

Chapter 11

Additional Statutory Considerations



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11.1 Growth Inducing Effects of the Proposed Project

Introduction

The CEQA *Guidelines* require that an EIR evaluate the growth-inducing impacts of a proposed action (Section 15126.2[d]). A growth-inducing impact is defined by the CEQA Guidelines as:

[T]he ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth-inducing impacts fall into two general categories, direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site, and the subsequent development, can serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect, or secondary growth-inducing impacts consist of growth induced in the region by the additional demands for housing and the additional traffic associated with the population increase caused by, or attracted to, a new project.

Potential for Growth-Inducement

The purpose of a General Plan is to guide growth and development in a community. Accordingly, the General Plan is premised on a certain amount of growth taking place. The City of Lincoln and western Placer County, as well as the larger Sacramento Valley region, has experienced dramatic growth the past decade and this trend is expected to continue. The focus of the draft General Plan, then, is to provide a framework in which the growth can be managed in order to meet the needs of Lincoln and the surrounding area.

The plan is intentionally long-range in its time frame and comprehensive in its guidance of development, so that growth occurs in a manner that is beneficial to the community. To this end the General Plan includes polices that require the use of Specific Plans prior to any major development in the Villages or Special Use Districts. The intent of requiring Specific Plans is to

utilize this level of planning as a comprehensive and positive approach to implementing the smart growth principles that are incorporated into the General Plan policies and to coordinate the development opportunities and constraints dictated by the physical, social, and economic characteristics of the community. The General Plan recognizes that there will be growth both in the City of Lincoln as well as in the greater South Placer County region. The City along with much of the South Placer/Sacramento region, will attract considerable growth as forecasted in the SACOG Blueprint Transportation and Land Use Study, due to the region’s location, access, availability of skilled and educated workers, land costs,, and quality of life. The City of Lincoln recognizes that local and regional economic conditions serve as the fundamental determinant of growth potential. With growth there are many potential tangible and intangible benefits, as well as adverse impacts. Growth can improve the community’s economy and quality of life through the provision of additional employment opportunities, revenues, housing availability, improved delivery of services, and increased social, commercial and cultural opportunities. Growth may also have adverse effects on transportation, air quality, and other environmental resources. The goals and policies of the General Plan are designed to address the challenges of accommodating and managing growth, while balancing the positive and negative consequences in a manner that results in the overall benefit to the community.

Population growth in Placer County has been significant over the past ten years and has earned the county the title of the fastest-growing county in California. Between 1992 and 2002, approximately 80,800 people were added to the county, representing an average annual growth rate of 3.7 percent over that time frame. Approximately 80 percent of this growth can be attributed to the four foothill communities of Roseville, Rocklin, Loomis, and Lincoln (see Table 11-1). Although not as extensive, Sutter County has also experienced some growth pressures over the same time period.

**TABLE 11-1
SUMMARY OF POPULATION GROWTH IN PORTIONS OF PLACER AND SUTTER COUNTY
(1992–2002)**

Jurisdiction	1992 (as of January 1)	2002 (as of January 1)
Placer County Population ¹	184,100	264,940
New Population 1992–2002	--	80,840
Annual Average Growth Rate	--	3.7%
Lincoln Population	7,675	17,713
New Population 1992–2002	--	10,038
Annual Average Growth Rate	--	8.7%
Loomis Population ²	5,950	6,300
New Population 1995–2002	--	350
Annual Average Growth Rate	--	Less than 1%
Rocklin Population	22,631	41,098
New Population 1992–2002	--	18,467
Annual Average Growth Rate	--	6.1%

TABLE 11-1 (CONTINUED)
SUMMARY OF POPULATION GROWTH IN PORTIONS OF PLACER AND SUTTER COUNTY
(1992–2002)

Jurisdiction	1992 (as of January 1)	2002 (as of January 1)
Roseville Population	49,513	85,533
New Population 1992–2002	--	36,020
Annual Average Growth Rate	--	5.6%
Sutter County Population ¹	73,000	80,900
New Population 1995–2002	--	7,900
Annual Average Growth Rate	--	Less than 1%

Source: Sacramento Area Council of Governments, 2002

1. Includes both incorporated and unincorporated areas.
2. Base year is 1995.

Direct Impacts

As discussed in this draft EIR, an estimated 34,017 new housing units will be built in the City and the population is estimated to reach 132,000 people over the next 45 years, based on land use designations, available acres and existing building allotment regulations. 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 184,500 new jobs and require approximately 155,000 new dwelling units over the next 50 years. Given that growth is projected to occur within Placer County and in particular the southwestern portions of the County, the City considered what would be an appropriate level of development to accommodate SACOG future estimated growth patterns. Implementation of the Proposed Project would induce some of the projected job growth and population/housing growth into the City, because it provides the framework for future development planning and the implementation necessary to proceed. The Proposed Project looks to implement many of the good growth concepts, widely accepted to encourage more livable communities by designing development that encourages a variety of transportation choices, increases intensity of uses and densities within future urban centers and provides for mixed land uses and natural resource conservation. While growth would be allowed under the Proposed Project, market trends indicate that growth would also occur in the City under the existing GP and existing Sphere of Influence but without the benefit of implementing what has come to be termed “smart growth” principles, as set forth in the Proposed Project. As a result, the City would not be able to achieve several key project objectives including: its Village concept, a 40% open space requirement, and the opportunity for economic sustainability. The Proposed Project would accommodate approximately 22% of the anticipated growth for Placer County. It can be anticipated that the proportion of growth projected for Placer County that is not accommodated by the City of Lincoln would likely be pushed into other areas of South Placer County placing additional pressure for development on the unincorporated areas of the County and the City of Roseville.

As identified in Chapters 4 “Land Use” and 7 “Open Space and Conservation”, the Proposed Project provides goals and policies to maintain the character of the City and minimize the environmental impacts of the anticipated growth. Proposed policies are intended to be obtainable and as such, take into account market conditions and realistic growth assumptions that are consistent with the land use principles/concepts of the SACOG Blueprint Project and discourage undesirable development in areas with sensitive natural resources, critical habitats and important scenic resources. In addition, the Proposed Project encourages the orderly growth of new development to occur in areas adjacent to existing urban uses and requires developers to provide service extensions.

As a result, while the Proposed Project would result in an increase of growth locally, the policies included in the Proposed Project reduce the potential for negative impacts associated with directly induced growth to a less-than-significant level.

Indirect Impacts

While the Proposed Project does allow additional growth, it also includes specific policies that limit that growth to the City limits and Sphere of Influence, as mentioned above. The draft Land Use Diagram also provides a mixture of housing, shopping and employment opportunities so that as the number of residents increase they do not pressure adjacent communities to provide new commercial and employment opportunities. Also, as previously stated in Chapter 6 “Public Facilities and Services”, commitments to provide water and sewer infrastructure would be limited to areas within the City’s proposed Sphere of Influence. As result, the draft General Plan policies would result in a less-than-significant indirect growth inducing impact.

11.2 Cumulative Impacts

Introduction

CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable,” meaning that the project’s incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. A consideration of actions included as part of a cumulative impact scenario can vary by geographic extent, time frame, and scale. They are defined according to environmental resource issue and the specific significance level associated with potential impacts. CEQA Guidelines 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines note that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness and focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impacts.

In addition, CEQA Guidelines Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

- A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the Lead Agency (i.e., the list approach); or a summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions (i.e., the plan approach). Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.
- A summary of expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Cumulative Setting

For the purposes of this EIR, the cumulative setting is based on an approach that determines the potential affected area and then analyzes the potential cumulative impact. For some impact issue areas (i.e., air quality, traffic, and water supply), the cumulative setting is defined by specific regional boundaries (air basin, regional roadway network, etc.) or projected regional or area-wide conditions, contributing to cumulative impacts.

For the remaining impact issue areas, the cumulative settings are based on development anticipated within the vicinity of the Study Area. In determining the applicable analysis area, a review of the Proposed Project together with projections contained in the existing general plan documents for neighboring jurisdictions for areas adjacent to the City's planning area, such as Rocklin, Roseville, and Placer County were reviewed. A summary of the various general plans and EIRs used in the analysis are identified below:

City of Rocklin 1991 General Plan and EIR (as currently amended). The City of Rocklin's planning area encompasses approximately 13,000 acres, or 21 square miles. This area is defined as all of the area within the City boundaries (approximately 19.8 square miles), plus an additional 1.2 square miles outside the City boundaries that are included within the City's "Sphere of Influence." The City of Rocklin's existing General Plan is currently undergoing a comprehensive update.

City of Roseville 1992 General Plan and EIR (as currently amended). The City of Roseville's planning area includes approximately 36.35 square miles of incorporated lands, as well as an additional 6,743 acres, which make up the City's sphere of influence. The City of Roseville underwent a technical update of its General Plan in 2003.

Town of Loomis General Plan and EIR (as currently amended). The Town of Loomis adopted the community's General Plan on July 31, 2001. The Town was originally incorporated in 1984. Interstate 80 traverses northeast through the center of the Town and physically divides the Town into two distinct areas.

City of Wheatland General Plan and EIR (adopted in 2005). The City of Wheatland recently updated its existing General Plan. The City of Wheatland's planning area covers approximately 4,650 acres.

Placer County General Plan and EIR (as currently amended). The Placer County Board of Supervisors adopted the countywide General Plan in August 1994 to replace the original 1967 General Plan. The Placer County General Plan consists of two types of documents, the countywide General Plan and a set of more detailed community plans covering specific areas of the unincorporated county.

Sutter County General Plan and EIR (as currently amended). The Sutter County Board of Supervisors adopted the most recent countywide General Plan in 1996. The County encompasses approximately 607 square miles (388,358 acres), which can be divided into two general topographical areas: a valley area and the Sutter Buttes. The Sutter County General Plan contains one area plan, known as the Food Processing, Agriculture and Recreation Combining (FPARC) Area Plan.

Placer County Regional Transportation Plan (adopted in 2005). The RTP covers a 20-year planning time frame to guide the long-range planning, development, and implementation of transportation projects in Placer County.

The following section evaluates the potential for the project to contribute significantly to cumulative impacts in the areas of aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, public services/utilities and traffic/transportation issues.

Cumulative Impacts Related to Aesthetics

Development within the City's proposed Sphere of Influence would result in a significant cumulative effect to existing view sheds currently associated with the City's existing city limits, because of a change in existing landscapes from a more agricultural/rural setting to one that is more characterized by suburban or urban uses (i.e., streets, homes, and neighborhood shopping centers). These existing view shed areas are predominately visible from neighboring cities (i.e., Rocklin, Roseville, etc) within Western Placer County and other unincorporated areas surrounding the proposed Sphere of Influence (including Sutter and Yuba Counties). As more fully described Section 7.8 of Chapter 7 "Open Space and Conservation", existing view corridor's within the Study Area include SR 65 and SR 193 which generally provide expansive and predominantly unhindered views of existing agricultural grassland, riparian, and oak woodland areas within the undeveloped portions of the City and surrounding area. Conversion of this rural landscape to a more urban

landscape would result in the reduction of the natural aesthetic qualities of the existing view corridors and view sheds. Increased urbanization would also result in the introduction of additional sources of light and glare (e.g. streetlights, building lights, etc.) that would contribute a substantial amount of new nuisance light or glare into the surrounding area.

Similarly, development associated with the anticipated regional growth would result in a substantial change to the visual character of western Placer County and southern Yuba County. Continual urbanization of existing agriculture and open space land has the potential to permanently alter the character of the area. Although the Proposed Project does include a variety of greenbelt and park areas, the overall conversion of existing open space areas to suburban land uses would permanently alter the City's existing character. State and local regulations, such as the State Scenic Highway guidelines and the future PCCP (designed to address a variety of impacts) may mitigate some potential impacts along scenic corridors by preserving views and open space land. However, the Proposed Project combined with the overall growth trends in western Placer County and southern Yuba County would contribute to the cumulative conversion of the regional visual character from an agricultural/rural character to a more suburban setting and thus, would result in a *significant and unavoidable cumulative aesthetics impact*.

Cumulative Impacts Related to Agricultural Resources

California continues to experience the loss of important farmlands, as productive agricultural areas are converted to developed uses, or subdivided to rural residential land uses. For western Placer County and the two counties surrounding the City of Lincoln (Sacramento and Yuba Counties) an estimated 19,000 acres of farmland have been converted to nonagricultural use from 1998 to 2002 (California Department of Conservation, 2006). While the Proposed Project includes policies to minimize this impact, development within the City's proposed Sphere of Influence would still result in a significant cumulative loss of agricultural resources (including prime farmland) as individual projects are developed under the Proposed Project. The loss of agricultural land within the City's proposed Sphere of Influence as a result of urban development is part of an overall trend within western Placer County and the County will continue to face development pressure in the foreseeable future. As more fully described in Chapter 4 "Land Use", the Proposed Project does include several policies stating that the City will work at the local and County level to control the conversion of agricultural uses. However, the Proposed Project combined with the overall growth trends in Western Placer County and the greater Sacramento Valley would contribute to the cumulative conversion of agricultural lands to developed uses. Consequently, the loss of these agricultural lands as a result of the Proposed Project would contribute to a *significant and unavoidable cumulative agricultural resources impact*.

Cumulative Impacts Related to Air Quality

The City of Lincoln is located in Western Placer County, at the southern end of the larger Sacramento Valley Air Basin (SVAB). Air quality within the larger SVAB varies with much of the air basin designated as "non-attainment" for state and federal ozone standards and state PM10 standards. Local air quality concerns are a regional issue, with a majority of air pollutant emissions being generated by motor vehicle use within the urban areas that comprise the larger

SVAB. Similar to the Proposed Project's traffic impacts (see Traffic and Transportation section below), cumulative air quality impacts were considered in terms of the various land uses that comprise the Proposed Project and the traffic projections generated by a cumulative traffic model. The traffic model considered growth under the Proposed Project in conjunction with projected regional growth for western Placer County and southern Yuba County. As more fully described in Section 8.3 of Chapter 8 "Health and Safety", air pollutant emissions (including potential toxic air contaminants) resulting from additional stationary and mobile air sources cannot be mitigated to less than significant levels, despite the inclusion of several policies designed to reduce local air quality emissions. Consequently, although a variety of feasible policies and implementation measures (mitigation measures) are included as part of the Proposed Project, planned development (including motor vehicle use, fireplaces, woodstoves, etc.) resulting from implementation of the Proposed Project would contribute to a ***significant and unavoidable cumulative air quality impact*** within the larger SVAB.

Cumulative Impacts Related to Biological Resources

Development associated with implementation of the Proposed Project would contribute to the on going loss of natural and agricultural lands, which provide habitat for a variety of species within the western portion of Placer County. In combination with the development of additional projects in the surrounding cities and within the unincorporated areas of western Placer County a considerable amount of native habitat and agricultural areas would be converted to urban uses. Significant unavoidable impacts would occur with respect to the loss of annual grasslands, vernal pools, and other seasonal wetlands; substantial reduction of raptor foraging areas; as well as potential fragmentation of wildlife movement corridors.

Development under the Proposed Project would result in the conversion of existing agricultural and habitat areas to urban uses. As more fully described in Section 7.6 of Chapter 7.0 "Open Space and Conservation", policies in the proposed General Plan, as well as State and federal regulations are available to mitigate impacts to biological resources at a project specific level. Development outside of the Proposed Project area would also be subject to the same State and federal regulations addressing biological resources. Although such federal, State and local policies and regulations would reduce impacts to habitat and special-status species to the extent feasible, implementation of the Proposed Project along with other potential development in the surrounding portions of western Placer County, southern Yuba County, and Sacramento County would contribute to cumulative impacts to biological resources. As a result the Proposed Project would contribute to a ***significant and unavoidable cumulative impact*** to biological resources.

Cumulative Impacts Related to Cultural Resources

While grading and other construction activities have the potential to impact cultural resources in the City's proposed Sphere of Influence, draft General Plan policies identified in the EIR and compliance with federal and State regulations reduce the project-specific impact to a less-than-significant level. Cultural resources such as, historical, archaeological and paleontological resources, in western Placer County could be cumulatively impacted by future development and related construction activities in the region. However, potential impacts would be mitigated at an

individual project level by current State and federal regulations, as well as other local and County regulations and mitigations. Such regulations and mitigation would include the monitoring of construction sites in proximity to known resources, immediate cessation of construction activity upon discovery of unidentified human remains and the protection of cultural resources (including historic and Native American resources). The combination of the above-mentioned efforts would reduce potential cumulative impacts related to cultural resources to a *less-than-significant* level.

Cumulative Impacts Related to Geology and Soils

Regional development would increase the number of people and structures subject to geologic- and soils-related risks. The policies contained in the draft General Plan, along with compliance with State and local regulations addressing building construction, run-off and erosion, reduce the potential project-level impact associated with geology and soils to a less-than-significant level. Development in other communities in western Placer County would also be required to comply with State and local regulations that are designed to protect increases in people and structures from hazards related to such issues as earthquakes, landslides and soil erosion. As a result, conformance with adopted California building codes, and other measures to protect people and structures from geologic hazards, would reduce these impacts to a *less-than-significant* level.

Cumulative Impacts to Hazards and Hazardous Materials

Human hazards and hazardous materials impacts are typically area specific and generally not a cumulative concern. As discussed in Section 8.4 of Chapter 8 “Health and Safety”, the increase in local population and employment under the Proposed Project would result in the increased use of hazardous household, commercial and industrial materials. In addition, there would be an increase in population that would be exposed to potential wildland fires and hazards associated with aircraft operation. Potential project-level impacts associated with hazardous materials would be reduced to a less-than-significant level due to the implementation of local, State and federal regulations, such as those that control the production, use and transportation of hazardous materials and waste. Similarly, the Proposed Project is considered consistent with the Placer County Airport Land Use Compatibility Plan and Federal Aviation Administration Regulations governing land uses near the airport, thereby minimizing any potential airport hazard impacts. Additionally, planned development within a potential wildfire area could result in a potential fire hazard risk to surrounding jurisdictions. However, this impact would generally not constitute a cumulative impact, as the proposed wildland fire risk would be restricted to the site-specific location of the fire itself. Overall, conformance with local, State, and federal regulations designed to protect the public from a variety of hazardous conditions would reduce this impact to a *less-than-significant* level.

Cumulative Impacts to Hydrology and Water Quality

The Proposed Project area is located in the western portion of Placer County. Placer County is located in the Central Valley, northeast of Sacramento, along the base of and into the Sierra Nevada foothills. Auburn Ravine, Ingram Slough, Orchard Creek, Markham Ravine and Coon Creek are westerly-flowing streams that pass through the Proposed Project area, (see Figures 6-7 & 6-8 of the Background Report which is provided as Appendix B of this EIR).

Auburn Ravine is a perennial stream originating just west of the city of Auburn, approximately 10 miles east of the City of Lincoln. From Auburn, the creek flows southwest through the Proposed Project area, eventually emptying into the East Side Canal, which in turn, empties into the Cross Canal approximately one mile east of State Route 99 (SR 99). The Cross Canal passes through an extensive levee network before discharging into the Sacramento River just south of its confluence with the Feather River approximately 11 miles west of Lincoln.

Ingram Slough is an intermittent watercourse originating in the foothills east of the Proposed Project area. The slough drains storm runoff from the area to the east but also serves to deliver irrigation water west of State Route 65 (SR 65). Low-flow channels of both branches intersect and combine approximately 500 feet east of SR 65. The slough passed under SR 65 approximately one-half mile south of Auburn Ravine Bridge. West of the highway, Ingram Slough enters an artificial channel for approximately one mile. Ingram Slough is a tributary to Orchard Creek, and subsequently Auburn Ravine downstream of Lincoln.

Orchard Creek originates in the foothills in the eastern part of Lincoln. Unlike Ingram Slough, however, flows in Orchard Creek are primarily attributed to winter storm runoff and, for much of the year, the South Branch of Orchard Creek remains dry. Orchard Creek watershed includes areas drained by the main channel and two tributaries. Orchard Creek join Auburn Ravine approximately 1.5 miles west of Lincoln.

Markham Ravine drains the central portion of the Proposed Project area. Through the current city limits of Lincoln, Markham Ravine consists of three threads. The main thread is the Central Branch of the Markham, passing through the city from the east (at Gladding Road. Approximately 3 square miles of rural and partially developed land are tributary to the main branch, east of State Route 65. The southern thread collects runoff from the central and western areas of the City west of State Route 65.

The northern thread, also known as Clay Creek, enters the City, from a point beginning just east of McCourtney Road, crossing State Route 65 in a southwesterly direction at the “Foskett Ranch” subdivision. This tributary joins the main branch of the Markham just south of Nicolaus Road.

Coon Creek borders the northern boundary of the Proposed Project area. Roughly 60 square miles are tributary to Coon Creek upstream of State Route 65. The majority of the land of this tributary is currently in agricultural and ranch style use.

Nearly all of Proposed Project area lands are tributary to the North Drainage Canal of the Natomas Cross Canal, the exception being at the southeast corner of the City, where approximately 60 acres of land is tributary to Pleasant Grove Creek. This area ultimately drains to the Pleasant Grove Canal of the Natomas Cross Canal. The Natomas Cross Canal collects the waters of the North Canal and the Pleasant Grove Canal and conveys them to the Sacramento River.

As development proceeds within the Proposed Project area, additional population would also be exposed to the potential risk of flooding and increases in the amount of impervious surfaces which could affect local hydrologic resources.

Potential impacts on hydrology and water quality are attributed to development not only within the Proposed Project area, but in the watershed areas outside of the Proposed Project, which would include Curry Creek, King Slough and the balance of the Pleasant Grove Creek watershed. The context for the evaluation of potential cumulative impacts on flood conditions and water quality include Coon Creek, Markham Ravine, Auburn Ravine, Pleasant Grove Creek, Curry Creek and King and Bunkham sloughs that are tributary to the Cross Canal watershed, which drains to the Sacramento River. Cumulative development within the Proposed Project area would increase the amount of impervious surface cover, which would, in turn generate storm-water runoff peak flows. The increased runoff to the streams in the watershed would also increase the amount of storm-water runoff which could contribute to an increase in storm-water peak flows and volumes. However as noted in Chapter 6.0 “Public Facilities and Services”, new development would be required to comply with existing regulations and proposed policies and implementation measures included as part of the Proposed Project that minimize these impacts to a less- than-significant level. These include policies that encourage retention of existing 100 year floodplain areas as open space, implementation of erosion control measures to minimize sedimentation of local waterways and use of best management practices to protect surface and groundwater from adverse effects of construction activities and urban runoff. Project policies also require the provision of adequate levels of storm-water drainage infrastructure to protect the public and property from storm-water damage and call for continued coordination of regional flood control efforts. These include policies that address the impacts of storm-water peak flows and volumes.

New development within areas of western Placer County outside of the Proposed Project area, may locate additional population and structures within areas subject to flooding. Regional development would also increase the amount of impervious surfaces and result in increased impacts to hydrology and water quality. However, such development would also be required to comply with local, State and federal regulations designed to address both flooding and water quality impacts. Implementation of these regulations would reduce the potential for cumulative hydrology and water quality impacts to a *less-than-significant* level.

Cumulative Impacts to Land Use and Planning

Land use is generally a City specific issue except where the land use may interact with surrounding jurisdictions.

Along the northern boundary of the Proposed Project there is a 900 +/- acres conservation easement directly north of Village 4 and north of SUD-A is the Lincoln Regional Airport overflight zone which restricts land development. North of Village 3 is the proposed Teichert gavel mining operation on 3,500 acres. Approximately 3.5 miles north the Proposed Project is the unincorporated community of Sheridan which is constrained by the lack wastewater treatment capacity resulting in limited growth potential.

To the northeast and east of the Proposed Project is the unincorporated area of Placer County which primarily consists of ranching operations and rural residential land uses. Due to the extent of parcelization of this area into 5 to 10 acre lots, these land uses probably will not change since water is provided by private wells and wastewater treatment is by on site private septic systems.

Approximately 0.5 miles east of Village 1 at the southeast quadrant of SR 193 and Sierra College Boulevard is Bickford Ranch in Placer County which encompasses approximately 1,200 acres and approved for approximately 1,900 residential dwelling units which has been under construction for approximately two years.

To the east of the City's existing Sphere of Influence along the eastern boundary of Twelve Bridges is the City of Rocklin's Clover Valley area which is approximately 675 +/- acres that is designated for residential land uses. The northern portion has existing rural residential estates and the southern portion is approved for 970 +/- residential dwelling units.

Along the southern boundary of the Proposed Project between Sierra College Boulevard and SR 65 is the City of Rocklin's Whitney Oaks 600 +/- acre existing residential development. Also along the southern boundary is Whitney Ranch that consists of 1,300 +/- acres with 3,300 residential dwelling units and 500 acres of commercial land uses. This project's Phase I consisting of 1,700 residential dwelling units is under construction.

Also along the southern boundary of the Proposed Project between SR 65 and west of Dowd Road is Sunset Industrial Park, the regional landfill and ranching operations. Currently the landfill has a one mile buffer zone that restricts residential land uses.

To the south of the regional landfill site is proposed Placer Ranch project that consists of 2,200 +/- acres that proposes a 295 acre college site and 6,700 +/- residential dwelling units.

West of the Proposed Project is unincorporated Placer County with land uses that consist primarily of farming and ranching operations. This portion of the County also includes four large floodplains between the western boundary of the Proposed Project and Sutter County. Sutter County is approximately three miles west of the Proposed Project. Sutter County land uses along the western boundary of Placer County are primarily agricultural uses. The area northwest of Village 4 adjoins the Sutter County boundary which is primarily agricultural uses.

Cumulative land uses impacts such as future urbanization resulting from the Proposed Project north along SR 65 are not anticipate to occur because large areas are in conservation easements, within the airport overflight land use restrictions, or planned for future gravel mining operations. In addition, this northern area lacks basic infrastructure for urban development such as water and wastewater treatment.

Cumulative land use impacts such as future urbanization resulting from the Proposed Project to the east is not anticipated to occur because this area primarily consist of one to ten acre rural residential development lots which are on wells and septic systems. In addition, the existing parcelization creates a fragmented land use pattern which is difficult to assembly a site for suburban development. On larger parcels with in this area, suburban development is occurring on Bickford Ranch previously approved by Placer County and in Clover Valley within Rocklin's jurisdiction.

Cumulative land use impacts such as future urbanization resulting from the Proposed Project to the south probably will not occur because urbanization of this area has been previously approved by the City of Rocklin. Currently about half of this area between Sierra College Boulevard and SR 65 is urbanized (Whitney Oaks) or under construction (Whitney Ranch). The area west of SR 65 is the designated industrial land uses established by Placer County as part of their Sunset Industrial tract area. Other limitations on development in this area result from the one mile buffer zone for the regional landfill that restricts residential land uses.

Cumulative land use impacts such as future urbanization resulting from the Proposed Project to the west are not anticipated to occur because approximately half the area is in floodplains as well as the area lacking basic infrastructure such as water and wastewater treatment. These areas are currently planned by Placer County to remain in agricultural land uses as part of their Placer Legacy effort and open space goals of their General Plan.

A detailed analysis of land uses within and surrounding the Proposed Project is included in Chapter 4 of the Draft EIR.

Local land use incompatibility problems resulting from implementation of the draft General Plan would be mitigated by policies contained in the draft Land Use and Open Space Elements. Specific policies in these draft Elements should prevent conflicts between various land uses, such as residential and the airport or agriculture, and can be avoided when reviewing environmental impacts at the project level. The draft General Plan also provides additional guidelines from the County and State in regards to the preservation of open space, which requires the preservation of open space areas and the buffering of some agricultural land. Therefore, implementation of the Proposed Project will not contribute to a cumulative impact associated with this land use issue and would reduce the potential for cumulative land use impacts to a *less-than-significant* level.

Cumulative Impacts to Mineral Resources

As discussed in Section 7.4 “Mineral Resources” of Chapter 7 “Open Space and Conservation”, the draft General Plan includes specific policies to avoid significant impacts to important mineral resources in the City. These policies are in compliance with State laws that require local jurisdictions to take into consideration the continued availability of important mineral resources in land use decisions. As a result, the Proposed Project would not add to any cumulative impacts on mineral resources in western Placer County and would reduce the potential for cumulative mineral resource impacts to a *less-than-significant* level.

Cumulative Impacts to Noise

Cumulative noise impacts were considered as part of the analysis for the Proposed Project since the buildout traffic projections used for the noise analysis were generated by a traffic model that considered growth under the Draft General Plan in conjunction with the projected regional growth for western Placer County. Implementation of the Proposed Project, in conjunction with other development in western Placer County, would increase the traffic-related noise impacts. As discussed in detail in Section 8.8 “Noise” of Chapter 8.0 “Health and Safety” future noise level

increases related to increases in traffic associated with new roadways facilitated by the Proposed Project would result in an overall significant and unavoidable noise impact at the project-level and cumulative level. While impacts can be partially mitigated through the implementation of policies designed to address traffic noise resulting from the City's contribution to cumulative traffic conditions, overall traffic noise associated with the Proposed Project would contribute to a ***significant and unavoidable cumulative noise impact***.

Other sources of noise within the planning area result from aircraft operations at the Lincoln Regional Airport and from railroad operations of Union Pacific Railroad, which runs north-south through the planning area.

Aircraft noise affecting the planning area is produced by aircraft operations. However, the majority of noise resulting from these airport operations would for purposes of the cumulative analysis be focused within the planning area. The greatest potential for sound intrusion occurs when planes land, take off, or run up their engines while on the ground. The Lincoln Regional Airport is located in the northwestern portion of the study area between the existing SR 65 and the new SR 65 Bypass. On a project level analysis, the addition of new residents and businesses in the vicinity of the airport could expose individuals to aircraft noise. Implementation of the Proposed Project as more fully discussed in Chapter 4 "Land Use" of this EIR would include the use of Special Use Districts to the north, west and south of the airport to develop only land uses that are compatible with the Airport Land Use Plan for Lincoln Regional Airport and noise standards set forth in Chapter 8 "Health and Safety" of the Goals and Policies Report. To address a variety of noise issues, the Health and Safety Element provides a number of policies, such as Policy HS-8.6 which requires that new development around the airport be consistent with the noise standards contained in the approved Airport Land Use Plan. With implementation of the policies set forth in Chapter 4 "Land Use" and Chapter 8 "Health and Safety" of the Goals and Policies Report this potential cumulative noise impact is reduced to a ***less than significant*** level.

Railroad noise within the planning area occurs from existing operations along the Union Pacific Railroad line, which runs north-south through the City adjacent to the west side of existing SR 65. Several factors combine to produce railroad noises, including length of train, speed, grade, type of track, number of engines, number of trips and the number of at-grade crossings. Noise from these operations would for purposes of a cumulative analysis affect only the Proposed Project area. Implementation of the Proposed Project could result in the exposure of sensitive receptors within the future planned land uses in Village 3 and Special Use District A to noise levels that exceed City standards. While impacts can be partially mitigated through the implementation of policies set forth in Chapter 4 "Land Use" and Chapter 8 "Health and Safety" of the Goals and Policies Report designed to address mobile noise sources, overall railroad noise associated with the Proposed Project would contribute to a ***significant and unavoidable cumulative noise impact***.

Cumulative Impacts to Public Services and Utilities

A cumulative analysis summary by category of service or utility is provided below:

Solid Waste

Growth within Placer County would contribute to the need for adequate solid waste disposal facilities. As discussed in Chapter 6 “Public Facilities and Services”, the Western Placer Waste Management Authority recently expanded the capacity of the local landfill to 25.7 million cubic yards in 2004. Although the Proposed Project through proposed policies and implementation measures would address the City’s contribution to cumulative impacts on solid waste services and land fill capacity, other cities and communities also add to the demand for land fill capacity. Development throughout unincorporated Placer County and the other cities within the County may significantly increase the number of residents and businesses over the next 30 years. Waste generated by these new homes and commercial areas will need to be processed at the existing MRF and ultimately deposited at the landfill. Currently, the landfill is anticipated to be able to accept waste until 2036. The collective demands of all the cumulative proposals would potentially exceed the planned capacities for solid waste disposal. Since expansion beyond current plans can not be certain, the cumulative impact is significant and unavoidable. Given that additional solid waste would be generated with the Proposed Project, its contribution to the cumulative impact would be an overall ***significant and unavoidable cumulative solid waste impact***.

Fire Protection and Emergency Medical Services

Future regional growth would result in increased demand for fire services throughout western Placer County. However, only growth within the City of Lincoln Fire Department service area would result in the need for the City’s fire department to construct additional facilities. Since the City represents the largest concentration of population for the City’s service area, facilities needed to service the draft General Plan would also be adequate to meet the demand generated by growth occurring within the fire department’s service area. Therefore, the Proposed Project would not contribute to a significant cumulative impact associated with the continued provision of fire protection and emergency medical response services. Consequently, this is considered to be a ***less-than-significant impact***.

Law Enforcement Service

Future regional growth proposed in other areas of South Placer County outside of the City’s proposed Sphere of Influence would result in a need for expanded law enforcement service. However, growth projected under the General Plan and the corresponding need for expanded law enforcement services is essentially a local concern and would not add to a cumulative condition. Only growth within the City and its Sphere of Influence would result in the need for the City to construct additional police facilities to serve its population. The analysis contained in Chapter 6 for the Proposed Project considered the potential growth within the area that would be provided police service by the City and no significant impact was identified in regards to the construction of new and expanded facilities. Therefore, the Proposed Project would not contribute to a significant cumulative impact associated with the continued provision of law enforcement services. Consequently, this is considered to be a ***less-than-significant impact***.

Schools

Future regional growth would result in increased demand for schools throughout western Placer County. However, only growth within the Western Placer USD service areas would result in the need for this school district to construct additional facilities. For the Western Placer USD, growth within the City would be the primary source of demand for additional school facilities. As with the analysis for the Proposed Project, it is unknown exactly where these school facilities would occur to support the cumulative increase in population. As specific school facility expansion or improvement projects are identified, additional project-specific, second-tier environmental analysis would be completed. Therefore, the Proposed Project would not contribute to a significant cumulative impact associated with the continued provision of school services in the City. Consequently, this is considered to be a *less-than-significant impact*.

Parks and Recreational Facilities

The California Quimby Act allows a City to require land or in-lieu fees for a minimum of 3 acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the City already provides more than three acres per 1,000 residents. The City has adopted the use of 5 park acres per 1,000 residents as its standard. In situations in which development agreements are part of a projects entitlements, the City has adopted policies to negotiate land dedications that exceed the 5 acres per 1,000 residents standard. Given the parkland requirements of the City and neighboring communities which will ensure that new development provides adequate parkland for new residents to the extent allowed by State law, the project would not contribute to a significant cumulative impact associated with the demand for new parkland in the City or adjacent jurisdictions. Consequently, this is considered to be a *less-than-significant impact*.

Water Supply and Delivery

Future growth in western Placer County would generate an additional demand for water. New development throughout the County would be subject to SB 610 and SB 221, which require adequate water supplies be identified prior to approval of the project. As indicated in Chapter 6, the City has identified adequate sources of water supply to meet the projected demands of the Proposed Project and has included policies that ensure that adequate supplies are available to serve new development projects in the City prior to their approval by the City. The primary source of water for Lincoln and the other jurisdictions within Placer County is the Placer County Water Agency, (PCWA). Cumulative developments in the region could be potentially significant since the sources of water are shared among the communities in South Placer County and cumulative water demands could be substantial. Recently PCWA in August of 2006 updated its March 2001 Water Surface Supply paper concerning available water supplies and future demands. This update was presented to the PCWA Board in the Agency's Integrated Water Resources Plan, (IWRP), August 2006. The IWRP analyzed a series of growth scenarios that were intended to account for the foreseeable cumulative demands upon PCWA's water supply. Growth scenarios in populations ranged from 473,234 to 622,876, (which account for the City's Proposed Project growth) as potential build out populations were evaluated for water demands. PCWA's assessment included a review of the available integrated water system which includes, surface water supplies, groundwater and reclaimed water, as part of the total available supply.

Based upon this review PCWA concluded that using an integrated resources approach that combines surface supplies, groundwater and reclaimed, there is an adequate water supply to reliably meet the cumulative demands of the western Placer County service area under normal climate, multiple year and single year drought conditions. As a result of these findings it is concluded that there would not be a cumulative impact associated with the continued availability of an adequate water supply for the City or other areas within PCWA's service area. Consequently, this is considered to be a *less-than-significant impact*.

Future regional growth would result in a need for expanded water infrastructure throughout the County. However, only growth within the City and its Sphere of Influence would result in the need for the City to construct additional water facilities to serve its population, resulting in additional environmental impacts. As previously described in Section 6.2 "Water Supply" of Chapter 6, the Proposed Project includes several policies and implementation measures designed to address a variety of environmental impacts including the loss of agriculture/open space, the premature conversion of agricultural lands, noise, light, and glare impacts associated with new development (including infrastructure facilities). However, even with implementation of the above mentioned policies and implementation measure, the construction and/or operation of this new infrastructure may contribute to a *cumulatively significant environmental impact* (i.e., biological resource, noise, aesthetic, etc.).

Wastewater

Future regional growth would result in increased demand for wastewater services throughout western Placer County. However, growth within the City of Lincoln and its Sphere of Influence would result in the need for the City to construct additional wastewater facilities. Similar to the development of new water infrastructure, the Proposed Project includes several policies and implementation measures designed to address a variety of environmental impacts including the loss of agriculture/open space, the premature conversion of agricultural lands, noise, light, and glare impacts associated with new development (including infrastructure facilities). However, even with implementation of the above mentioned policies and implementation measure, the construction and/or operation of this new infrastructure may contribute to a *cumulatively significant environmental impact* (i.e., biological resource, noise, aesthetic, etc.).

Stormwater

As development proceeds within the City of Lincoln and the Sphere of Influence, impervious surfaces would increase, as would the amount of pollutants in runoff, thereby increasing stormwater drainage rates and potentially impacting surface and groundwater quality. However, project-level water quality impacts to water resources would be reduced to a less-than-significant level by implementing BMPs in accordance with other applicable regulations, as well as implementation of the water quality policies contained in the Proposed Project. New development within western Placer County would also result in an increase in runoff. Regional development would also be required to comply with regional, State and federal regulations addressing stormwater runoff and water quality. These regulations would reduce the potential for a cumulative water quality impact to a *less-than-significant* level.

Future regional growth would result in increased demand for additional stormwater drainage infrastructure throughout western Placer County. However, growth within the City and its Sphere of Influence would result in the need for the City to construct additional stormwater drainage infrastructure. Similar to the development of new water infrastructure, the Proposed Project includes several policies and implementation measures designed to address a variety of environmental impacts including the loss of agriculture/open space, the premature conversion of agricultural lands, noise, light, and glare impacts associated with new development (including infrastructure facilities). However, even with implementation of the above mentioned policies and implementation measure, the construction and/or operation of this new infrastructure may contribute to a ***cumulatively significant environmental impact*** (i.e., biological resource, noise, aesthetic, etc.).

Cumulative Impacts to Traffic and Transportation

Traffic impacts are a regional concern. Jobs created in Lincoln would result in employees commuting from Rocklin, Roseville and western Placer County on local and regional roadways. Similarly, housing opportunities in Lincoln would increase peak-hour trips into Rocklin, Roseville, Loomis and western Placer County.

The traffic analysis included in Chapter 5 of this draft EIR also addresses cumulative impacts to the regional transportation system since the traffic model used analyzed the cumulative impacts of the Draft General Plan along with projected regional growth for western Placer County.

Development associated with the implementation of the Proposed Project would contribute substantial amounts of traffic on existing and future regional circulation system. Specifically, buildout of the existing General Plan could generate approximately 320,000 daily trips (see Table 5-16 of Chapter 5 “Transportation”) while buildout of the Draft General Plan could generate approximately 700,000 daily trips by the year 2050 (see Table 5-17 of Chapter 5 “Transportation”). Currently some roadways are experiencing unacceptable levels of service such as the northern portion of SR 65 south of Beale Road to Riosa Road and SR 65 between Blue Oaks and I-80 (see Table 5-26 of Chapter 5 “Transportation”).

The Proposed Project will add new traffic on SR 65 northward through Sheridan, Wheatland, on to SR 70 and into Marysville. In addition, the Proposed Project will add new traffic on SR 65 southward through Rocklin, Roseville and on to I-80.

A minor amount of the Proposed Projects new traffic will go west into Sutter County but all roads will remain at LOS A (see Table 5-25 of Chapter 5 “Transportation”).

The Proposed Project will add new traffic on SR 193 eastward to Newcastle and on to I-80. In addition, the Proposed Project will add new traffic on to Sierra College Boulevard through Loomis (see Table 5-23 of Chapter 5 “Transportation”), Rocklin and on to I-80.

Implementation of the Proposed Project along with potential development in the surrounding portions of western Placer County as outline in this chapter’s Land Use analysis would cumulatively contribute to impacts on traffic and the regional circulation system as presented in Table 5-27.

The Metropolitan Transportation Plan (MTP) is intended to respond to the cumulative traffic effects that local plans have on the regional circulation system of the entire Sacramento region. The Proposed Project's traffic would also cause a considerable contribution to the cumulative traffic impacts in western Placer County. Much of the cumulative traffic impacts would occur outside Lincoln in western Placer County resulting in increased commute traffic along the SR 65 corridor.

SACOG MTP projected a regional (SACOG-wide) increase in population of 928,048 between 2000 and 2025. The MTP allocated a share of this population growth of 125,000 in Lincoln based on growth in housing units of 48,936 between 2000 and 2050. The Draft General Plan projects an increased population of 101,000 (existing population of 31,000 in 2005 and projected population of 132,000 in 2050). To the degree that Lincoln does not accommodate SACOG's level of growth, it is possible that this growth may occur in adjacent communities such as Rocklin, Roseville and western Placer County. This would place higher traffic levels in these communities. This is a potentially significant cumulative impact, although surrounding communities retain land use authority and authority over the approval of land uses that may result in significant traffic impacts. It is not feasible to mitigate such an impact because it is not known where, or whether it would occur, and mitigation would be the responsibility of whichever surrounding community would approve development that would cause the impact.

While the Draft General Plan includes measures such as the "Proposed Highway 65 Bypass" and other roadway improvements that should reduce the potential traffic impacts of future growth in the City and regional roadways, traffic levels along local streets and regional roadways will increase, creating significant and unavoidable cumulative traffic and regional circulation impacts to local streets and regional roadways. Implementation of the mitigation measures presented in Chapter 5 of this Draft EIR would minimize Lincoln's contribution to cumulative traffic impacts but would not reduce the traffic impacts to less-than-significant levels. Consequently, cumulative regional traffic impacts and impacts on the regional circulation system are *significant and unavoidable*.

11.3 Significant and Unavoidable Adverse Impacts

The Executive Summary (Table ES-1) and Chapter 10 "Alternatives to the Proposed Project" (Table 10-3) provide detailed summary tables that identify the Proposed Project's environmental impacts, proposed mitigation measures, and the level of impact significance after mitigation. This section lists the impacts (by environmental resource topic) which are considered significant after all mitigation is applied. The significant impacts are as follows:

Aesthetics

Implementation of the Proposed Project would result in changes to the visual character of the City's proposed Sphere of Influence from a more agricultural/rural setting to one that is more characterized by suburban or urban uses (i.e., streets, homes, and neighborhood shopping

centers), with increased light and glare sources. As a result, the following aesthetic impacts are considered *significant and unavoidable*:

- OSC-11: The Proposed Project would substantially degrade the existing visual character or quality of the site and its surroundings.
- OSC-12: The Proposed Project 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.
- OSC-13: The Proposed Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Agricultural Resources

With the implementation of the Proposed Project there would be a loss of the existing agricultural lands within the City's proposed Sphere of Influence. While the Proposed Project includes policies to minimize this impact, the following agricultural resource impact is considered *significant and unavoidable*:

- LU-4: The Proposed Project could result in a substantial conversion of important farmland to non-agricultural uses.

Air Quality

Construction activities associated with individual development projects in accordance with the Proposed Project would exceed local air quality district significance thresholds. While the Proposed Project includes policies to minimize this impact, the following air quality impacts are considered *significant and unavoidable*:

- HS-4: The Proposed Project 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 NO_x, ROG, CO, and PM₁₀.
- HS-5: The Proposed Project would conflict with or obstruct implementation of an applicable air quality plan.
- HS-6: Build-out of the Proposed Project would generate emissions above the daily PCAPCD significance thresholds for a variety of pollutants, primarily due to emissions related to increased traffic.
- HS-7: The Proposed Project would expose sensitive receptors to substantial pollutant concentrations.

Biological Resources

Development associated with implementation of the Proposed Project would contribute to the ongoing loss of natural and agricultural lands in the western Placer County area, which currently provide habitat for a variety of species. While the Proposed Project includes several policies to minimize this impact, the following biological resource impacts are considered *significant and unavoidable*:

- OSC-3: The Proposed Project 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 the U.S. Fish and Wildlife Service.
- OSC-4: The Proposed Project 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.
- OSC-5: The Proposed Project 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.
- OSC-6: The Proposed Project 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.

Hazards and Hazardous Materials

Overall, most impacts associated with hazards and hazardous materials would be reduced to a less-than-significant level due to local, regional, State and federal regulations, such as those that control the production, use and transportation of hazardous materials and waste and control the location of incompatible land uses within an airport hazard area. While the Proposed Project includes policies to minimize a majority of these impacts, the following impact is considered *significant and unavoidable*:

- HS-13: The Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Land Use and Planning

Most land use incompatibility issues resulting from implementation of the draft General Plan would be mitigated by policies contained in the Land Use and Open Space Elements. However, the exceedance of PCAPCD 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. The following impact is considered *significant and unavoidable*:

- LU-2: Development proposed in the draft General Plan could conflict with an adopted applicable land use plan, policy or regulation of an agency with jurisdiction over the project area adopted for the purpose of avoiding or mitigating an environmental effect.

Noise

Future noise level increases related to the additional traffic resulting from the Proposed Project would result in significant noise impacts. While the Proposed Project includes several policies developed to minimize this impact, the following noise impacts are considered *significant and unavoidable*:

- HS-15: The Proposed Project 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.
- HS-16: The Proposed Project will result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Public Services (including Recreation) and Utilities

Similar to any other development in areas of new growth, the construction of new facilities or the expansion of existing facilities may result in the permanent conversion of existing agricultural lands or other open space areas. While the Proposed Project includes several policies developed to minimize these environmental impacts, the following impacts are considered *significant and unavoidable*:

- PFS-1: The Proposed Project 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.
- PFS-5: The Proposed Project 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.
- PFS-7: The Proposed Project 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.

- PFS-15: The Proposed Project may require the construction or expansion of additional energy infrastructure facilities, the construction of which could cause significant environmental effects.
- PFS-18: The Proposed Project 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.
- PFS-22: The Proposed Project would include community facilities or require the construction or expansion of facilities which could have an adverse physical effect on the environment.
- OSC-15: The Proposed Project would include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

Traffic and Transportation

The Proposed Project would result in significant and unavoidable impacts to several local and regional roadways. While the Proposed Project includes several policies developed to minimize these traffic and transportation impacts, the following impacts are considered *significant and unavoidable*:

- TC-10: The Proposed Project would result in a substantial increase in vehicular traffic on City of Lincoln roadways.
- TC-11: The Proposed Project would result in an increase in vehicular traffic on roadways in unincorporated Placer County.
- TC-12: The Proposed Project would result in a substantial increase in vehicular traffic on City of Rocklin roadways.
- TC-13: The Proposed Project would result in a substantial increase in vehicular traffic on Town of Loomis roadways.
- TC-14: The Proposed Project would result in a substantial increase in vehicular traffic on City of Roseville roadways.
- TC-15: The Proposed Project would result in a substantial increase in vehicular traffic on County of Sutter roadways.
- TC-16: The Proposed Project would result in a substantial increase in vehicular traffic on State Highways.

11.4 Significant Irreversible Environmental Changes

CEQA Guidelines 21100(b) (2) and 15126.2(b) require that any significant effect on the environment that would be irreversible if the project is implemented must be identified. Significant irreversible environmental changes include the Proposed Project's direct and indirect effects that will commit nonrenewable resources to uses that future generations would most likely be unable to reverse.

11.5 Effects Not Found to be Significant

As required by CEQA, this draft EIR focuses on expected significant or potentially significant environmental effects (CEQA Guidelines Section 15143). A NOP was prepared for the Proposed Project to identify the full range of issues to be evaluated in this EIR (see Appendix A). Comments received on the NOP that helped to further refine the list of environmental issues to be evaluated in this EIR are also included in Appendix A.

Some of the impacts analyzed in this EIR are considered to be less-than-significant and require no mitigation. Other impacts, (i.e., those which are considered to be significant) can be reduced to a level that is less-than-significant with the implementation of the proposed mitigation measures (identified General Plan policies) provided in the document.

All of the impacts analyzed in this EIR, including those considered to be less-than-significant, are summarized in Table ES-1 of the Executive Summary for this document.