Where used, horizontally oriented windows shall be ganged with vertically-oriented windows or doors to form a grouping.
2. Ganged windows shall be separated by visible mullions or jambs; continuous ("ribbon") windows are not allowed.
3. **Bay Windows**
   (a) Bay windows shall not exceed the height of the façade to which they are attached.
   (b) Bay windows shall be in compliance with Table 6.06.A (Bay Window Standards)

Table 6.06.A: Bay Window Standards

Round Bay Windows

1. Depth: 1'min.; 3' max.
2. Width: 6' min.; 10' max.
3. Must be vertically proportioned.
4. Ganged windows are not allowed.

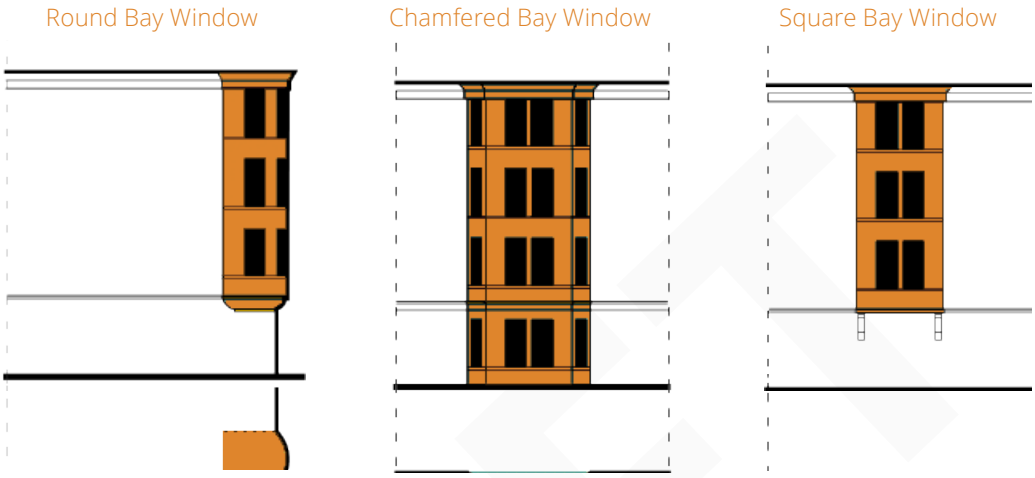
Specific to Chamfered Bay Windows

1. Depth: 1'min.; 3' max.
2. Width: 6'min.; 10' max.
3. Interior angle: 135° or 150°
4. Number of faces: 3 to 5
5. Ganged windows are allowed on faces that are parallel to the façade.
6. Ganged windows are not allowed on corner bay windows.

Specific to Square Bay Windows

1. Depth: 1' min.; 3' max.
2. Width: 6' min.; 9' max.
3. All windows shall be taller than they are wide.
4. Widest face shall accommodate window grouping.

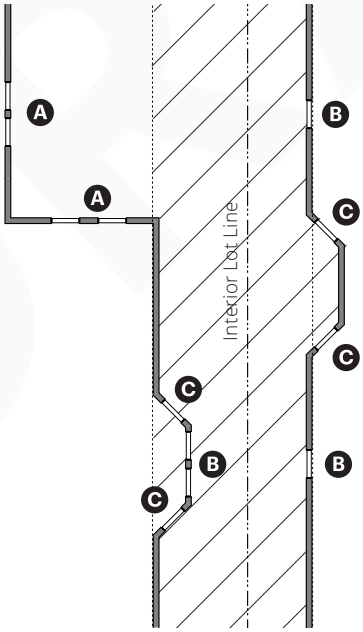
Figure 6.06.1: Bay Windows



C. **Privacy Standards for Windows**

1. Residential structures adjoining an interior setback shall orient upper story windows toward the front and rear of the building so that they do not face or overlook the adjoining property; or
2. Upper story windows within 15 feet of, and oriented to face or overlook an interior lot line, shall have a minimum sill height of 72 inches unless the window is placed at an angle of at least 30 degrees, measured perpendicular to the adjacent interior property line.

Figure 6.06.2: Window Height Standards for Privacy



Key	
	Lot Line
	Interior Setback Line
	Area Within 15' of Lot Line
A	Principal Window
B	72" min. Sill Height
C	No Limitation on Sill Height if window oriented 45 degrees from side wall of main body or wing

D. **Ventilation Openings**

1. All ventilation openings (such as for a parking garage) shall be screened.
2. Ventilation openings shall be center-aligned with window openings on the same façade.

6.07 Balconies and Decks

A. **Balconies.** All balconies shall be designed in compliance with Table 6.07.A (Balcony Standards).

Table 6.07.A: Balcony Standards

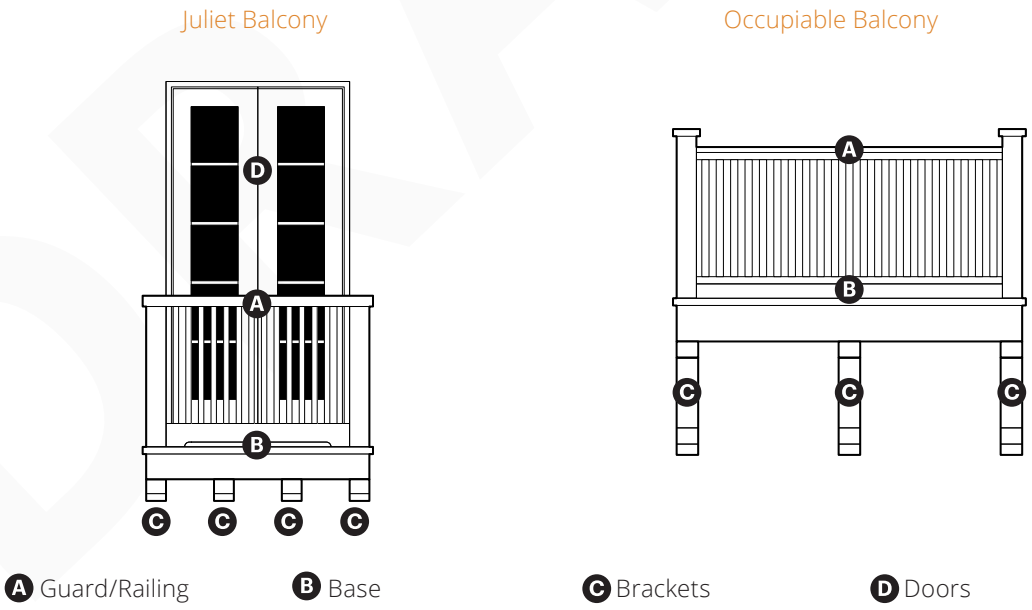
Juliet Balconies

1. Shall be placed in front of inward-swinging door(s) with full glazing.
2. Shall include a base. Base shall project at least four inches from the wall finish surface and shall be a height at least three inches.
3. Shall include a guard/railing in compliance with building code requirements.
4. At least two brackets are required if balcony projects at least six inches from the wall finish surface and is not part of a porch or gallery.

Occupiable Balconies

1. Occupiable area shall be at least 4 feet deep and 48 square feet in area.
2. Occupiable area may be recessed into building façade.
3. Shall include a guard/railing in compliance with building code requirements.
4. At least two brackets are required if balcony projects at least six inches from the wall finish surface and is not part of a porch or gallery.

Figure 6.07.1: Balconies

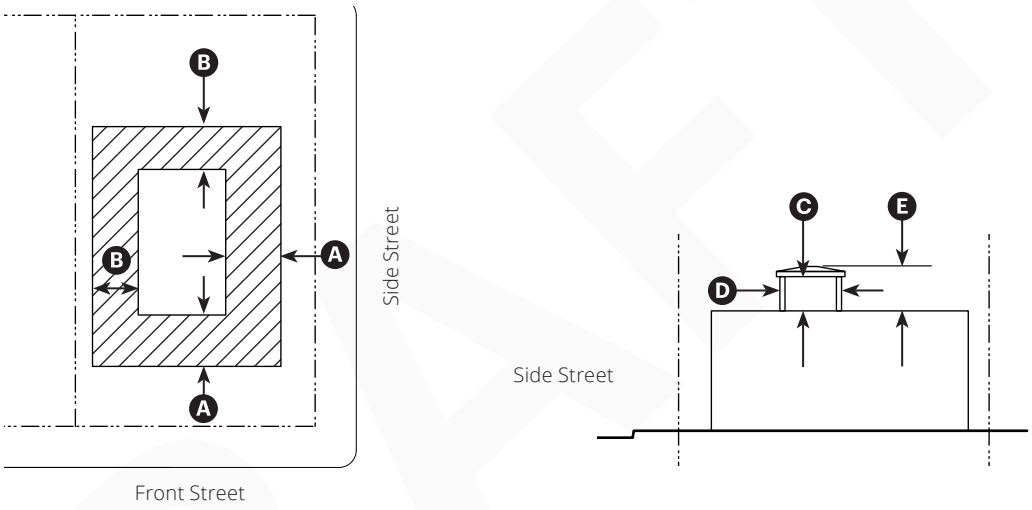


A Guard/Railing B Base C Brackets D Doors

B. **Rooftop Decks**

1. Rooftop decks shall not be enclosed or covered, except by a trellis.
2. Materials for walls, trellis, pergola, and lighting shall match those used for the main building.
3. Exterior access is allowed in compliance with LMC Section 15.04.170 (California Fire Code).
4. Rooftop deck(s) shall be located on roof of main building, not including cupolas or towers in compliance with Figure 6.07.2 (Rooftop Deck Placement and Elements).

Figure 6.07.2: Rooftop Deck Placement and Elements



Key

Deck Roof

Deck Placement and Size for All Zones	
A	15' min. from building edge on primary and secondary fronts
B	10' min. interior setback from building edge
C	12' max. height, measured from floor-to-ceiling
D	Roofdeck footprint shall be max. 25% of total roof area at level of rooftop deck
E	12" max. deck height above roof surface

Allowed Elements
Pergola, trellis, permanent shade device, and/or swimming pool are allowed.
Temporary fabric awnings and shade devices are not allowed.

5. **Stair Penthouse(s), including Roof Hatches**
   (a) Stair penthouses shall follow the rooftop deck setbacks from the building edge(s).
   (b) Overall height of stair penthouses shall be no greater than ten feet. Stair penthouses are exempt from building height limitations.
   (c) In the T3N, T4N and T4N-O Zones, stair penthouses shall be limited to a single penthouse (roof deck occupancy limit for a single means of egress) and shall be limited to the minimum dimensions (width, headroom height) required by the Building Code. In the T4M, T4MS, and T4MS-O Zones, the number and dimensions of stair penthouses are not limited.
   (d) The penthouse must be attached to the delineated area for the rooftop deck.
   (e) The penthouse(s) shall be designed in the same style, materials, and finishes as the main building. See Chapter 6 (Architectural Design).
6. **Windscreen(s)**
   (a) Windscreens shall be transparent or designed in the same style, materials, and finishes as the main building.
   (b) Windscreens shall be located only within or along the edges of the maximum allowed area for the rooftop deck.
7. **Furniture.** Furnishings (e.g., chairs, tables, stoves, barbecues, swimming pools, hot tubs) are allowed only within the delineated area for the rooftop deck.

C. **Privacy Standards for Balconies and Decks**
1. Balconies and upper-story decks exceeding 20 square feet that face or overlook an adjoining property shall be set back at least 15 feet from interior lot lines.
2. Balconies and upper-story decks that face or overlook an adjoining property due to orientation or topography, may be located at the minimum interior setback line if it is screened with an architectural screening element such as enclosing walls, trellises, awnings, or perimeter planters with a five-foot minimum height.

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6.08 Exterior Finishes and Materials

A. All buildings shall comprise only the allowed exterior finishes and materials in compliance with Table 6.08.A (Exterior Finishes and Materials Standards).

B. Color and/or material change on a façade shall occur only at the following locations:

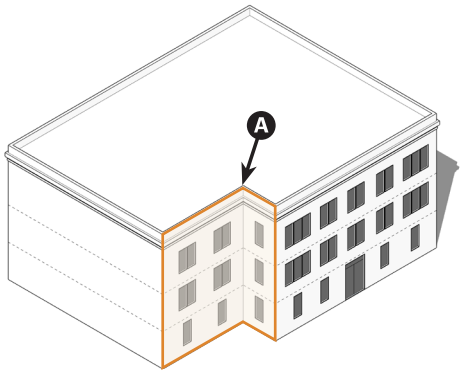
1. At inside corners rather than outside corners.
2. At a horizontal articulation (e.g., string course).
3. At the boundaries between bays/bay groupings. See Section 6.05 (Façade Composition).

Table 6.08.A: Exterior Finishes and Materials Standards

Element	Allowed Materials
1. Exterior Wall Cladding	Wood, fiber cement, brick, clay
2. Base or Foundation	Brick, cast stone, wood, fiber cement, treated concrete
3. Roofs	
(a) Roofing, mansard	Slate shingles, stamped metal shingles
(b) Roofing, sloped	Asphalt, slate shingles, stamped metal, standing seam metal, composition shingles, clay or concrete tiles, fiber cement
4. Windows, Bay Windows, and Entry Doors	
(a) Trim or Surround	Cast Iron, composite wood, wood, fiber cement
(b) Entry Door	Wood, fiberglass, composite wood, wood-clad aluminum
(c) Window Frames	Wood, fiberglass, vinyl, powder-coated aluminum
(d) Window Sill	Wood, composite wood, fiber cement, cast stone
(e) Glazing	Clear glass; shall not be tinted, mirrored, or colored
5. Balconies	
(a) Guard/Railing	Metal, glass
(b) Fascia	Metal, wood, composite wood
6. Porches and Galleries	
(a) Columns	Wood, composite wood, fiberglass, cast stone
(b) Guard/Railing	Metal, wood, composite wood, metal, glass
7. Storefronts	
(a) Storefront	Brick, wood, composite wood, metal
(b) Columns	Wood, composite wood, fiberglass, metal
(c) Storefront Base/ Bulkhead	Wood panels, brick, stone, cast stone, tile, fiber cement, stucco

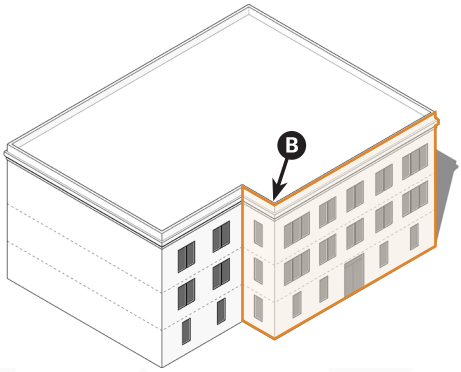
Figure 6.08.1: Change in Façade Color and/or Material

Not Allowed: Color/material change at inside corner



A Inside Corner

Allowed: Color/material change at outside corner



B Outside Corner

6.09 Blank Wall Treatment

A. Where façades facing the public realm (i.e., a street, open space or public right-of-way) include blank wall areas exceeding eight feet in length and five feet in height, at least 50 percent of such areas shall be covered by one or more of the following:

1. Mural and/or other art installation;
2. Protruding/recessed brickwork and tile; and/or
3. Living plant material, including, but not limited to, green/living wall, and/or plants of sufficient height to screen the blank wall that are rooted in the ground or in planters.

B. The following treatments may be used in combination with any of the above treatments:

1. Benches or other outdoor seating may be freestanding or integrated into the articulation of the façade.
2. Bicycle racks may be freestanding or integrated into the articulation of the façade.

Figure 6.09.1: Blank Wall Treatment Area



6.10 Roof Form

A. **Roof Type.** Roof types in compliance with Table 6.10.A (Roof Types) shall be applied to building forms as follows:

1. A single roof type shall be applied to the main body.
2. A single roof type shall be applied to the wing(s).
3. Multiple roof types are allowed on a building in compliance with Items A and B of this Section.

B. Roof Materials and Colors

1. Roofs shall be clad in compliance with Table 6.08.A (Exterior Finishes and Materials Standards).
2. Composition shingles, if used, shall be fire-rated class A, and thick enough to cast a shadow line.

Table 6.10.A: Roof Types		
Flat Roofs		
Parapet Height (Flat or Sloped)	At least 30"	A
Eave Height	At least 6"	B
Eave Projection	At least 12"	C
Parapets without a cornice shall include a string course to define eave and distinguish building top from middle.		
Sloped Roofs		
Eave Height	At least 0" to 6"	A
Eave Projection	At least 0" to 8"	B
Ends of gable and shed roofs shall be finished to match nearest wall finish and materials or can be left open to expose the structure.		
Sloped roofs shall not use a 45 degrees pitch.		
Hipped roofs shall utilize same slope throughout roof volume and lower ridge height as necessary.		

Figure 6.10.1: Flat Roof Details

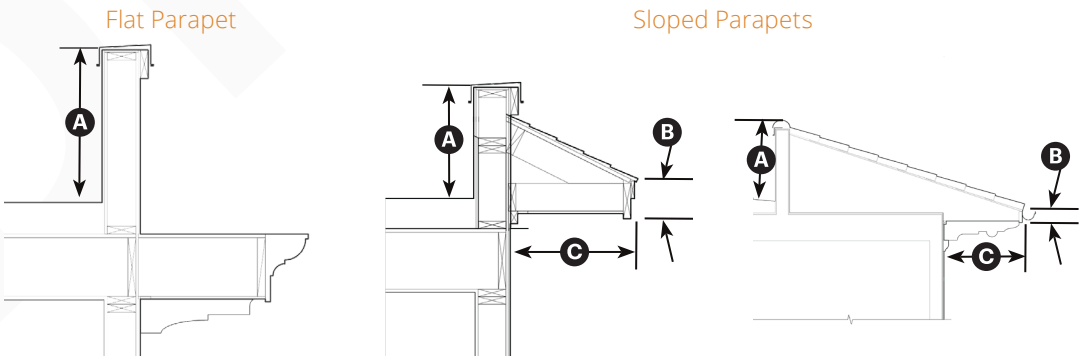
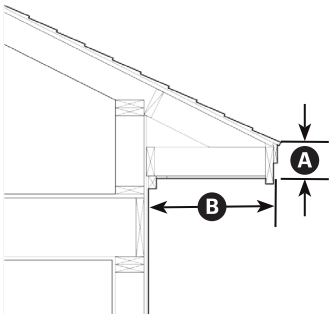


Figure 6.10.2: Sloped Roof Detail

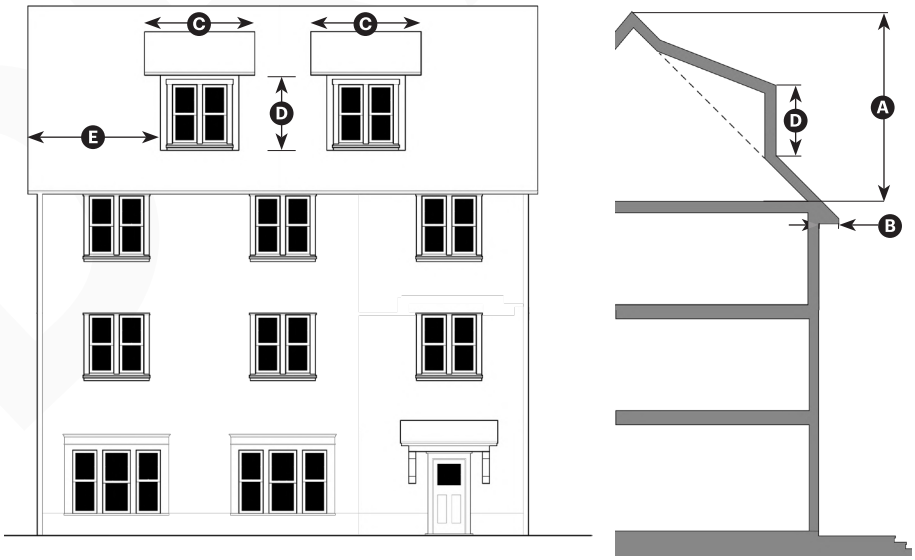


C. **Dormers.** Dormers are allowed on sloped roofs over a half-story in compliance with the Table 6.10.B (Dormers).

1. Dormers shall be setback 12" min. from building façade.
2. Dormers shall be setback 12" min. from building façade. Distance between dormers shall be wider than dormers.
3. Width of dormer windows shall not exceed the width of windows on lower floors.

Table 6.10.B Dormer Standards		
Dormer Window(s) Length (Total Width)	50% max. of associated roof length	C
Dormer Window Height	6' max.	D
Dormer Window Separation from Edge of Roof	2' min.	E

Figure 6.10.2: Dormers



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Chapter 7 Large Sites

Sections:

7.01 Purpose
7.02 Applicability
7.03 Walkable Neighborhood Plan
7.04 Blocks
7.05 Street Network
7.06 Common Open Space

7.01 Purpose

This Chapter sets forth standards for sites larger than three acres to create new, walkable neighborhoods.

7.02 Applicability

Projects on sites of three or more acres using the Downtown Objective Design and Development Standards (ODDS) shall be in compliance with the requirements of this Chapter. These standards are to be used in conjunction with Lincoln Municipal Code (LMC) Title 18 (Zoning) and all other applicable sections of the ODDS.

7.03 Walkable Neighborhood Plan

A. **Walkable Neighborhood Plan Content Requirements.** Each Walkable Neighborhood Plan shall show the proposed physical character of the development, in plan view:

1. Boundaries of the proposed development;
2. Existing and proposed blocks and streets within a 1,500 foot radius of the development boundaries, in compliance with Sections 7.04 (Blocks) and 7.05 (Street Network);
3. Existing trees and other natural features;
4. Proposed trees and landscape along streets and in common open spaces; and
5. New or modified common open space, in compliance with Section 7.06 (Common Open Space).

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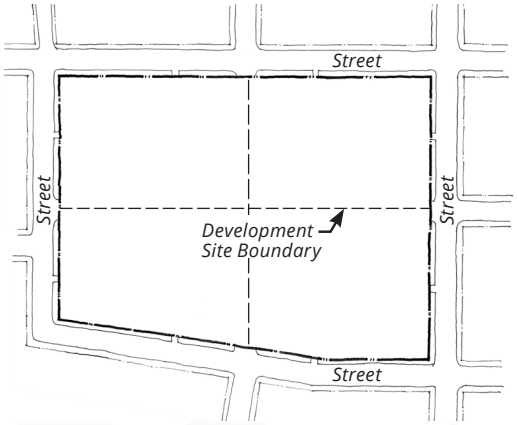
Figure 7.03.1: Walkable Neighborhood Plan Development Process for Sites of Three or More Acres

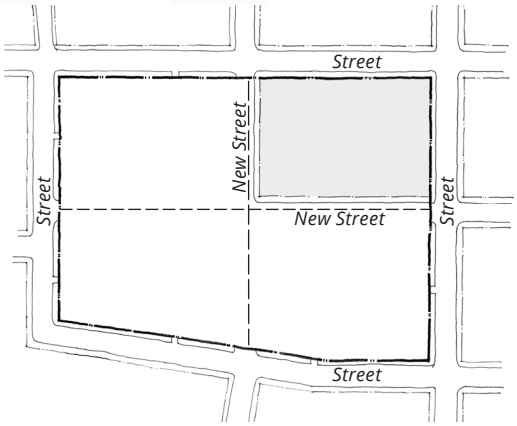
1 Identify the Site

Delineate the overall development site through a survey and identify existing streets, pedestrian passages, and parks.



2 Introduce Streets

Introduce new streets as needed to provide internal circulation and access.



3 Identify Open Space

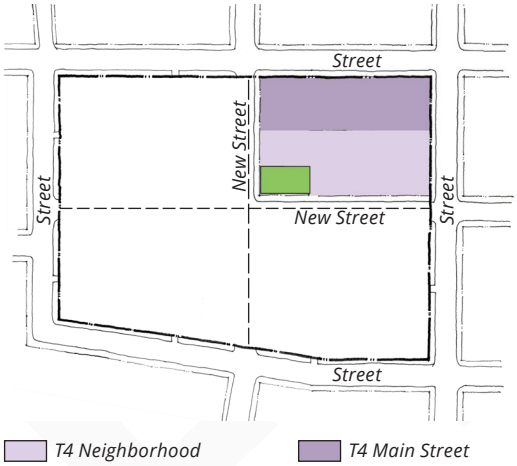
Locate and identify the required common open space area and type in compliance with Section 7.06 (Common Open Space).

Where provided, show the pedestrian network, including trails.



4 Apply Zone Standards

Apply applicable Zone standards in compliance with Chapter 2 (Zones).



5 Delineate Design Sites/Lots

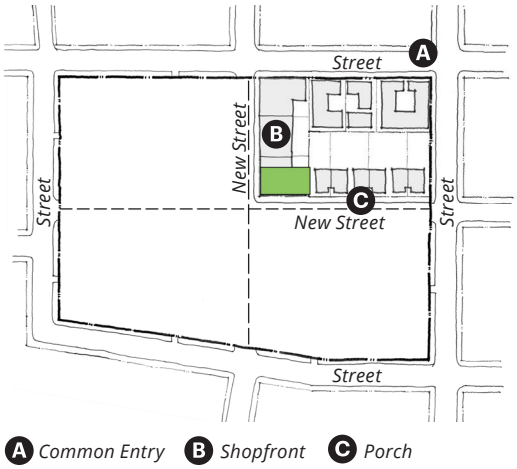
Delineate the design sites/lots within each block.



6 Identify Building Types

Identify the building type on each design site/lot in compliance with Item F (Building Types) of the Zone and the selected building entry type for each building in compliance with Item G (Building Entry Types) of the Zone.

Where provided, show parking areas in compliance with Item D (Parking Placement) of the Zone.



7.04 Blocks

A. Development sites shall create a series of blocks in compliance with Table 7.04.A (Block Size Standards) to organize the development site.

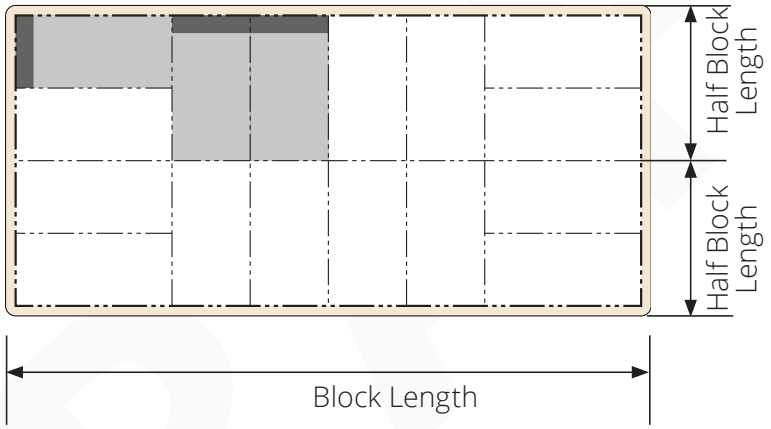
Table 7.04.A: Block Size Standards

Block Length	Block Perimeter	Depth of Attached Half-Block(s)[1]
500' max.	1,800' max.	250' max.
700' max.[2]	2,100' max.[2]	300' max.[2]

[1] Distance from street or Design Site/Lot Line to shared property line.

[2] Where a pedestrian passage is included.

Figure 7.04.1: Block Size



Key

—— Block Perimeter –··– Design Site/Lot Line

B. Blocks may be uniquely shaped provided the standards in Table 7.04.A (Block Size Standards) are met.

C. New blocks shall be bound by streets, public or private, with public sidewalks for pedestrians.

1. Half blocks may be formed by a combination of streets as allowed by the Zone, pedestrian pathways in compliance with Table 7.05.A (Allowed Street Types), open space in compliance with Section 7.06.A (Required Common Open Space), and/or natural features, such as rivers, streams, and wooded preserves.

7.05 Street Network

A. **Internal Street Network.** The development site shall consist of an interconnected network of streets designed to create walkable blocks with multiple routes for vehicular, bicycle and pedestrian circulation.

1. The new street network within a development site shall connect to the existing street network and public pedestrian network.
    a. New streets shall align with and continue existing or proposed streets by extending to public streets at or along adjoining property boundaries.
    b. New streets shall provide connecting pedestrian and, where applicable, bicycle routes.
2. The street network shall comprise only the street types identified in Table 7.05.A (Allowed Street Types) and in compliance with the applicable standards for the street type.
    a. Dead-end streets and cul-de-sacs are not allowed.
    b. Driveways shall not be considered streets or components of the public realm for the purpose of these standards and shall only be used along the rear or side of design sites. Where a driveway intersects the public realm, the pavement of the public realm shall prevail.
3. Streets that traverse more than one ODDS Zone shall comply with the public frontage standards applicable to each Zone along their respective frontages. For example, a street located in a higher-intensity Zone (e.g., T4 Main Street) with wide sidewalks and street trees in grates may transition, upon entering a lower-intensity Zone (e.g., T4 Neighborhood), to a street with narrower sidewalks and a planting strip.
4. The street network within the development site may be privately owned but shall be accessible by the general public. Private thoroughfares shall not be gated.

B. **Pedestrian Network.** Existing and proposed streets (both public and private), common open spaces, pedestrian pathways, and trails, where provided, shall form a contiguous and integrated pedestrian network throughout the development site and along adjacent public rights-of-way.

1. **Access to Transit.** The pedestrian network shall be designed to provide direct and convenient connections to existing and planned transit facilities.
2. **Trail Systems.** All proposed trails shall be integrated into the pedestrian network.

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Table 7.05.A: Allowed Street Types

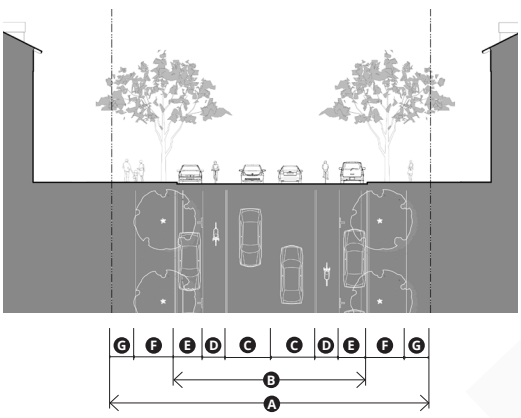
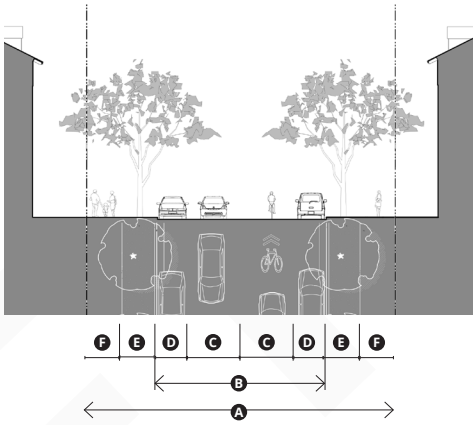
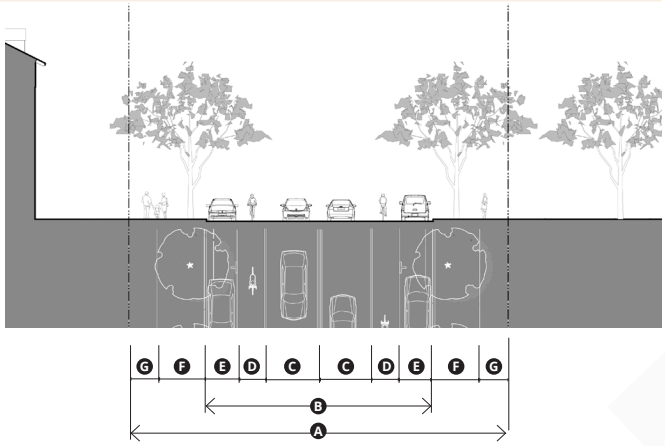
Street Type		Neighborhood Street A	Neighborhood Street B
			
Description		Two 10' travel lanes, 6' bike lanes with buffers, 8' on-street parking lanes, and minimum 7' sidewalks with 10' planting strips.	Two 10' travel lanes, sharrows, 8' on-street parking lanes, and minimum 6' sidewalks with 6' planting strips.
Design Speed		25 mph max.	25 mph max.
Street Widths			
ROW Width	A	82'	60'
Pavement Width	B	48'	36'
Lane Assembly			
Traffic Lanes	C	2 @ 11'	2 @ 10'
Bicycle Lanes	D	2 @ 6'	Sharrow
Parking Lanes	E	2 @ 8', marked	2 @ 8', marked
Median/Turn Pocket		None	None
Public Frontage Assembly			
Drainage Collection Type		Curb and gutter	Curb and gutter
Planter Type	F	10' min. continuous planter	6' min. continuous planter
Landscape Type		Trees at 30' o.c. avg.	Trees at 30' o.c.
Walkway Type	G	7' min. sidewalk	6' min. sidewalk
Curb Type		Raised	Raised

Table 7.05.A: Allowed Street Types (cont'd)

Street Type		Drive
		
Description		Two 10' travel lanes, 6' bike lanes with buffers, 8' on-street parking lanes, and minimum 7' sidewalks with 10' planting strips.
Design Speed		25 mph max.
Street Widths		
ROW Width	A	82'
Pavement Width	B	48'
		Snow storage is accommodated on the non-building side.
Lane Assembly		
Traffic Lanes		2 @ 10'
Bicycle Lanes	C	2 @ 6'
Parking Lanes	D	2 @ 8', marked
Median/Turn Pocket	E	None
Public Frontage Assembly		
Drainage Collection Type		Curb and gutter
Planter Type	F	10' min. continuous planter
Landscape Type		Trees at 30' o.c. avg.
Walkway Type	G	7' min. sidewalk
Curb Type		Raised

7.06 Common Open Space

A. **Required Common Open Space**

1. Development sites shall provide common open space in compliance with Table 7.06.A (Required Common Open Space) and include one or more of the open space types listed in Table 7.06.B (Allowed Common Open Space Types).

Table 7.06.A: Required Common Open Space

	Development Site Size	
	≤ 4 acres	**> 4 acres**
Common Open Space Area	1,500 sf	5% of gross development site area

2. The following shall not count toward the minimum common open space area requirement:

   a. Required setback areas;

   b. Open space required by the building type;

   c. Regulated floodway, stream corridor protection zones, and stormwater features, including, but not limited to, ponds and swales;

   d. Patios, yards, and other areas meant for the benefit of a specific unit or building rather than the broader development site; and

   e. Dog parks, swimming pools, and volleyball sand pits.

B. **Location of Common Open Space.** Common Open space shall be located, and may be distributed throughout the development site, to be accessible to most buildings within the development site and clearly visible from dwelling units or commercial spaces on site.

C. **Building Entries Adjacent to a Common Open Space.** The façades on building abutting or across a street from a common open space shall be designed as to front onto the common open space, in compliance with Item C (Building Placement) and Item G (Building Entry Types) of the Zone.

Figure 7.06.1: Building Frontage Adjacent to a Common Open Space

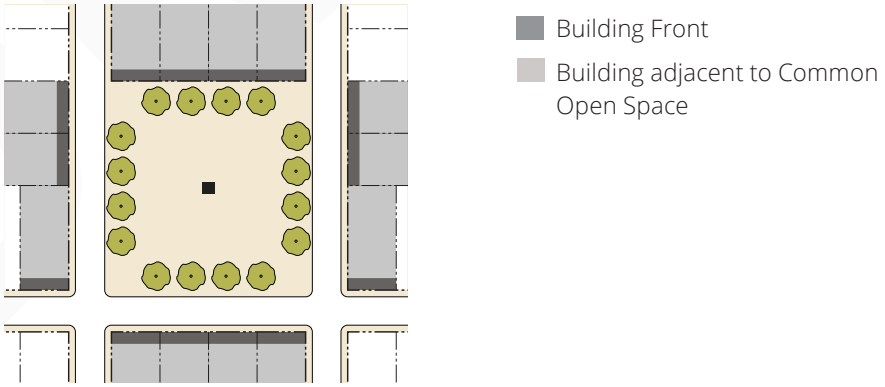
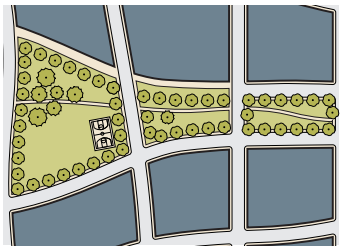


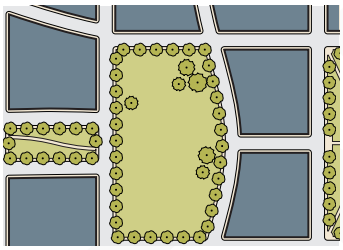
Table 7.06.B: Allowed Common Open Space Types

Greenway	General Character	Size and Location	Typical Uses
A multiple-block long linear open space for community gathering and strolling, spatially defined by tree-lined streets along its edge and adjacent buildings.	Formal or informal dominated by landscaping and trees with integral stormwater management capacity Hardscape path	Length: Min. 4' continuous blocks Width: 200' min. Shall front at least one street.	Passive recreation Walking/running Formal or informal seating






Green	General Character	Size and Location	Typical Uses
A large space available for unstructured and limited amounts of structured recreation.	Primarily planted areas with paths to and between recreation areas and civic buildings. Spatially defined by tree-lined streets and adjacent buildings.	SIze: 300' x 300' min. Streets required on at least two sides of the Green. Façades on lots attached to or across a street must "front" onto the Green.	Unstructured passive and active recreation Civic uses Temporary commercial uses






Plaza	General Character	Size and Location	Typical Uses
A community-wide focal point primarily for civic purposes and commercial activities. Commercial activities are subordinate to civic activity.	Formal, urban Hardscaped and planted areas in formal patterns. Spatially defined by buildings and tree-lined streets.	SIze: 100' x 100' min. Streets required on two of the Plaza's sides. Façades on lots attached to or across a street must "front" on to the Plaza.	Civic uses Commercial uses in support of civic uses Passive recreation

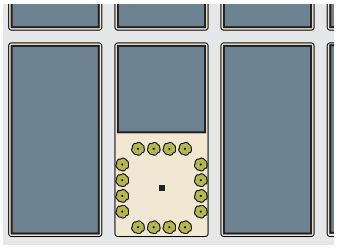
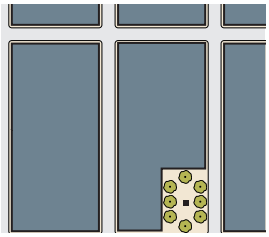


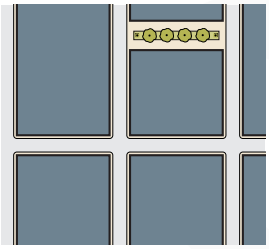



Table 7.06.B: Allowed Common Open Space Types (cont'd)			
Pocket Park/Plaza	**General Character**	**Size and Location**	**Typical Uses**
A small-scale space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences, and civic purposes, intended as intimate spaces for seating or dining.	Informal or Formal, urban Combination of planted areas and hardscape Spatially defined by building entries and adjacent street trees.	SIze: 40' x 100' min.	Civic activity Passive recreation, outdoor seating Commercial uses in support of civic activity






Passage	**General Character**	**Size and Location**	**Typical Uses**
A pedestrian pathway that extends from the public sidewalk into a common open space and/or across the block to another public sidewalk. The pathway is lined by non-residential shopfronts and/or residential ground floors and pedestrian entries as required by the Zone.	Formal, urban No accessory structure(s) Primarily hardscape with landscape accents Spatially defined by building entries Trees and shrubs in containers and/or planters	SIze: 15' min. clear width between or through buildings Dooryards, porches, patios, and sidewalk dining shall not encroach into the minimum required width.	Civic activity Casual seating and/or outdoor dining Commercial uses in support of civic activity Ground floor residential






Chapter 8 Procedures & Adjustments

Sections:

8.01 Purpose
8.02 Review Authority
8.03 Procedures
8.04 Adjustments

8.01 Purpose

This Chapter sets forth procedures for processing project applications under the Lincoln Downtown Objective Development and Design Standards (ODDS). It also outlines procedures for minor deviations from certain standards in specific situations, recognizing the prescriptive nature of these standards, as allowed by State law.

8.02 Review Authority

The Review Authority for all projects processed under the ODDS shall be the Community Development Director, or its designee. The Review Authority shall review and make decisions on each application required by the ODDS.

8.03 Procedures

A. The application for development consists of a Specific Development Plan (SDP) which implements the approved General Development Plan (GDP) for a specific phase of development within the Planned Development District as required by LMC 18.32 (Planned Development District).

B. The Review Authority shall determine consistency with the requirements of these standards as part of the applicable development review process.

C. The procedures should be consistent with State law, and the following:

1. Administrative Relief. Requests for administrative relief from certain standards in the ODDS are to be processed in compliance with the required findings in Section 8.04 (Adjustments).

2. Affordable Housing Streamlined Approval (Senate Bill 35). Streamlined affordable housing development as defined in *Government Code § 65913.4* must include a completed SB 35 checklist to determine eligibility at the time of initial application submittal.

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3. **Housing Development Projects (Senate Bill 330).** Housing development projects as defined in *Government Code § 65589.5(h)(2)* must include a Preliminary Application (SB 330) at the time of initial application submittal. After submitting a Preliminary Application, a full application with the Planning Application Form must be submitted within 180 days or the Preliminary Application will expire.

D. **Exempt from Public Hearing Requirements.** Projects in compliance with the development standards in Title 18 (Zoning) and the ODDS are exempt from hearing requirements in LMC Chapter 18.92 (Amendments).

E. **Amendments.** All proposals to change the text of the ODDS or the Regulating Plan shall be made in accordance with the procedures for amendments to Title 18 (Zoning).

8.04 Adjustments

A. **Application Requirements**

1. Adjustment requests shall include a written request by the applicant explaining the need for the adjustment and identifying all existing site conditions or features that prevent compliance with the specific standard.
2. Granting of an adjustment does not eliminate other standards not specified in Table 8.04.A (Adjustments to Standards).

B. **Findings**

1. For the Review Authority to grant an adjustment, findings for the adjustment in Table 8.04.A (Adjustments to Standards) are required.
2. If the development for which an adjustment is requested meets the required findings, the allowed adjustment shall be granted. The adjustment shall be processed concurrently with the main application per the City's application process requirements.

C. **Existing Site Condition.** An existing site condition is a legally permitted building or structure constructed on the site with a final inspection or certificate of occupancy, or a natural feature that exists as of the date of initial application submittal.

1. For purposes of this Chapter, existing site conditions that prevent compliance with a standard include, but are not limited to, the following:
   (1) Existing utility infrastructure located on or across the site, including public utility easements, drainage easements, or facilities that are not required to be relocated under the Lincoln Municipal Code (LMC) 17.28.180 (Easements) and Public Works Improvement Standards.
   (2) Protected trees pursuant to LMC Chapter 18.69 (Oak Tree Preservation), including native oaks and other protected species, when not approved for removal through the City's tree permit process pursuant to LMC Section 18.76.010 (Permit-Required for changes in use, structures or trees).
   (3) Creeks, drainage channels, and natural waterways such as Auburn Ravine, or other jurisdictional waters regulated under the City's Watercourse Protection requirements or regional environmental permits pursuant to LMC Chapter 18.89 (Placer County Conservation Program).
   (4) Topographic constraints including steep slopes, existing retaining walls, or engineered slopes required for site stability pursuant to LMC Section 15.04.200 (California Building Code, Appendix J amended - Excavation and Grading).
   (5) Existing buildings or structures that were legally constructed and have a final inspection or certificate of occupancy, including nonconforming structures that are permitted to remain pursuant to LMC Section 18.76.010 (Permit-Required for changes in use, structures or trees).

2. The existing site condition used as a basis for requesting an exception shall not be removed or altered.

Table 8.04.A: Adjustments to Standards

Allowed Adjustments	Required Findings	Amount of Adjustment	Reference
Lot			
Lot Dimensions (depth or width) Decrease in the minimum required or maximum allowed.	(1) Existing site condition prevents compliance with the standard. (2) An existing or new lot can be developed following the intent of the Zone, meeting all other applicable standards for the Zone.	Up to 10% of the standard	Chapter 2 (Zones)
Building Setbacks			
Front, Side Street, Side or Rear Increase or decrease of the minimum to maximum required setback areas for main structures.	(1) Existing site condition prevents compliance with the standard. (2) The proposed development complies with all other applicable standards of the Zone, except as allowed in this Section.	Up to 5' or 25%, whichever is greater	Chapter 2 (Zones)
Façade Zone Buildout Decrease in the minimum amount of façade required within the façade zone.	(1) Existing site condition prevents compliance with the standard. (2) The proposed development complies with all other applicable standards of the Zone, except as allowed in this Section.	Up to 25% of the standard	Chapter 2 (Zones)
Building Footprint			
Size of Main Body or Wing(s) Increase in the allowed width or length.	(1) Existing site condition prevents compliance with the standard. (2) The wing(s) is one-story less in height than the main body. (3) The building complies with the setbacks of the Zone. (4) The proposed development complies with all other applicable standards of the Zone, except as allowed in this Section.	Up to 20% of the standard	Section 10.03 (Building Measurements)
Parking Location			
Front setback Decrease in the required parking setback.	(1) Existing site condition prevents compliance with the standard. (2) If accessed from the street, the driveway complies with the Zone standards. (3) The ground floor space shall remain habitable in compliance with the Zone standards.	Up to 10'	Section 3.06 (Parking and Vehicle Access)

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Chapter 9 Rules of Language & Definitions

Sections:

9.01 Purpose
9.02 Rules of Language
9.03 Definitions

9.01 Purpose

This Chapter provides definitions for specialized terms and phrases used in the Downtown Objective Design and Development Standards (ODDS). All other applicable definitions in the Lincoln Municipal Code (LMC) apply. In the event of a conflict between the ODDS and LMC definitions, that the ODDS definitions shall apply to projects subject to these standards.

9.02 Rules of Language

1. Illustrations, diagrams, and flowcharts are included in the ODDS to illustrate the intent and requirements of the text. In the case of a conflict between the text and any illustration, diagram, or flowchart, the text controls.
2. Except as otherwise noted, any fraction greater than or equal to 0.5 will be rounded up to the nearest whole number. Any fraction less than 0.5 will be rounded down to the nearest whole number.
3. Where used in the ODDS, the following rules for words and language shall apply:
   A. The words “shall,” “must,” “will,” “is to,” and “are to” are always mandatory.
   B. The present tense includes the past and future tenses; and the future tense includes the present.
   C. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise.
   D. When used to describe the applicability of two or more requirements of the ODDS, the word "or" shall mean that compliance with any of the series is sufficient, and the words "and," and "and/or" shall mean that compliance with all of the series is required.
   E. The words “used” or “occupied” include the words “intended," “designed," “constructed," “altered," or “arranged” to be used or occupied.

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F. The terms “standards," “regulations," and “requirements” are used to mandate a specific course of action or built outcome.

4. **Time Limits.** Whenever a number of days is specified in the ODDS, or in any permit, condition of approval, or notice provided in compliance with the ODDS, the number of days shall be construed as consecutive calendar days. A time limit shall extend to 5 p.m. on the following working day where the last of the specified number of days falls on a weekend or holiday.

5. **Private Agreements.** The ODDS applies to all land uses and development regardless of whether it imposes a greater or lesser restriction on the development or use of structures or land than a private agreement or restriction, without affecting the applicability of any agreement or restriction. The City shall not enforce any private covenant or agreement unless it is a party to the covenant or agreement.

9.03 Definitions

A. Definitions

Alcove. Small recessed section of a room or wall that is partly enclosed and set back from the main space.

Architectural Features. Exterior building elements intended to provide ornamentation to the building massing, including, but not limited to: eaves, cornices, bay windows, window and door surrounds, light fixtures, canopies, and balconies.

B. Definitions

Bay Window. A window that projects from the building façade or elevation that begins on the ground floor and can extend to upper floors.

Block Face. The aggregate of all the building façades on one side of a block. The block face provides the context for establishing architectural harmony.

Building, Block-Scale. A building that is individually as large as a block or individual buildings collectively arranged along a street to form a continuous façade as long as most or all of a block.

Building, House-Scale. A building that is the size of a small-to-large house and detached from other buildings, typically ranging from 24 feet to as large as 80 feet overall, including secondary wings.' Definitions

Block Length. The horizontal distance measured from one end of the block to the other end along the same street.

Block Perimeter. The aggregate of all sides of a block measured along the adjacent streets.

Buildable Area. The area in which a building is permitted to be constructed.

Building Façade. The exterior wall of a building adjacent to a street, the front or side along a private street, or civic space.

Building Entrance. A point of pedestrian ingress and egress to the front of a building along the sidewalk of the street immediately adjacent to the building.

Building Entry Type. Physical element(s) configured to connect the building façade to the back of the sidewalk abutting a street or public open space.

Building Form. The overall shape and dimensions of a building.

Building Frontage. The length of the lot line of any one premises parallel to and along each street and/or open space which it borders.

Building Height. The ".5" in the number of stories, for instance 2.5 stories, refers to an occupiable attic.

Building, Main. A building in which is conducted the principal use of the lot on which it is situated.

Building Type. A structure defined by its combination of configuration, disposition and function.

C. Definitions

Courtyard. An unroofed area that is completely or partially enclosed by walls or buildings on at least two sides and often shared by multiple residential units or non-residential suites.

Clerestory. Small windows below the roof that admits light to the central parts of the building.

Cupoloa. Is a small dome-like structure that sits atop a building as a decorative feature.

D. Definitions

Depth, Ground-Floor Space. The distance from the street-facing façade to the rear interior wall of the ground-floor space available to an allowed use.

Depth-to-Height Ratio. The relationship of the depth of a space measured perpendicular to a building divided by the average height of the surrounding buildings.

Development Site. One or more adjacent lots under common ownership.

Distance Between Entries. The horizontal distance measured parallel to the façade between entrances to a building or buildings.

Driveway Width. The horizontal measurement of an access driveway to a parking area, measured perpendicular to the direction of travel.

E. Definitions

Elevated Ground Floor. A ground floor situated above the grade plane of the adjacent sidewalk.

Entry. An opening, such as a door, passage, or gate, that allows access to a building.

F. Definitions

Façade. See Building Façade.

Façade Zone. The façade zone is the area between the minimum and maximum setback lines along the front of a site and, where applicable along the side street of a design site.

Finish Level, Ground Floor. Height difference between the finished floor on the ground floor and the adjacent sidewalk. In the case of a terrace frontage that serves as the public right-of-way, the floor finish level is the height of the walk above the adjacent street. Regulations for ground floor finish level for ground floor residential uses do not apply to ground floor lobbies and common areas in buildings.

Floorplate. An area measurement in square feet of either the gross or the rentable floor area of a typical floor in a building.

Footprint. The outline of the area of ground covered by the foundations of a building or structure.

Freestanding Wall. A wall that is separate from a building and supported by independent means.

Front. See Lot Line, Front.

Frontage, Public. The area between the on-street parking and the back of the sidewalk.

G. Definitions

Gable. A vertical wall in the shape of a triangle formed between the cornice or eave and the ridge of the roof.

Glazing. Openings in a building in which glass is installed.

Gross Floor Area. The total floor area inside the building envelope, including the external walls, but not including the roof.

Ganged. Grouped together

H. Definitions

Height. The vertical distance between average finished along the adjacent sidewalk or public space and the Mid-Point of Roof.

I. Definitions

Improvement. The product of any modification to a site structure or building.

J. Definitions

Jamb. A side post or surface of a doorway, window, or fireplace.

K. Definitions

No specialized terms beginning with the letter K are defined at this tim

L. Definitions

Landing. A level area at the top or bottom of a staircase or between one flight of stairs and another.

Live/Work. A unit that combines and accommodate both residential and the place of business for the resident(s) of the unit. Typically characterized with having the "work" function at the ground level and the "live" function on upper levels.

Loading Dock(s). A platform where cargo from vehicles can be loaded or unloaded.

Lot Line. The perimeter and geometry of a parcel of property demarcating one lot from another.

M. Definitions

Body. The primary massing of a main building.

Main Façade. The front façade of a building.

Major. Having a greater size, scope, effect, characteristic or quality relative to the other corresponding sizes, scopes, effects, characteristics or qualities; or being the greater of two or more.

Minor. Having a lesser size, scope, effect, characteristic or quality relative to the average size, scope, effect, characteristic or qualities; or being the lesser of two or more.

Mullion. A vertical bar between the panes of glass in a window.

N. Definitions

No specialized terms beginning with the letter N are defined at this time.

O. Definitions

No specialized terms beginning with the letter O are defined at this tim

P. Definitions

Parapet. A wall along the edge of a roof or the portion of a wall that extends above the roof line.

Parking Facility. A designated area or structure where vehicles can be parked temporarily or for extended periods.

Planting Strips. A landscaped or grassy area located between a street and a sidewalk.

Podium. A continuous projecting base or pedestal under a building often occupied by parking.

Podium Top. A flat, elevated and open area above a podium that can be used as common area.

Projection. Any portion of a structure that extends beyond the primary building façade or footprint. This can include elements such as balconies, bay windows, overhangs, canopies, architectural features, or other components of that project into required yards, or the public right-of-way.

Public Use. A use undertaken by a political subdivision.

Public Realm. The public realm consists of publicly accessible streets and common open spaces.

Punched Opening. Refers to window or door opening that are cut into the building's wall assembly as if the wall were a sheet being perforated.

Q. Definitions

No specialized terms beginning with the letter Q are defined at this time.

R. Definitions

Rear. Opposite of front.

Rear Loaded (Rear Access). Lots that provide vehicular access from the rear of the lot.

Regulating Plan. A map that identifies the zoning and standards to be applied to specific locations.

S. Definitions

Setback, Parking. The mandatory clear distance between a lot line and parking.

Shared Parking. Any parking spaces assigned to more than one user, where different persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shopfront Base. A very low wall , that does not include glass, between the display window(s) of a shopfront and the adjacent sidewalk.

Sidewalk. A paved area along a street intended exclusively for pedestrian use and often installed between a street and lot frontages.

Story, Half (Syn. Attic Story). A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. The half story is identified by the ".5" in the description of maximum height (2.5). A half-story is considered a story when its top wall plates, on at least two opposite exterior walls, are four feet or more above the floor of such story.

Street, Front. Street located along the front lot line.

Street, Side. Street located along a lot line that is not the front lot line.

Street Frontage. The length of the property line of any one premise parallel to and along the public right-of-way which it borders and which is identified by an officially assigned street address.

Street Tree. A tree of any species or size planted in open spaces, parkways, sidewalk areas, easements, and streets.

Structure, Accessory. A subordinate structure, the use of which is incidental and secondary to that of the main structure on the same lot.

T. Definitions

Tandem Parking. A parking space deep enough to allow two cars to park, one behind the other.

Transom. A horizontal structural beam or crosspiece that separates a door from the window above it, often supporting a transom light or fanlight.

U. Definitions

Unit. See Dwelling Unit.

Upper Floor. A floor in a building containing habitable space that is located above the ground floor.

V. Definitions

Vestibule. An antechamber, hall, or lobby next to the outer door of a building.

W. Definitions

Walkability. The condition when an area is highly interconnected to other areas and appeals to pedestrians for recreational walking or for walking to work, transit, errands, shopping, or restaurants.

Width-to-Height Ratio. The ratio of the horizontal size of a space measured perpendicularly to the vertical height of a building.

Wing. Structural element that extends laterally from the main body of a building, creating additional space while maintaining a connection to the primary structure.

X. Definitions

No specialized terms beginning with the letter X are defined at this time.

Y. Definitions

No specialized terms beginning with the letter Y are defined at this time.

Z. Definitions

No specialized terms beginning with the letter Z are defined at this time.

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Chapter 10 Measurement Methods

Sections

10.01 Purpose
10.02 Design Site Measurements
10.03 Identifying Lot Types
10.04 Building Measurements
10.05 Open Space Measurements
10.06 Façade Bays

10.01 Purpose

This Chapter describes the measurement methods and calculations of site and building elements to ensure compliance with the Downtown Objective Design and Development Standards (ODDS).

10.02 Design Site Measurements

A. **Design Site Depth and Width.** Design site depth shall be measured at the midpoint of the front design site line. Design site width shall be measured by a line connecting two points on opposite interior design site lines that will result in a line parallel to the front design site line.

B. **Determining the Primary and Secondary Front.** For the purpose of designating setbacks, façade zone, and frontage, design sites shall have a designated front as follows:

1. **Design Site abutting only one right-of-way.** Design sites shall have a primary front. The primary front is the portion of the design site that fronts onto the adjacent right-of-way. Design sites facing a right-of-way shall be parallel to the right-of-way and contiguous with the right-of-way line.
2. **Design Site abutting two or more rights-of-way.** Design sites shall have a primary and secondary front. The primary front is the narrowest portion of the parcel and the secondary front is the widest portion of the parcel that fronts onto either right-of-way. If the portions of the design site fronting onto either right-of-way are equal, the primary front is where the building entry type will be placed.
3. **Design Site not abutting a right-of-way.** Design sites shall have a primary front. The primary front is the portion of the design site that fronts onto a pedestrian pathway, courtyard, or Common Open Space where the building entry type will be placed.

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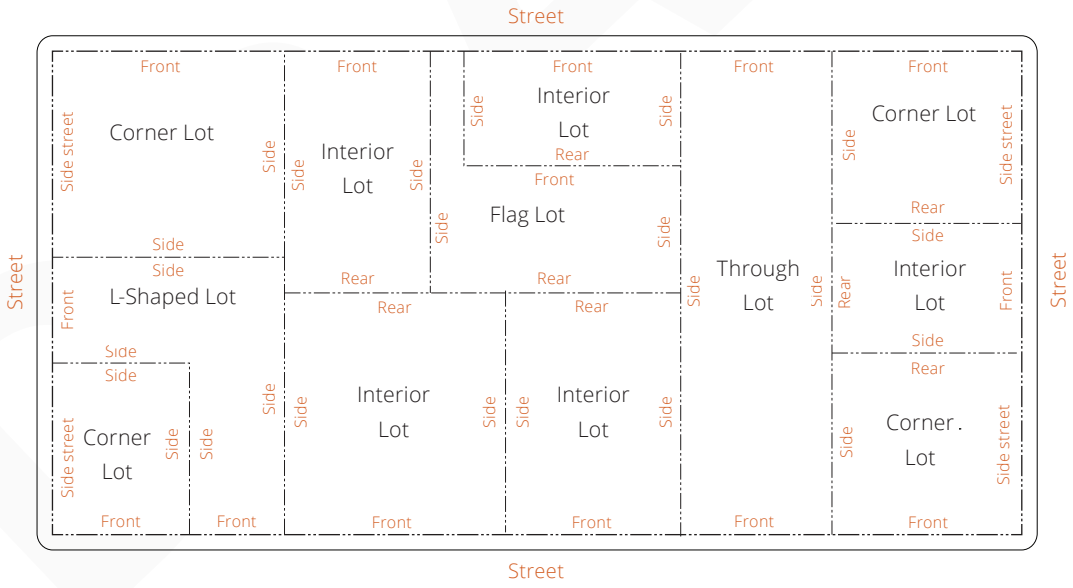
10.03 Identifying Lot Types

A. **Applicability.** As lots, or design sites, are applied pursuant to the Zone standards, the front, rear, side, and side street boundaries are identified to apply building and parking setbacks, facade zones, and stepbacks.

B. **Methodology.** The following lot types listed below and illustrated in Figure 10.03.1 (Identifying Lot Types) must be used to determine lot line designations (front, side, rear, side street).

1. **Corner Lot.** A parcel situated at the intersection of two streets. If both streets have the same designations, the primary street must be identified in the site plan review process.
2. **Interior Lot.** A parcel situated at the interior of the block face with two side parcel lines and one primary street frontage.
3. **Through Lot.** A parcel situated at the interior of the block face with two side parcel lines and two primary street frontages on parallel streets.
4. **Flag Lot.** An irregularly shaped lot, with the main portion of the lot area that does not have direct street frontage, other than by a narrow portion of land, referred to as the pole, fronting onto a street for access purposes.
5. **L-Shaped Lot**. An irregularly shaped lot, that is not a corner parcel, with two primary street frontages along intersecting streets.

Figure 10.03.1: Identifying Lot Types



Key
Design Site/ Lot Line

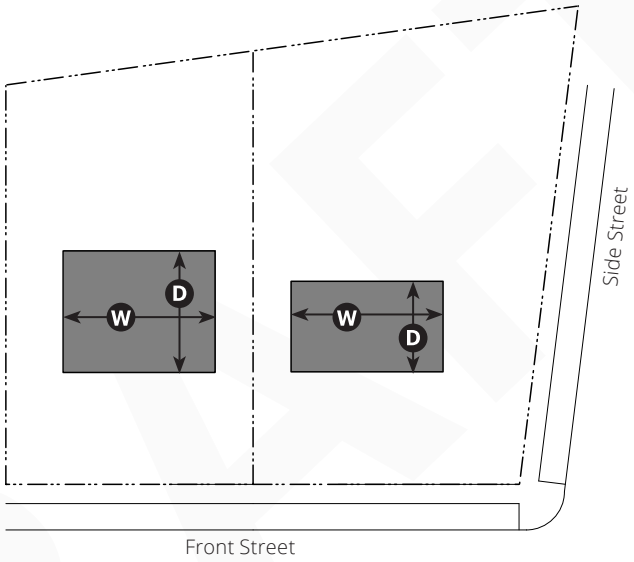
10.04 Building Measurements

A. **Main Body Width and Depth.** The width and depth of the main body of a building shall be measured as follows:

1. The width shall be parallel to the front.
2. The depth shall be perpendicular to the front.

Figure 10.04.1: Main Body Width and Depth

W Width
D Depth

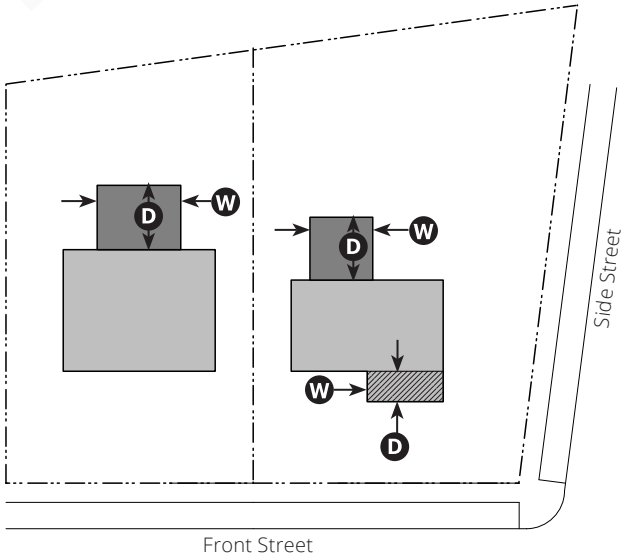


B. **Secondary wing(s) Width and Depth.** The width and depth of wings, shall be measured as follows:

1. The width shall be the greater of the two dimensions of the footprint.
2. The depth shall be the lesser of the two dimensions of the footprint.

Figure 10.04.2: Secondary Wing(s) Width and Depth

W Width
D Depth



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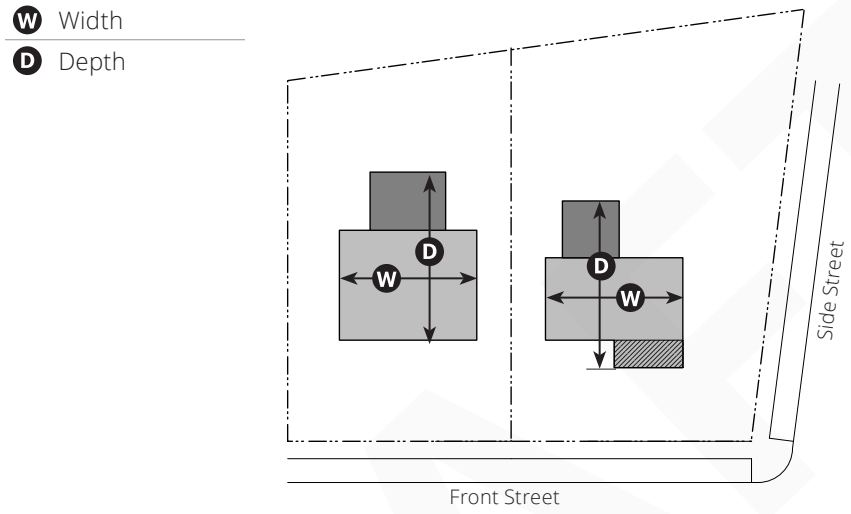
C. **Overall Width and Depth.** The overall width and depth combination of main body and wings shall be measured as follows:

1. The width shall be parallel to the front of the lot
2. The depth shall be generally perpendicular to the front of the lot.

Figure 10.04.3: Overall Width and Depth

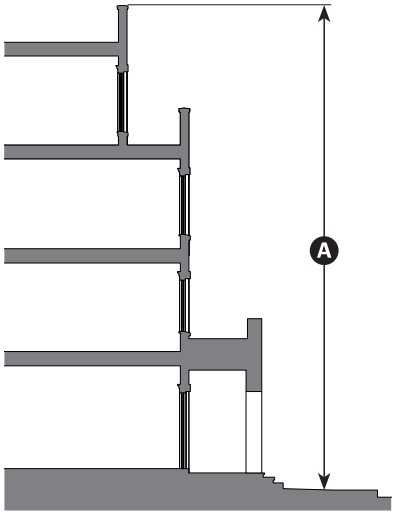


D. **Building Height**

1. **Height, Top of Flat Roof**. The vertical distance measured in a straight line from the curb level, or from the finished grade line of the parcel where the grade is higher than the curb, to the highest point of the roof beams. See Figure 10.04.4 (Flat Roof Measurements).
2. **Height, Midpoint of Sloping Roof.** The vertical distance measured in a straight line from the curb level, or from the finished grade line of the parcel where the grade is higher than the curb, to the mean between the point of the gable and the eaves. See Figure 10.04.5 (Pitch Roof Measurements) and Figure 10.04.6 (Measurements from Finish Grade).
3. All height measurements must be taken from the finished grade measured at the centerline of the façade.
4. Where a building is on a corner parcel and there is more than one grade level, the measurements must be taken through the center of the façade on the street having the lowest elevation.
5. Structures and rooftop equipment that do not provide additional floor space are allowed to exceed the overall height limit pursuant to Item E (Building Form) of the Zone.

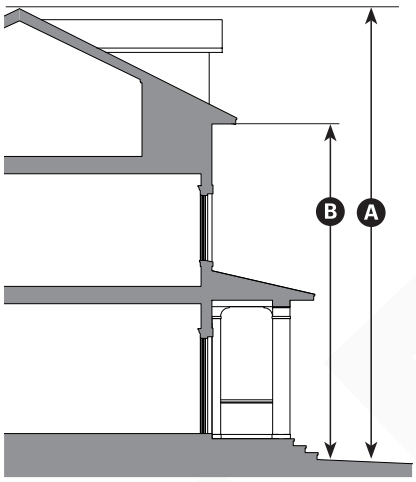
Front Street Front Street

Figure 10.04.4: Flat Roof Measurements



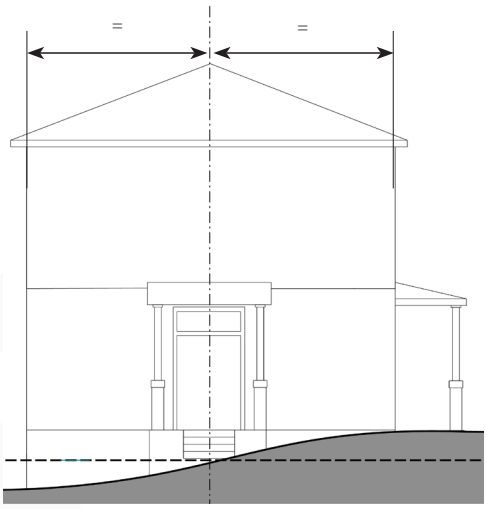
Key	
A	Overall
B	Eave

Figure 10.04.5: Pitch Roof Measurements



-·-·-	Centerline of Façade
----	Finished Grade at Center of Façade

Figure 10.04.6: Measurements from Finish Grade

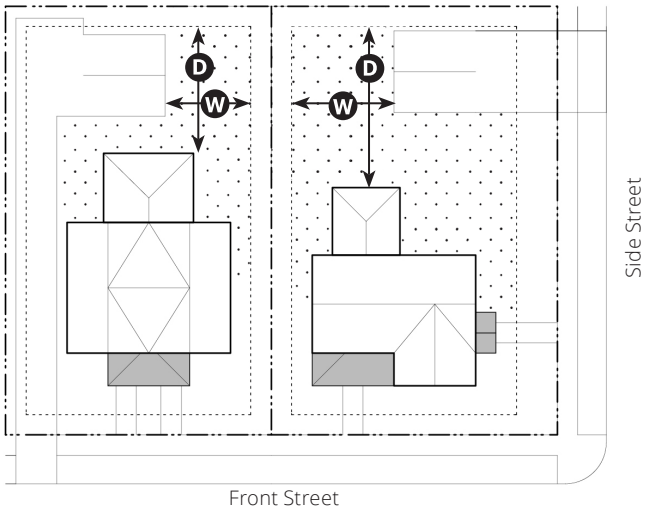


10.05 Open Space Measurements

A. **Measuring On-Site Open Space(s).** The width and depth of open spaces must be measured as follows:

1. The width must be generally parallel to the front.
2. The depth must be perpendicular to the front.

Figure 10.05.1: On-Site Open Space(s)



Key	
-·-·-	Lot Line
----	Building Setback Line
⁘	Open Space
▭	Building Entry Type
W	Width
D	Depth

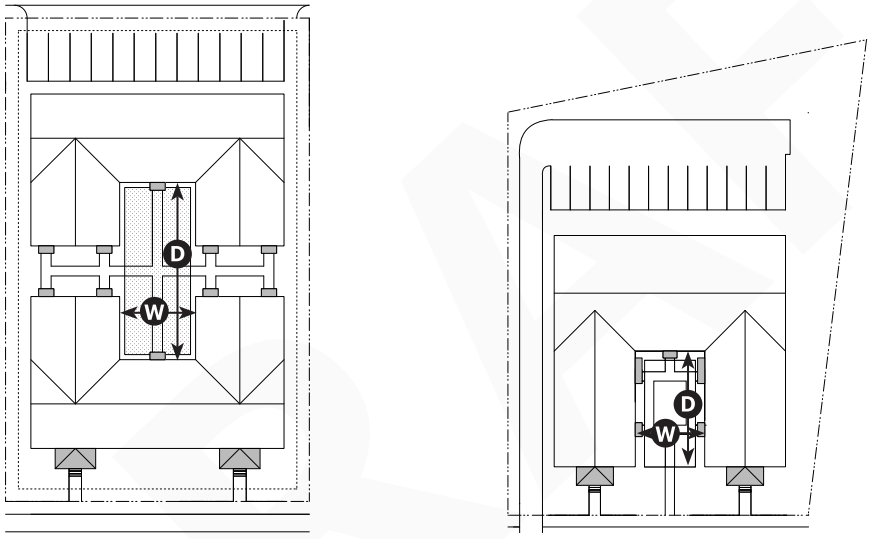
B. **Courtyard(s) Width and Depth.** The width and depth of courtyards shall be measured as follows:

1. The width shall be parallel to the front measured from building façade to building façade or extension of the building façade.
2. If a secondary courtyard is accessed directly from the side street, the width shall be parallel to the side street.
3. The depth shall be perpendicular to the width measured from building façade to building façade or extension of the building façade.

Figure 10.05.2: Courtyard Examples

W Width

D Depth



Front Street

Front Street

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10.06 Façade Bays

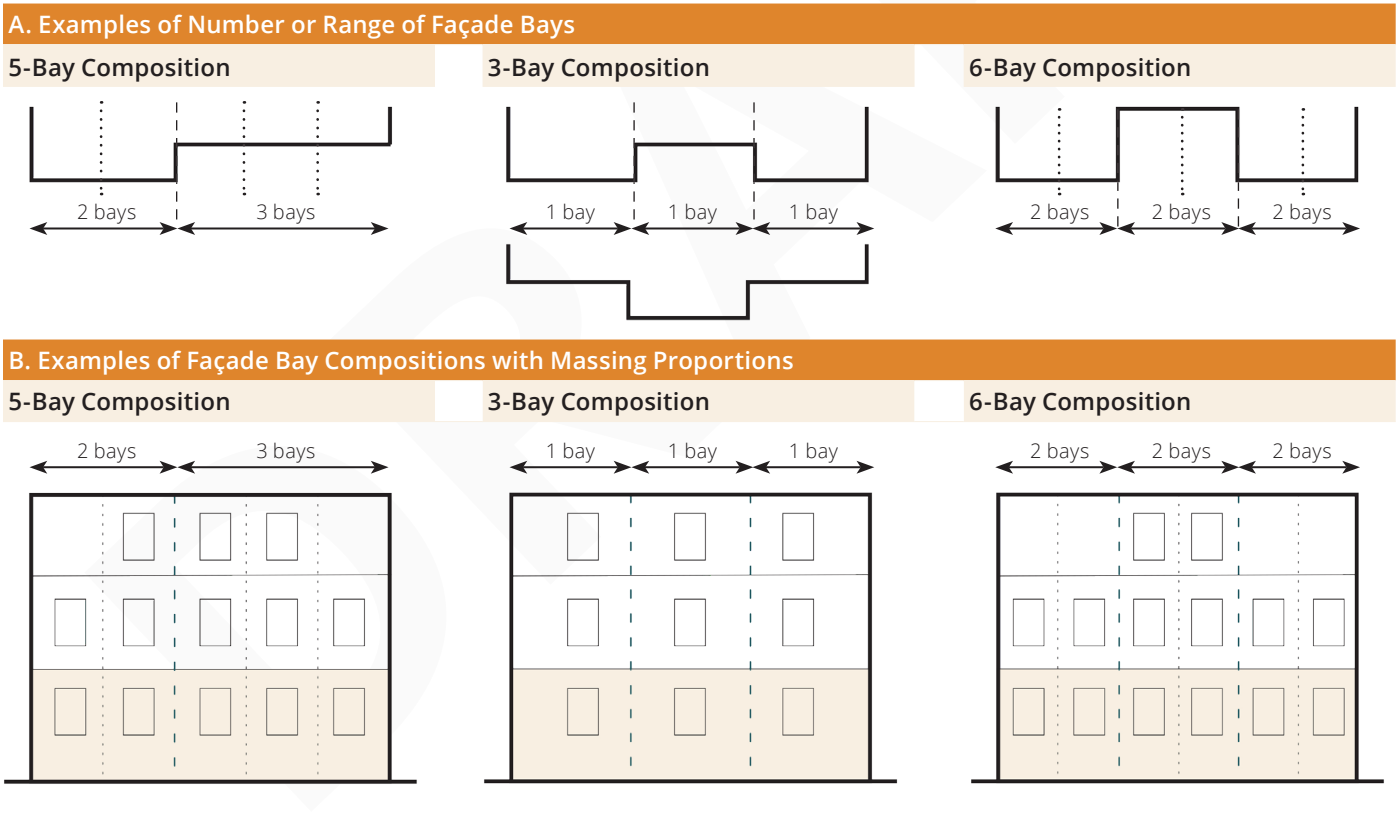
A. Bay width shall be measured horizontally from one boundary between bays to the next.

B. The boundary between bays is measured at the midpoint between successive openings except at the following:

1. Marked by a projecting expression of vertical structure on the façade (e.g., a column or pilaster), in which case the boundary is at the midpoint of the projecting element;.
2. The edge of a projecting/recessed volume or stepback, in which case the boundary shall extend vertically from the lower boundary of the base, middle, or top to the upper boundary of the same division; or
3. The building edge.

C. Boundaries of each bay shall extend vertically from the lower boundary of the base, middle, or top to the upper boundary of the same division and shall not intersect any opening.

Figure 10.06.1: Example of Façade Bays and Massing Composition



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PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT A RESOLUTION APPROVING THE REGULATING PLAN ASSOCIATED WITH THE DOWNTOWN MASTER PLAN PROJECT (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, the proposed Downtown Master Plan (DMP) is a high-level policy and vision document that provides a framework to transform downtown Lincoln and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing opportunities. The proposed amendments to Title 18 (Zoning) of the LMC are non-substantive, cleanup amendments intended to clarify, update, and ensure consistency between the City's Design Review regulations, the DMP, and the ODDS. This project is a coordinated effort with a separate City-Initiated General Plan Amendment project that will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Plan Area; and

WHEREAS, On August 22, 2022, the City Council authorized Resolution 2022-206 to designate Downtown Lincoln as a Green Zone under Sacramento Area Council of Government (SACOG) Green Means Go Program, and for staff to apply for future grant fund opportunities. Green Means Go is a multi-year pilot program that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle miles traveled, and electrifying vehicle trips; and

WHEREAS, On August 22, 2023, the City Council authorized Resolution 2023-148 for the City of Lincoln to accept SACOG's Green Means Go Funding in the amount of $400,000 to be utilized for the Downtown Lincoln Green Zone. Authorizing the City Manager to enter into an agreement and execute any and all necessary documents associated with acceptance and administration of said funds; and

WHEREAS, On August 15, 2024, Staff and Opticos (consultant) initiated work of the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project for the Downtown Lincoln Green Zone; and

WHEREAS, On May 5, 2025, the City of Lincoln was awarded an Engage, Empower, Implement (EEI) grant award for $374,931. The City of Lincoln, in partnership with the Chamber, was selected to implement this grant to support meaningful community engagement in the Downtown Master Plan project. The updated scope of work included dividing up the $374,931 grant award as follows: City would obtain $51,921 (14%), Professional Service Consultant would obtain $125,410 (33%), and the CBO – Chamber would obtain $197,600 (53%) to carry out additional outreach for the Downtown Master Plan; and

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project would not result in new significant environmental effects; therefore, an Addendum to the certified EIR has been prepared. CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that subsequent analysis is not required when the lead agency (City) determines that no substantial changes are proposed in the project, no substantial changes have occurred with respect to the circumstances under which the project was undertaken, and no new information of substantial importance has been identified. Pursuant to the California Environmental Quality Act (CEQA) and the Environmental Guidelines of the City, the City has prepared an Addendum to the

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General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR. Therefore, in accordance with CEQA Guidelines § 15164, no further environmental analysis is required beyond the EIR Addendum prepared for this project; and

WHEREAS, the ODDS established Objective Design and Development Standards for projects using the ODDS framework. the objective standards reflect the community's vision for the downtown area and reinforce the highly valued character and scale of Downtown Lincoln's walkable downtown core, neighborhood, and corridors. It is important to keep in mind that the ODDS are optional and offer an alternative pathway for obtaining planning entitlements. The advantage of pursuing the ODDS route is a more streamlined process. By replacing subjective standards and design guidelines with predictable, objective criteria, the ODDS provide greater certainty for applicants. The standards are intended to increase predictability and transparency in the development process, and align with applicable State Laws related to streamlining review of affordable housing projects. Projects complying with the modified standards will be able to move through the process more efficiently and with fewer discretionary reviews in the Planning Process; and

WHEREAS, the Regulating Plan is a component of the ODDS form-based regulatory framework. It maps the transect zones that establish the physical framework for applying the ODDS. The form-based transect zones are land development regulations intended to promote predictable development outcomes and a high-quality public realm. Form-based zones are used where physical form, community character, and walkability are primary priorities. This approach can support a variety of housing types near retail and services while guiding the desired relationship among buildings, blocks, streets, and neighborhoods. Form-based standards address the relationship between building facades and the public realm; building form, scale, and massing; and, for larger sites, the design and arrangement of streets, blocks, and open spaces; and

WHEREAS, the Planning Commission of the City of Lincoln, on November 18, 2026, did hold a duly notice public hearing, and following discussion and public testimony, voted to recommend the City Council Adopt a resolution approve the Regulating Plan; and

WHEREAS, this item will be heard pursuant to Chapter 18.92 (Amendments) of the LMC (Title 18 – Zoning). The notices describing the proposed project was published in at least one newspaper of general circulation within the City of Lincoln at least twenty calendar days before the Planning Commission's public hearing.

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

Section 1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the 2050 General Plan Environmental Impact Report (EIR) continues to apply and by this reference the mitigation in the MMRP will carry forward by Downtown Master Plan.

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Section 2. All mitigation measures contained within the Mitigation Monitoring Plans for the General Plan Final EIR shall apply to the project.

Section 3. Based upon the provisions of CEQA Guidelines Section 15168 and 15162 and the documentation provided in the Addendum to the General Plan Final EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed Addendum for the Downtown Master Plan.

Section 4. A copy of the Regulating Plan is included in this resolution as Exhibit A.

PASSED AND ADOPTED this 18th day of November 2026, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

DRAFT

Exhibits:
A. Regulating Plan

Regulating Plan

Lincoln Downtown Master Plan + ODDS
Lincoln, CA
September, 2026

Key

- Project Area Boundary
- Water Body
- Park
- Other Open Space
- Parcel
- General Development Plan
- Public (School, Cemetery)
- Industrial
- Light Industrial
- T3N | T3 Neighborhood
- T4N | T4 Neighborhood
- T4N-O | T4 Neighborhood Open
- T4M | T4 Maker
- T4MS-O | T4 Main Street Open
- T4MS | T4 Main Street

0 500 1,000 Feet

OPTICOS 895

PLANNING COMMISSION
RESOLUTION NO. 2026-XX – DRAFT

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LINCOLN RECOMMENDING THE LINCOLN CITY COUNCIL ADOPT AN ORDINANCE APPROVING THE TEXT AMENDMENTS TO DIVISION VII – DESIGN REVIEW SECTION OF TITLE 18 (ZONING) OF LINCOLN MUNICIPAL CODE (LMC) ASSOCIATED WITH THE DOWNTOWN MASTER PLAN PROJECT (APPLICANT: CITY-INITIATED PROJECT)

WHEREAS, the proposed Downtown Master Plan (DMP) is a high-level policy and vision document that provides a framework to transform downtown Lincoln and its vicinity into an attractive, thriving destination with a strong civic identity, while facilitating mixed-use and affordable housing opportunities. The proposed amendments to Title 18 (Zoning) of the LMC are non-substantive, cleanup amendments intended to clarify, update, and ensure consistency between the City's Design Review regulations, the DMP, and the ODDS. This project is a coordinated effort with a separate City-Initiated General Plan Amendment project that will increase residential density and changes to Floor Area Ratio (FAR) standards within the Downtown Plan Area; and

WHEREAS, On August 22, 2022, the City Council authorized Resolution 2022-206 to designate Downtown Lincoln as a Green Zone under Sacramento Area Council of Government (SACOG) Green Means Go Program, and for staff to apply for future grant fund opportunities. Green Means Go is a multi-year pilot program that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle miles traveled, and electrifying vehicle trips; and

WHEREAS, On August 22, 2023, the City Council authorized Resolution 2023-148 for the City of Lincoln to accept SACOG's Green Means Go Funding in the amount of $400,000 to be utilized for the Downtown Lincoln Green Zone. Authorizing the City Manager to enter into an agreement and execute any and all necessary documents associated with acceptance and administration of said funds; and

WHEREAS, On August 15, 2024, Staff and Opticos (consultant) initiated work of the Downtown Master Plan and Objective Design and Development Standards (DMP+ODDS) project for the Downtown Lincoln Green Zone; and

WHEREAS, On May 5, 2025, the City of Lincoln was awarded an Engage, Empower, Implement (EEI) grant award for $374,931. The City of Lincoln, in partnership with the Chamber, was selected to implement this grant to support meaningful community engagement in the Downtown Master Plan project. The updated scope of work included dividing up the $374,931 grant award as follows: City would obtain $51,921 (14%), Professional Service Consultant would obtain $125,410 (33%), and the CBO – Chamber would obtain $197,600 (53%) to carry out additional outreach for the Downtown Master Plan; and

WHEREAS, the City of Lincoln, as Lead Agency, has determined the Project would not result in new significant environmental effects; therefore, an Addendum to the certified EIR has been prepared. CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that subsequent analysis is not required when the lead agency (City) determines that no substantial changes are proposed in the project, no substantial changes have occurred with respect to the circumstances under which the project was undertaken, and no new information of substantial importance has been identified. Pursuant to the California Environmental Quality Act

DRAFT

(CEQA) and the Environmental Guidelines of the City, the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR. Therefore, in accordance with CEQA Guidelines § 15164, no further environmental analysis is required beyond the EIR Addendum prepared for this project; and

WHEREAS, the ODDS established Objective Design and Development Standards for projects using the ODDS framework. the objective standards reflect the community's vision for the downtown area and reinforce the highly valued character and scale of Downtown Lincoln's walkable downtown core, neighborhood, and corridors. It is important to keep in mind that the ODDS are optional and offer an alternative pathway for obtaining planning entitlements. The advantage of pursuing the ODDS route is a more streamlined process. By replacing subjective standards and design guidelines with predictable, objective criteria, the ODDS provide greater certainty for applicants. The standards are intended to increase predictability and transparency in the development process, and align with applicable State Laws related to streamlining review of affordable housing projects. Projects complying with the modified standards will be able to move through the process more efficiently and with fewer discretionary reviews in the Planning Process; and

WHEREAS, the Regulating Plan is a component of the ODDS form-based regulatory framework. It maps the transect zones that establish the physical framework for applying the ODDS. The form-based transect zones are land development regulations intended to promote predictable development outcomes and a high-quality public realm. Form-based zones are used where physical form, community character, and walkability are primary priorities. This approach can support a variety of housing types near retail and services while guiding the desired relationship among buildings, blocks, streets, and neighborhoods. Form-based standards address the relationship between building facades and the public realm; building form, scale, and massing; and, for larger sites, the design and arrangement of streets, blocks, and open spaces; and

WHEREAS, Title 18, Chapter 18.92 (Amendments) of the Lincoln Municipal Code provides for the review and recommendation by the City's Planning Commission on all proposed amendments to the Zoning Ordinance text; and

WHEREAS, the Planning Commission of the City of Lincoln, on November 18, 2026, did hold a duly notice public hearing, and following discussion and public testimony, voted to recommend the City Council Adopt an ordinance approving the text amendments to Division VII – Design Review Section of Title 18 (Zoning) of Lincoln Municipal Code (LMC) associated with the Downtown Master Plan project; and

WHEREAS, this item will be heard pursuant to Chapter 18.92 (Amendments) of the LMC (Title 18 – Zoning). The notices describing the proposed project was published in at least one newspaper of general circulation within the City of Lincoln at least twenty calendar days before the Planning Commission's public hearing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lincoln hereby recommends to the City Council adopt an ordinance to amend Division VII – Design Review Section of Title 18 (Zoning) of the Lincoln Municipal Code. The code amendments are represented in strikeout (removed) / underline (added).

DRAFT

Section 1. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration), no further environmental review is required. the City has prepared an Addendum to the General Plan Environmental Impact Report (EIR) State Clearinghouse (SCH) #2005112003, adopted March 25, 2008. The Addendum demonstrates that there are no site-specific or peculiar impacts associated with the project beyond what was previously analyzed in the prior General Plan EIR; therefore, the previously adopted Mitigation Monitoring and Reporting Program (MMRP) for the 2050 General Plan Environmental Impact Report (EIR) continues to apply and by this reference the mitigation in the MMRP will carry forward by Downtown Master Plan.

Section 2. All mitigation measures contained within the Mitigation Monitoring Plans for the General Plan Final EIR shall apply to the project.

Section 3. Based upon the provisions of CEQA Guidelines Section 15168 and 15162 and the documentation provided in the Addendum to the General Plan Final EIR, the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed Addendum for the Downtown Master Plan.

Section 4. The text amendments to Division VII – Design Review Section of Title 18 (Zoning) of Lincoln Municipal Code (LMC) associated with the Downtown Master Plan project are set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 18th day of November 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. Division VII – Design Review Code Amendments

DIVISION VII. DESIGN REVIEW

CHAPTER 18.64 GENERAL PROVISIONS

18.64.010 Applicability.

The provisions of this division shall not apply to single-family dwellings built on lands subdivided pursuant to a final or parcel map approved by the city council prior to July 1, 1979. Such single-family dwellings shall be subject to administrative design review as provided for in Chapter 18.68 of this title.

Downtown Master Plan Area. For development within the Downtown Master Plan Area, applicants shall refer to the Downtown Master Plan (DMP), Objective Design and Development Standards (ODDS), and Regulating Plan for applicable design review regulations and standards. Where applicable, these documents shall be used in conjunction with the requirements of this Division and other applicable provisions of this Title.

(Ord. 678B §1, 1999: Ord. 585B §1(part), 1993: Ord. 361B §1, 1979: Ord. 357B §8.04.000, 1979)

18.64.020 Findings of council.

The city council finds that there exist in the city conditions which promote disharmony and reduce land and property values. The council also finds that the lack of appropriate guidelines for the design of new buildings and structures on the city's streets contributes to these conditions. It further finds desirable the provision of such guidelines for the protection and enhancement of land and property values, for the creation and preservation of a high-quality environment and for the promotion of the health, safety and general welfare of the community.

(Ord. 585B §1(part), 1993: Ord. 357B §8.01.000, 1979)

18.64.030 Purpose.

The purpose of this division is to:

(1) Recognize the interdependence of land values and aesthetics and to provide a method by which the city may implement this interdependence to its benefit;

(2) Encourage development of private property in harmony with the desired character of the city and in conformance with the guidelines provided in this division; including, but not limited to the goals, objectives, district design guidelines and standards described in the Downtown Master Plan (DMP), Objective Design and Development Standards (ODDS), Regulating Plan, ~~Lincoln downtown urban design plan, adopted by the city council by Resolution No. 92-95~~ and as may be amended, and provided that due regard and consideration is given to the public and private interest involved;

(3) Foster attainment of those sections of the city's general plan which specifically relate to preservation and enhancement of the particular character of the city, including, but not limited to, that described in the Downtown Master Plan (DMP), Objective Design and Development Standards (ODDS), and Regulating Plan ~~Lincoln downtown urban design plan~~, through encouraging private interests to assist in their implementation;

(4) Assure that the public benefits derived from expenditures of public funds for improvement and beautification of streets and other public structures and spaces including, but not limited to, that described in the Downtown Master Plan (DMP), Objective Design and Development Standards (ODDS), and Regulating Plan ~~Lincoln downtown urban design plan~~, shall be protected by the exercise of reasonable controls over the character and design of private buildings and open spaces.

(Ord. 585B §1(part), 1993: Ord. 357B §8.01.010, 1979)

CHAPTER 18.66 DESIGN REVIEW BOARD

18.66.010 Established—Membership.

The city council creates the design review board. The membership of the design review board shall consist of the following persons:

(1) City engineer;

(2) City planner;

(3) City administrator or his designee;

(4) City fire chief or his designee;

(5) City police chief or his designee;

(6) A member of the planning commission appointed by the commission;

(7) A member of the public appointed by the city administrator.

(Ord. 417B §1, 1982: Ord. 357B §8.02.000, 1979)

18.66.020 Duties.

The duties of the design review board shall be to make recommendations on any matter requiring qualified aesthetic and/or architectural judgments to the end that the general appearance of any improvement shall preserve or enhance the physical environment and character of the community.

(Ord. 357B §8.02.010, 1979)

CHAPTER 18.67 REQUIREMENTS AND PROCEDURES

18.67.010 Application required for all construction, moving or alteration—Materials to be filed.

Prior to the construction, erection, alteration, moving, remodeling or other change in a building or structure within the city, the applicant shall file with the design review board the following, if required by the board:

(1) A site plan showing:

a. The roof plan of the building;

b. Location of existing trees and structures, if any;

c. Locations and dimensions of streets and highway designations;

d. Location of off-street parking and loading facilities;

e. Location of points of entry and exit for vehicles and internal circulation patterns;

f. Location of walls and fences and indication of their height and material of construction;

g. Exterior lighting standards and devices;

h. Grading and slopes where these affect the relationship of the buildings.

(2) Architectural drawings of elevations, to include all sides of the development;

(3) Preliminary landscape plan, including the plant names;

(4) Site photographs or snapshots showing the site itself and adjacent properties to intersections;

(5) Color and texture chips or other samples of materials.

(Ord. 357B §8.03.000, 1979)

18.67.020 Review by board.

The design review board shall review the applications for permits throughout the city. The project designer or his representatives shall be present and shall participate in the review process.

(Ord. 357B §8.03.010, 1979)

18.67.030 Evaluation considerations.

The design review board shall examine the materials submitted with the application by considering the following aspects for conformance with the purpose of this division:

(1) General site-utilization considerations;

(2) General architectural considerations:

a. Height, bulk and area of the building;

b. Colors and types of buildings and installations;

c. Physical and architectural relation of buildings with existing and proposed structures;

d. Site layout, orientation and location of buildings in relationship with open areas and topography;

e. Height, materials, colors and variations in boundary walls and fences;

f. Location and type of landscaping, including but not limited to off-street parking areas;

g. Appropriateness of sign design and exterior lighting;

h. General landscape considerations;

i. Graphics.

(Ord. 357B §8.03.020, 1979)

18.67.040 Planning commission approval or disapproval.

The design review board shall make a report on each application to the city planning commission, which shall either approve, approve with conditions or overrule the recommendations of the design review board.

(Ord. 357B §8.03.030, 1979)

18.67.050 Inspection for compliance.

Before a building or structure may be occupied, it must be inspected by the building inspector for compliance with the recommendations of the design review board as approved by the planning commission. Occupancy shall not be permitted unless landscaping also complies with the approved plan. If for any reason landscaping cannot be accomplished at the time of construction, a performance bond shall be posted by the owner or builder.

(Ord. 357B § 8.03.040, 1979)

18.67.060 Expiration of approval.

The recommendation of the design review board as approved by the planning commission shall remain in effect no longer than four years, unless a condition of approval specifies an alternate time expiration limit, at the end of which time, if the building is not completed or under construction, the applicant must apply for a new permit and initiate the review process. The community development director may grant one extension of time for a period not exceeding two years, provided application for an extension is made prior to expiration of the original entitlement. Extension decisions are appealable to the applicable body above the specific decision maker (i.e., a community development director decision may be appealable to the planning commission).

(Ord. No. 1081B, § 5(5.1F), 8-27-2024; Ord. 357B §8.03.050, 1979)

CHAPTER 18.68 ADMINISTRATIVE DESIGN REVIEW

18.68.010 Administrative design review~~—single-family residences.~~

The city council finds that there exists in the city, conditions with promote disharmony and reduce land and property values. The council also finds that the lack of appropriate guidelines for the design of new single-family structures and property contributes to these conditions. It further finds desirable the provision of such guidelines for the protection and enhancement of land and property values, for the creation and preservation of a high-quality environment and for the promotion of the health, safety and general welfare of the community. Based upon the above findings, the city council hereby establishes an administrative design review process for all newly constructed dwellings (including all modular/prefabricated dwellings) placed upon a single family lot subdivided pursuant to a final or parcel map approved by the city council prior to July 1, 1979, which pursuant to Section 18.64.010 is not subject to design review as provided in Division VII of Title 18 of this code.

Downtown Master Plan Area. Development within the Downtown Master Plan Area that complies with the applicable provisions of the Downtown Master Plan, Objective Design and Development Standards, and Regulating Plan may be reviewed through the administrative design review process (ministerial), subject to the requirements of this chapter and other applicable provisions of the Lincoln Municipal Code.

(Ord. 678B §2 (part), 1999)

18.68.020 Authority to act on administrative design review.

The community development director or his/her designee shall have authority to approve an administrative design review application upon a determination that the criteria set forth in Section 18.68.030 have been met. Within ten days of receiving a complete application, the community development director will render a determination regarding the approval of the application. The director shall have the authority to approve, approve with conditions, or deny an application. The community development director may, at his or her discretion, schedule for review by the planning commission any application for approval. The planning commission shall have the authority to approve, approve with conditions or deny all applications for design review if so scheduled by director.

(Ord. 678B §2 (part), 1999)

18.68.030 Criteria for approval.

Single-family dwellings are required to meet the following criteria in order to be approved for administrative design review:

(1) The structure is covered with an exterior material customarily used in new residential structures in the surrounding neighborhood. This includes garages as well as the main structure.

(2) The exterior covering material extends to the ground. If a solid concrete or masonry perimeter foundation is used, the foundation shall be textured or colored to match the exterior covering material. Alternate skirting materials customarily used in residential structures in the surrounding neighborhood will be considered compatible.

(3) The roofing material is of a material customarily used on residential structures in the surrounding neighborhood.

(4) The roof pitch design is one customary to the pitch on residential structures in the surrounding neighborhood.

(5) The evaluations including the placement of doors, windows, eaves and gable overhangs are typical for those customarily used in residential structures in the surrounding neighborhood.

(6) The dwelling meets all of the requirements for the zoning district, including setbacks, lot coverage, off-street parking requirements and other development standards applicable to the district in which it is to be located.

(7) The façade that fronts on the street is designed with sufficient detail to make it visually compatible with residential structures in the area.

Downtown Master Plan Area. For projects located within the Downtown Master Plan Area, the applicable criteria for approval shall include compliance with the Objective Design and Development Standards and the Regulating Plan, as applicable. The Objective Design and Development Standards shall govern the objective design and development criteria for projects electing to use the Objective Design and Development Standards framework.

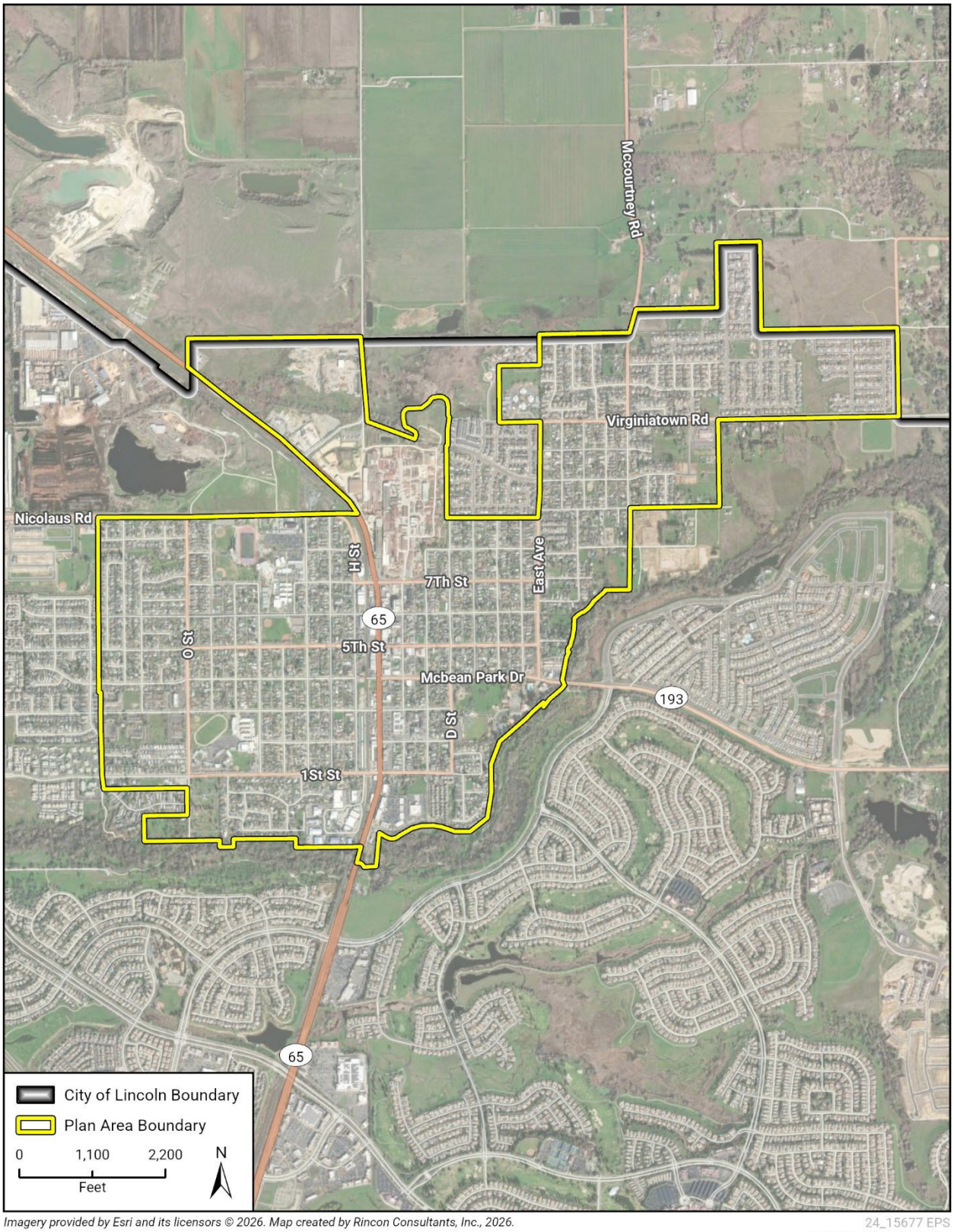
(Ord. 678B §2 (part), 1999)

18.68.040 Appeal of action by director of community development.

Any applicant or other person aggrieved by a decision made by the director of community development under Section 18.68.020 may appeal to the planning commission pursuant to Chapter 18.94.

(Ord. 678B §2 (part), 1999)

Figure 2 Plan Location



Imagery provided by Esri and its licensors © 2026. Map created by Rincon Consultants, Inc., 2026.

24_15677 EPS
Fig X Plan Area Location

STAFF REPORT

Item Number 10.A

SUBJECT: Planning Entitlement Tracker Discussion

SUBMITTED BY: Nita Wracker

DEPARTMENT: Community Development

DATE: November 18, 2026

ATTACHMENTS:
PC Entitlement Tracker Nov 2026.pdf

PLANNING ENTITLEMENT TRACKER (as of 11/9)

VILLAGE 1

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Hidden Hills Production Homes	Design Review	Application by Century Communities proposes to build 6 floor plans with 3 elevations per plan for Phase 2 of Hidden Hills. The new floor plans range from 2,444 sf to 3,389 sf. There are three single story and three two story plans. The elevation styles will feature Spanish, Farmhouse, and Cottage.	3056 Hidden Loop Dr (APN: 338-470-152)	DRB recommended approval on 10/28/26, PC scheduled for 11/18/26
Stonebrook at Leavell Ranch	Design Review	Design Review application for four floor plans with four elevation styles for the VMDR portion of the approved Leavell Ranch subdivision. Two-story floor plans range from 1,742 SF to 2,274 SF in size.	South of McBean Park Drive and North of future Oak Tree Lane extension (APN: portion of 021-274-073)	Under department review
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
Moore Ranch	Tentative Parcel Map	Tentative Parcel Map to split ~314 acres into four separate parcels.	Southwest corner of Moore Road & Fiddyment Road (APNs: 021-282-007-000 & 021-140-034-000)	Waiting for resubmittal from applicant
975 S Dowd Rd (Lipps Property) Parcel Split	Tentative Parcel Map	Tentative Parcel Map to split ~81.5 acres into two separate parcels.	Northeast corner of S Dowd Rd and Moore Rd (APN: 021-082-028)	Under departmental review

VILLAGE 7

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Liberty at Lincoln Phase 2 South	Small Lot Vesting Tentative Subdivision Map	Small Lot Vesting Tentative Subdivision Map to create 318 residential lots and several park and paseo lots throughout the project site.	North of Ferrari Ranch Road/South of Moore Road (APNs: 021-263-014-000, 021-263-022-000, and 021-263-023-000)	Project deemed incomplete; waiting for resubmittal from applicant
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 Shallus Blvd extension (APN: 021-283-044-000)	Waiting for resubmittal from applicant

SUD-B NEQ

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
NO PROJECTS UNDER REVIEW				

PLANNING ENTITLEMENT TRACKER (as of 11/9)

OTHER AREAS

PROJECT	PERMIT TYPES	PROJECT DESCRIPTION	LOCATION	PROJECT STATUS
Carefield Lincoln Assisted Living and Memory Care	Specific Development Plan / Development Permit (Design Review) and CUP Time Extension	Updated SDP/DP (Design Review) for Carefield Living Assisted Living and Memory Care Facility, and CUP time extension Reso 2020-17 (Carefield)	750 Red Rock Road (APN: 329-010-076-000)	DRB recommended approval on 9/23/26; PC scheduled for 11/18/26
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)	Waiting for resubmittal from applicant
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