

LINCOLN AIRCENTER PLANNED DEVELOPMENT

**GENERAL DEVELOPMENT PLAN AND
DEVELOPMENT STANDARDS**

Lincoln Aircenter General Development Plan Amendment

Description

The Lincoln Aircenter General Development Plan (GDP) was prepared to guide the development of 640 acres in the northwest portion of Lincoln. The original GDP was approved in March of 1983 via Ordinance No. 435B. Since that time various amendments have been approved by the City.

Previous Minor Amendments to the GDP

- March 25, 1986 – Ordinance No. 477B – Land Use – Re-classification of land,
- January 12, 1994 – Ordinance No. 612B – Land Use – Re-classification of land,
- March 25, 1997 – Ordinance No. 641B – Land Use– Re-classification of land,
- September 23, 1997 – Ordinance No. 645B – Land Use– Re-classification of land,
- October 26, 2004 – Ordinance No. 779B – Land Use – Lakeside 6 – Rezoning.

Other Plans Affecting the Lincoln Aircenter GDP

- Placer County Airport Land Use Compatibility Plan (PCALUCP), dated October 25, 2000.

Current Amendment - 2008

The current amendments cover the entire GDP, and are all intended to be consistent with the PCALUCP. Given the previous GDP is over 25 years old, the overarching objective with this update was to make the GDP more user-friendly while providing for more contemporary land uses and standards.

Major changes to the text include the following:

- Update of the land use map to include the PCALUCP area overflight zones.
- Update of the residential section to reflect actual entitlements and build-out conditions.
- Update of allowed and conditionally allowed uses within the Non-residential zoned lands, allowing for a wider range of contemporary uses in those areas, consistent with the PACALUCP.
- Update of sign criteria for Non-residential zoned lands.

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1. LINCOLN AIRCENTER PLANNED DEVELOPMENT - INTRODUCTION

The basic goal of the Lincoln Aircenter Planned Development is to provide a high quality, large scale development of complimentary clean, light industry and supporting residential and commercial uses in a mixed use development. The project is consistent with the existing Lincoln Regional Airport and the Placer County Airport Land use Compatibility Plan.

The planning objectives for the project are as follows:

- Capitalize on the opportunity to develop the Aircenter in conjunction with scheduled State Highway 65 Bypass improvements and expansion of the Lincoln Regional Airport.
- Develop a mixed use opportunities that will ensure adequate housing for residents, reduce energy consumption, and lessen transportation times throughout the region.
- Develop a planned community that provides jobs and housing affordable to the employees at those jobs.
- Develop performance standards to minimize the effects of industrial uses on surrounding areas.
- Establish design and development standards for industrial, residential and commercial land uses to assure an aesthetically pleasing and livable environment.
- Create a project that will be both a short and long term benefit to the residents and the City of Lincoln.
- Ensure that the on-going implementation of the project is consistent with the Placer County Airport Land Use Compatibility Plan.

The specifications for the Lincoln Aircenter Planned Development are intended to provide flexibility as well as guidance in the design and development of the project to insure that the above goals and objectives are met.

2. GENERAL DESCRIPTION

2.1. Project Description.

The Lincoln Aircenter Planned Development comprises all of Section 8, T12M, R6E, MDB&M, and is approximately 1 ½ miles west of Downtown Lincoln. The Aircenter Planned Development is bounded by Nicolaus Road to the south; Aviation Boulevard to the west; the Foscett Ranch Specific Plan to the east; and permanent open space zoned lands to the north. The project is one (1) mile square in size comprising a total of 640 acres.

The Aircenter Planned Development is comprised of eight (8) Land Use designations, with nine (9) zoning designations, which are further detailed in Table A. The zoning designations are as follows: RD-5 (Low Density Residential - 5 dwelling units per acre), RD-6 (Medium Density Residential - 6 dwelling units per acre), RD-8.5 (Medium Density Residential - 8.5 dwelling units per acre), RD-15 (High Density Residential - 15 dwelling units per acre), Commercial, Limited Use Light Industrial, Medium and Service Industrial, Parks, and Open-Space.

Detailed in Figure 1 is the zoning breakdown of the Lincoln Aircenter Planned Development. Further, Figure 1 shows the Placer County Airport Land Use Compatibility Plan overflight zones for the Lincoln Aircenter Planned Development area.

2.2. Existing Development

2.2.1. Purpose

Within the area established by this document, there exist lots, structures, and uses of land and structures which were lawful before the amendments in this title were adopted or amended, but which would not be prohibited, regulated, or restricted. The existing lots, structures, and uses of land and structures, if not compliant with this document, are hereinafter considered 'legal non-conforming' and shall not be enlarged, expanded, extended, rebuilt, or amended unless said enlargement, expansion, extension, restoration, or amendment complies with Lincoln Municipal Code sections 18.46 through 18.52.

New lots, structures, and uses of land and structures shall comply with the provisions contained in this document, the Amended Aircenter General Development Plan (GDP) adopted by Ordinance No. ____.

2.3. Aircenter Map

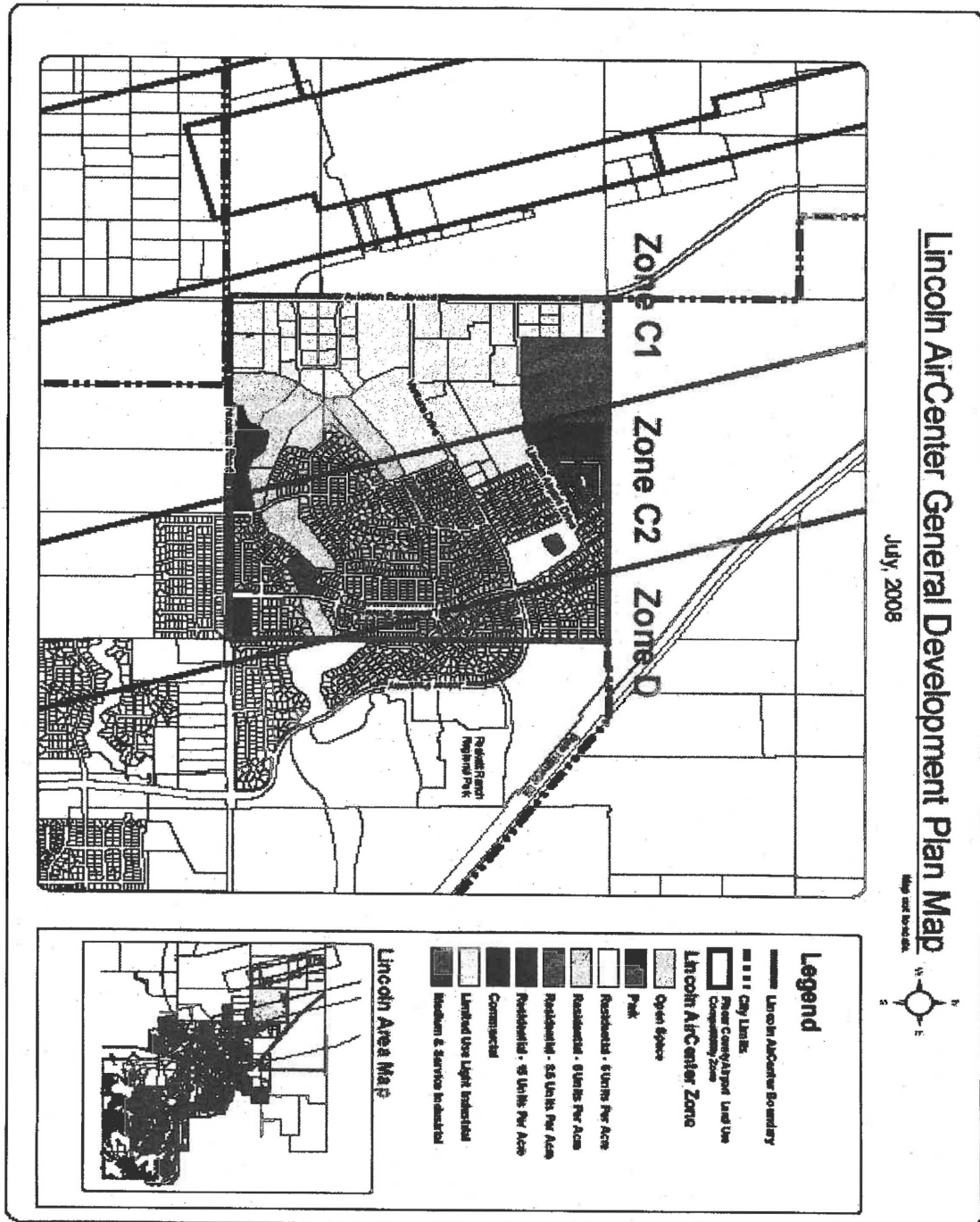


Table A

Land Use	Acres	Density	Number of Units	Population
Low Density Residential (RD-5)	74.7	0-5.9	Up to 366	Up to 952
Medium Density Residential (RD 6 & RD-8.5)	198.9 210	6-12.9	517 (actual) 602	1344 1,566
High Density Residential (RD-15)	12.9 1.8	13-15	Up to 193 Up to 27	Up to 503 71
Total Residential	286.5		Up to 1076 Up to 995	Up to 2798 Up to 2,589

Commercial	12.2
Industrial	2.2
Limited Use Light Industrial	190.65
Medium and Service Industrial	37
Park	3.0
Open Space	98.54
Total Non-Residential Acreage	340.59
Sub-Total Acreage -Less Right-of-Ways	627.09

3. LAND USE DESIGNATIONS

3.1. Industrial Development.

As shown on Figure 1 the industrially zoned areas are located on the western and northern portions of the project area, adjacent to properties owned by the City of the Lincoln, the Lincoln Regional Airport, and permanent open space to the north. Access to the project is provided from Nicolaus Road (at the south) to Aviation Boulevard along the western limits of the Project, as well as through the Foscett Ranch Specific Plan area via Joiner Parkway, which then becomes Venture Drive.

There are two levels of 'Industrial' land uses within the Aircenter Planned Development – from Limited Use Light Industrial and Medium and Service Industrial, further detailed below:

Limited Use Light Industrial (LLI) – 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. LLI areas typically include high-quality industrial park developments. Uses permitted under this designation include research and development, small-scale manufacturing, fabrication, packaging, storage, equipment repair, and similar uses.

Medium and Service Industrial (MI) – This designation provides for operations of industrial and manufacturing industries. The industrial uses may be noisy and prone to emit limited dust, vibration, odor, and/or glare. Uses permitted under this designation include fabrication, processing and production facilities, storage, and warehousing.

3.2. Residential Development

Residential development is located throughout the Aircenter Planned Development – extending from Nicolaus Road on the south, to the permanent open space on the north, and from the Foscett Ranch development on the east to the industrial areas on the west. The main feature of the residential areas is the Markham Ravine Open Space. Access to the residential areas is provided by two roads, with bridges over the northern tributary of the Markham Ravine, north from Nicolaus Road into the project site. The residential area is generally located as remote as possible from the noise of the airport and the potential noise from the industrial developments.

The existing range of residential uses provides dwelling units at densities from 4 units per acre for single family, to future development of up to 20 units per acre for multi-family townhouses, apartments and/or condominiums.

3.3. Commercial Development

Two commercially zoned sites are located within the Project area totaling 12.2 acres. Both sites are located along Nicolaus Road – one at the intersection of Lakeside Drive, the other at the intersection of Teal Hollow Drive. The Commercial area should be designed to serve the neighborhood and employees within the Industrially zoned areas with retail, service, restaurants, and office uses.

3.4. Parks and Open Space.

Originally, the developer dedicated thirteen (13) acres of park land to the City. Since that time the City constructed the 42-acre Foscett Ranch Regional Park in the adjacent Foscett Ranch Planned Development. Twelve of the thirteen acres were transferred to create a

regional park facility in the Foskett Ranch development. Currently, the Aircenter Planned Development has three (3) acres of land for three public parks. Two of the three parks have been developed – Brown Park, a ‘pocket-park’ in the Lakeside 6 (Units 3 and 4) residential development, and the 1.2 acre Markham Park located just north of the Markham Ravine Open Space area along Lakeside Drive (in Markham Ravine Estates). Atkinson Park, a ‘pocket-park’ will be constructed on Inverness Circle within Lakeside 6 (Unit 2).

The amount and location of open space areas within the Aircenter Planned Development are shown on Figure 1. The Aircenter Open Space captures both the northerly tributary of the Markham Ravine and Clay Creek. The Markham Ravine tributary flows into the project from the adjacent Foskett Ranch Project to the east. The Tributary leaves the Aircenter project to the south through a culvert under Nicolaus Road. The Markham Ravine Open Space will be developed with trails, interpretive kiosks, and picnic tables. It is the intent of the Aircenter project to conserve lands as open space for passive and active recreation uses, resource management, flood control management, and public safety. Uses that would typically be appropriate in this land use designation include, but are not limited to: public parks, parkways, vista areas, wetlands, wildlife habitats, nature preserves, storm water management facilities, and buffer zones separating urban development and ecologically-sensitive resources. Such land areas are primarily publicly owned.

3.5. Development Plan Review.

The following text and land use plan are recognized as an overall master plan and guide to developers and designers of projects within the Aircenter Planned Development. The development standards are in effect performance standards, which are implemented through an approved Specific Development Plan and Development Permit for individual projects.

All development within the Lincoln Aircenter Planned Development shall be subject to the following review process prior to development:

- Each increment of residential development must prepare a Specific Development Plan apply for a Development Permit. Said Permit and Plan shall be submitted to both the Planning Commission and City Council for approval. The Plan and Permit shall comply with the requirements specified in the Lincoln Aircenter General Development Plan.
- Each increment of non-residential development must prepare a Specific Development Plan and apply for a Development Permit for approval by the Planning Commission. The plan and permit must comply with the requirements specified in the Lincoln Aircenter General Development Plan.
- The project must be consistent with the Placer County Airport Land Use Compatibility Plan.

4. RESIDENTIAL DEVELOPMENT GUIDELINES AND STANDARDS

The majority of the Aircenter residentially zoned lands are either developed or entitled for low-density single-family detached residences. Approximately 11.09 acres of the high density residentially zoned land is undeveloped. The high density zoned land could be developed with a variety of dwelling unit types consisting of attached and detached single family dwellings, apartments, condominiums, townhouses, and/or other similar or comparable residential types. The concept of clustering development into meaningful neo-traditional neighborhood units is encouraged. Consistent with this concept is the use of "maximum dwelling unit" zoning.

4.1. Guidelines.

1. Any land use proposal or procedure not specifically covered by these standards shall be subject to the regulations of the City of Lincoln Municipal Code.
2. Conventional developments are defined as areas developed in such a manner that each dwelling unit is situated on a residential lot of record and no lot contains more than one dwelling unit. Designations of conventional development shall be shown on tentative maps at the time a Specific Development Plan is submitted pursuant to the City of Lincoln's Zoning Code and Subdivision Ordinance.
3. Cluster developments are defined as combining or arranging attached or detached dwelling units and their accessory structures on contiguous or related residential lots of record where the yards and open spaces are combined into more desirable arrangements of common areas which are not part of the individual lot of record. Cluster development shall also include statutory condominiums. Designation of cluster developments and condominiums shall be shown on the tentative map.
4. Low density residential (LDR) development shall be defined as those areas in which gross density does not exceed 5.0 dwelling units per acre. Under the LDR designation, the zoning (as shown on the zoning map) is Residential-5 (RD-5).
5. Medium density residential (MDR) development shall be defined as those areas in which the gross density does not exceed 8.5 dwelling units per acre. Under the MDR designation, the zoning (as shown on the zoning map) is Residential-6 (RD-6) and Residential-8.5 (RD-8.5).
6. High density residential (HDR) development shall be defined as areas in which the gross density is thirteen (13) dwelling units per acre to twenty (20) dwelling units per acre. Under the HDR designation, the zoning (as shown on the zoning map) is Residential-15 (RD-15), allowing up to fifteen (15) dwelling units per acre.
7. With respect to all residential development in this planned community, sales literature in sales and rental offices shall bear adequate notice of air traffic patterns affecting this planned community, and recording an 'overflights' deed notice (buyer's awareness disclosure) for areas in Airport Compatibility Zones C1 and C2.
8. At such time as a Specific Development Plan is considered, the developer shall submit plans demonstrating provisions for noise attenuation of units placed near arterials, and/or located in proximity to Industrial or Commercial zoning to meet the City of Lincoln's noise ordinance requirements.
9. All residential dwelling units shall be subject to Design Review during the Specific Development Plan stage. Areas of concern or specific items shall be addressed and incorporated in the required C.C. & R.'s. The governing C.C. & R.'s required by the City

shall be reviewed and approved by the City Attorney and Community Development Department.

4.2. Low Density Residential Uses

4.2.1. Permitted Uses.

Permitted uses, include but are not limited to the following subject to the maximum density levels and maximum number of dwelling units established for each area:

- a. Conventional single family detached dwellings.
- b. Single family, attached dwellings.
- c. Parks (public and private), and open space, hiking and bicycle trails.
- d. Accessory buildings, structures where related and incidental to a permitted use.
- e. Such other uses, which in the opinion of the Planning Commission are of a similar nature.
- f. Small Family Daycare.
- g. Large Family Daycare (permitted with Administrative Review).
- h. Secondary dwelling units in accordance with Lincoln Municipal Code section 18.37.

4.2.2. Conditionally Permitted Uses.

Uses subject to the granting of a Conditional Use Permit, per Lincoln Municipal Code section 18.56, by the Planning Commission, include but are not limited to the following:

- a. Churches.
- b. Community and recreation facilities.
- c. Public utility buildings and uses, excluding public utility equipment yard, warehouses, and/or repair shops.
- d. Other uses, which in the opinion of the Planning Commission, are of a similar nature and consistent with surrounding land uses.

4.3. Medium Density Residential Uses

4.3.1. Permitted Uses.

Permitted uses, include but are not limited to the following, subject to the maximum density levels and maximum number of dwelling units established for each area:

- a. Conventional single family detached dwellings.
- b. Parks (public and private), and open space, hiking and bicycle trails. Accessory buildings, structures where related and incidental to a permitted use.
- c. Such other uses, which in the opinion of the Planning Commission are of a similar nature.
- d. Small Family Daycare.
- e. Large Family Daycare (permitted with Administrative Review).

4.3.2. Conditionally Permitted Uses.

Uses subject to the granting of a Conditional Use Permit, per Lincoln Municipal Code section 18.56, by the Planning Commission, include but are not limited to the following:

- a. Churches
- b. Community and recreation facilities
- c. Public utility buildings and uses, excluding public utility equipment yard, warehouses, and/or repair shops
- d. Other uses, which in the opinion of the Planning Commission, are of a similar nature and consistent with surrounding land uses.

4.4. High Density Residential Uses

4.4.1. Permitted Uses.

Permitted uses, include but are not limited to the following, subject to the maximum density levels and maximum number of dwelling units established for each area:

- a. Conventional single family detached dwellings.

- b. Single family, attached dwellings.
- c. Cluster development.
- d. Condominiums, townhouses, apartments.
- e. Parks (public and private), and open space, hiking and bicycle trails. Accessory buildings, structures where related and incidental to a permitted use.
- f. Such other uses, which in the opinion of the Planning Commission are of a similar nature.
- g. Small Family Daycare.
- h. Large Family Daycare (permitted with Administrative Review).

4.4.2. Conditionally Permitted Uses.

Uses subject to the granting of a Conditional Use Permit, per Lincoln Municipal Code section 18.56, by the Planning Commission, include but are not limited to the following:

- a. Rooming houses, boarding houses, and lodges (each defined as a residence or dwelling, other than a hotel, wherein three or more rooms (or living areas used or arranged to function as rooms), with or without individual or group cooking facilities, are rented to individuals under separate oral or written rental agreements or leases, whether or not an owner, agent, or property manager is in residence).
- b. Rest homes.
- c. Churches.
- d. Community and recreation facilities.
- e. Public utility buildings and uses, excluding public utility equipment yard, warehouses, and/or repair shops.
- f. Other uses, which in the opinion of the Planning Commission, are of a similar nature and consistent with surrounding land uses.

4.5. Siting Requirements and Design Criteria

The standards that follow are intended to be minimum design parameters. However, the City, during site and architectural review of a Specific Development Plan, may allow different standards proposed by a builder provided an equal or better site planning relationship and living environment occurs by using different standards. Exact interpretation of the Siting Requirements and Design Criteria is subject to site specific lotting, circulation, space utilization, and conceptual landscape plan.

Residential Development Standards				
	Plan Designation			
Regulations	LDR (RD-5)	MDR (RD-6 & RD-8.5)	HDR (RD-15)	Notes
Interior Lot Area (Minimum)	5,464 square feet (sf.)	RD-6 – 5,000 sf. RD-8.5 – 3,437 sf.	SDP*	
Corner Lot Area (Minimum)	5,706 sf.	RD-6 – 4,900 sf. RD-8.5 – 3,914 sf.	SDP*	
Interior Lot Width (Min.)	50 feet	RD-6 – 50 ft. RD-8.5 – 45 ft.	SDP*	
Corner Lot Width (Min.)	60 feet	RD-6 – 60 ft. RD-8.5 – 50 ft..	SDP*	
Lot Depth (Min.)	100 feet	RD-6 – 100 ft. RD-8.5 – 80 ft. 75 ft.	SDP*	
Front Yard Set-Back	20 feet	20 feet	SDP*	1,3,8
Side Street Set-Back	10 feet	10 feet	SDP*	3,5,8
Side Yard Interior Set- Back	5 feet	5 feet 4 feet	SDP*	3,5,8
Rear Yard Set-Back	20 feet	15 feet	SDP*	2,3,5,8
Rear Yard Setback – Accessory Structure (i.e., gazebo, patio cover, etc.) under 255 Square Feet	5 feet	5 feet	SDP*	
Building to Building Setback	10 feet	10 feet 8 feet	SDP*	9
Building Coverage	60%	SDP*	SDP*	
Building Height	35 feet – Main Structure; 16 feet – Accessory Structure	35 feet – Main Structure; 16 feet – Accessory Structure	SDP*	7
Pool Setback – Side-and Rear Yard – measured to the waterline	3 feet	3 Feet	3 feet	
Pool Setback – Side Yard Street to the waterline	10 feet	10 feet	SDP*	
Pool Equipment Setback – Side and Rear Yard	5 feet	5 feet	5 feet	
Fences and Walls (Maximum Height)	6 feet	6 feet	6 feet	4,6

Parking Minimum	2 Car Garage or Carport	2 Car Garage or Carport if single- family, all others per LMC 18.44.030	Lincoln Municipal Code Section 18.44	7
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* To be established at the time a Specific Development Plan and Tentative Map are submitted with reference to the maximum number of units permitted within each residential district.

Alternative Standards

1. **Front Yard:** For LDR and MDR development, the standard 20 foot setback could be reduced by 4-feet for the dwelling portion of the unit; garages are required to have a minimum of a 24-foot front yard setback *when used with a detached sidewalk*. Swing or recessed garage drives are permitted.
2. **Rear Yard:** For LDR and MDR development, the rear yard setback may be reduced to 15% of the average depth of the lot, but in no event less than ten (10) feet.
3. **Zero Lot Line:** Within HDR developments, "Zero Lot Line" plotting may be utilized, as long as homes meet the requirements of the California Building Code.
4. **Fences and Walls:** For LDR and MDR developments, street side yard fences and walls could be located a minimum of three (3) feet from the back of the sidewalk.
5. **Permitted Encroachments:** For LDR and MDR developments, eaves, bay windows, architectural box-outs, and other similar architectural features supported from the structure may project two (2) feet into a required yard, in compliance with the California Building Code.
6. **Fence and Wall Height:** Fence and wall height may be increased over six (6) feet (except in the front yard setback area) where necessary to achieve acoustical compliance with City standards. Any fence or wall over six (6) feet in height will require the issuance of a building permit and approval by the Planning Commission through the issuance of a Conditional Use Permit. Privacy fences shall be no greater than six (6) feet high are allowed in *the* side and rear yards only. Garden or patio fences less than forty-eight (48) inches high are permitted within front yards.
7. **HDR/MDR Buffer:** A buffer area between the HDR development and the MDR Development shall be determined at the time of review of a Specific Development Plan for the HDR development.
8. **HDR/MI Buffer:** A buffer area between the HDR development and the Medium and Service Industrial (MI) development shall be determined at the time of review of a Specific Development Plan.

4.6. HDR – Common Open Area

In the multiple-family residential project(s) that is/*are* designed in a manner in which the open space and yard areas are combined into common areas; the open space areas shall be generously proportional in width and scale to the height, grouping and massing of the adjacent buildings so that the resulting open space area provides a sense of place, neighborhood livability, and comfortable, useable spaces. Common area can include, but not be limited to the following: tot lot, enhanced pedestrian pathways (not including the street side landscape strip and sidewalk), enhanced landscape areas, sitting and gathering

areas, etc. The common area shall be established at the time of approval of a Specific Development Plan or Tentative map for the development. Common area amenities shall be installed by the developer/property owner, prior to occupancy of the first unit.

4.7. HDR Landscaping.

4.7.1. Purpose

Landscaping shall be a positive element and not merely a treatment for leftover space. The specific amounts of the landscaping and types are dependent upon what is already present in the area and the landscaping needs of the specific site.

4.7.2. Guidelines

1. Every Specific Development Plan shall be landscaped according to plans and specifications as prepared by a licensed landscape architect and approved by the City of Lincoln as specified herein and maintained thereafter in a healthy, neat and orderly fashion.
2. Whenever practical, use of California native plants should be made in all landscaped areas to enhance and minimize irrigation and maintenance.
3. Portions of sites that are not improved may be left unimproved but maintained in a clean and neat appearance by the property owner. Weeds, brush and trash will be removed as often as necessary to maintain a clean appearance. The City of Lincoln, under the abatement process, has the right to perform the necessary maintenance and charge the individual tenant or property owner.
4. All landscaping shall be provided with an automatic irrigation system.
5. Street Frontage Landscaping. A comprehensive landscaping plan shall be submitted as a component of the Specific Development Plan. The landscape plan shall cover the entire project and shall detail the streetscape and the common areas. The plan shall also contain planting and irrigation recommendations for individual homeowners.
6. Existing Oak Trees
 - a. All existing oak trees shall be protected and maintained during the construction period and incorporated into the landscape plan unless their removal is otherwise approved by the City. No existing tree shall have more than 25% of the root zone within the dripline of the tree under a hard surfaced paving unless an aeration system is installed under the paving and such system is reviewed and approved by the City, with review by a licensed arborist, prior to final plan approval. Any impacts shall be reviewed by a licensed arborist
 - b. The maximum number of existing oak trees shall be retained on the site. No existing trees shall be removed from the project site without approval from the Planning Commission. Basis for removal of any trees is required and subject to the City's Municipal Code.

4.8. Fences and Walls

4.8.1. Purpose.

To permit the installation of fences and walls within a lot for the purpose of site security, sound attenuation, separation of functional activities and screening of unsightly functions and activities.

4.8.2. Guidelines

1. Any proposed fencing shall be reviewed at the time of a Specific Development Plan.
2. Those properties adjacent to open space zoned lands shall be required to install wrought iron open type fencing, or fencing as imposed on the project by State and/or Federal agencies.
3. No fence or wall shall exceed a height of 6'-0" unless otherwise approved by the Planning Commission.
4. All fences and walls shall be designed as an integrated part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complimentary of the overall architectural design.

4.9. Residential Entrances.

In order to provide each residential area with its own unique theme and character, the following design elements shall be required for residential development:

1. The streets entering the single family residential area shall provide for a landscaped median entrance with identification signage. Said Improvements to be maintained either through a Home Owners Association or formation of a Lighting and Landscaping District.
2. Residential areas should provide for individual entrances and perimeter designs establishing a unique character where practical.

5. NON-RESIDENTIAL DEVELOPMENT GUIDELINES AND STANDARDS

5.1. Zoning

The Lincoln Aircenter Planned Development is divided into three zoning designations:

1. Commercial (C)
2. Limited Use light Industrial (LLI)
3. Medium and Service Industrial (MI)

5.2. COMPATIBILITY

Particular attention will be paid to the compatibility and impact of uses locating in the Limited Use Light Industrial, and Medium and Service Industrial zoning districts. The following will be reviewed through the entitlement, permitting, or business license process.

1. Compatibility. At the time a Specific Development Plan, Building Permit, or Business License is submitted, the use(s) will be reviewed for consistency with the PCALUCP (see chapter 9 for further details, and Policy 4.3.5 of the PCALUCP), and if in

proximity to residential development the following factors addressed: impacts on air quality, noise, odor, vibrations, glare, light, heat, humidity, odors, hours of operation, aesthetics, and visual impacts.

2. Environmental Pollution Control. All uses listed as Permitted Uses will be allowed provided they are performed or carried out in such a manner that their operations do not cause a nuisance, radio frequency interference, noise, electromechanical disturbance, radiation, air or water pollution, dust or particulate emissions, odors, toxic matter, or discharges into the City sewer system which in the opinion of the Public Works Director would be detrimental to the operation of City's Waste Water Treatment Plant (WWTP).

5.3. COMMERCIAL (C)

5.3.1. Intent and Purpose.

It is the intent of this district to allow for the establishment of a variety of retail, service, and commercial uses, and business and professional offices, designed to serve the community needs of the Aircenter Planned Development as well as the general community.

5.3.2. Permitted Uses.

- a. All uses permitted in the under Lincoln Municipal Code section 18.22.010 & 18.22.020 - Commercial District - Permitted Uses & Uses Permitted within a Building.
- b. Such other uses which in the opinion of the Planning Commission are of a similar nature and compatible with surrounding land uses.

5.3.3. Conditional Uses.

The following uses are permitted subject to issuance of a Conditional Use Permit by the Planning Commission:

- a. All uses noted in the under Lincoln Municipal Code section 18.22.030 - Commercial District - Conditional Uses
- b. Such other uses which in the opinion of the Planning Commission are of a similar nature and compatible with surrounding land uses.

5.4. Limited Use Light Industrial (LLI)

5.4.1. Intent and Purpose.

It is the intent in this zoning designation to provide space for light manufacturing and light 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. Uses permitted under this designation include small-scale manufacturing, fabrication, research and/or testing, packaging, storage, equipment repair, and similar uses. This zoning district would also look at allowing 'incubator' and smaller service industry users. Particular attention will be paid to the compatibility and impact of uses locating in this district based upon the proximity to the Regional Airport, and adjacent residential areas (see section 5.2 - Compatibility).

5.4.2. Permitted Uses.

The following uses will be permitted:

1. All uses permitted in the under Lincoln Municipal Code Sections 18.26.010 and 18.26.020 – Light Industrial District – Permitted Uses & Uses Permitted within a Building.
2. Sales of goods manufactured on-site within the building.
3. Service industries or those industries providing a service as opposed to the manufacture of a specific product shall be conducted within a building or surrounded by a solid durable masonry wall, or other alternative as approved by the Planning Commission. No materials or equipment shall be stored higher than the fence or wall. Uses include, but are not limited to the following:
 - (1) Building trades service yard and workshop,
 - (2) Equipment rental agency,
 - (3) Delivery service,
 - (4) Janitorial service,
 - (5) Pest control service,
 - (6) Towing service with vehicle storage (except salvage yards),
 - (7) Appliance & electronic repair
4. Retail uses, conducted within a building, and/or surrounded by a solid durable masonry wall, or other alternative as approved by the Planning Commission. None of the equipment or material is to be stored higher than the fence or wall. Uses include, but are not limited to the following:
 - (1) Surplus sales,
 - (2) Public auction,
 - (3) Automobile, boat, motorcycle, and RV sales, and rental,
 - (4) Equipment sales, i.e., boat, motorcycle, etc. parts and accessories (except salvage yards),
 - (5) Pool sales and service,
 - (6) Wholesale distributor's (tile, carpet, etc.)
5. Recreational uses, conducted entirely within a building, including but not limited to:
 - (1) Volleyball, softball, soccer, basketball, tennis, or similar activities,
 - (2) Gym, physical fitness studio, gymnastics studio, dance studio,
 - (3) Martial arts, boxing, or similar activities
 - (4) Golf driving range,
 - (5) Bowling alley.
6. Uses engaged in research activities including research laboratories, development laboratories and light manufacturing such as but not limited to the following:
 - (1) Measuring, analyzing and controlling instruments,
 - (2) Photographic, medical and optical goods,
 - (3) Computer components and accessories
 - (4) Data processing equipment
 - (5) Graphic and art equipment
 - (6) Metering equipment

7. Manufacturing, service, sales, assembly, testing and repair of components, devices, equipment and systems and parts and components such as, but not limited to, the following:
 - (1) Household and restaurant equipment and appliances,
 - (2) Light construction equipment, tools, and devices,
 - (3) Heavy equipment, tools, and devices,
 - (4) Automobile repair, sales, and service,
 - (5) Electronic equipment and devices
8. Administrative, professional and business offices associated with and accessory to a permitted use.
9. Churches (subject to compatibility with PCALUCP, see section 5.2)
10. Cafeteria, café, or restaurant accessory to and incidental to a permitted or conditionally permitted use.
11. Such other uses which in the opinion of the Planning Commission are of a similar nature and compatible with surrounding land uses.

5.4.3. Conditional Uses.

The following uses are permitted subject to issuance of a Conditional Use Permit by the Planning Commission:

1. All uses noted in the under Lincoln Municipal Code Section 18.26.030 – Light Industrial District – Conditional Uses
2. Amusement uses, conducted entirely within a building, including but not limited to:
 - (a) Go-cart, mini-bike, motorcycle racing,
3. Breweries, wineries, distilleries, coffee roasters, tea processing
4. Outdoor storage and sales
5. Public utility yard
6. All uses entailing the on-sale and off-sale of alcoholic beverages
7. Such other uses which in the opinion of the Planning Commission are of a similar nature and compatible with surrounding land uses.

5.5. Medium and Service Industrial

5.5.1. Intent and Purpose.

It is the intent of this district to allow the location of general manufacturing activities and service industry activities. Goods manufactured at the site may be sold at the site. Minor ancillary activities associated with the above activities may be located outside a structure provided that screening requirements as set forth in this section are met. Uses permitted under this designation include fabrication, processing and production facilities, storage, and warehousing. Particular attention will be paid to the compatibility and impact of uses locating in this district based upon the proximity to the Regional Airport, and adjacent residential areas (see section 5.2 – Compatibility).

5.5.2. Permitted Uses.

The following uses will be permitted:

1. All uses permitted in the under 5.4.2 - LLI Permitted Uses.

5.5.3. Conditional Uses.

1. Manufacturing and/or assembly of the following or similar products;
 - a. Aircraft components
 - b. Electrical appliances and machinery
 - c. Machine tools
 - d. Communications equipment
 - e. Heating equipment
 - f. Electrical equipment, devices, and components
 - g. Boxes and packaging
 - h. Clothing, textiles, etc.
2. Manufacturing, processing or treatment of the following or similar items:
 - a. Pharmaceutical products
 - b. Plastics
 - c. Food products
3. The manufacture of products made from the following or similar materials:
 - a. Aluminum
 - b. Steel
 - c. Glass
 - d. Wood
 - e. Plastics
4. Industries engaged in the distribution and/or storage or warehousing of products similar to those listed in other permitted uses in this group.
5. Such other uses which in the opinion of the Planning Commission are of a similar nature and compatible with the surrounding land uses.

5.6. DEVELOPMENT GUIDELINES AND STANDARDS.

5.6.1. Purpose.

It is the purpose and intent of this section to set forth standards, guidelines, and criteria for development of the uses specified herein. The Development Standards and design criteria that follow are intended to be minimum design parameters.

5.6.2. Applicability.

The requirement of the siting and design sections will apply to all Commercial, Limited Use Light Industrial, and Medium and Service Industrial areas.

5.7. Site Requirements - Minimum site area

Minimum lot size will be determined at the time of a Specific Development Plan, by the Planning Commission, and dictated through the required setbacks, landscaping, and parking.

5.8. Total Height.

The maximum height for buildings shall be fifty (50) feet.

5.9. SETBACKS

5.9.1. Purpose.

Structures and activities are part of a total development neighborhood. Setbacks are one device used to organize buildings and activities on the site so that the land use will have a beneficial impact on the entire development industrial neighborhood. Structures should not crowd the periphery of the site and impair the quality of life for adjacent properties. By separating structures from one another, privacy is increased, light and air is allowed to adjoining properties and over-crowding is avoided. This is particularly critical where mixed uses are possible exist in mixed land use neighborhoods. Setbacks allow a definite physical separation between buildings on adjoining lots suitable for distinguishing separation of responsibilities and to allow companies on adjoining lots to be individually identifiable.

Regulations	Standard	Footnotes
Street Setback	21 feet	1, 2
Interior Property Line Setback	10 feet	3, 4
Rear Property Line Setback	25 feet	6
Separation Between Buildings	10 feet, or per the California Building Code, whichever is greater	
Parking	5 feet from an interior property line	5, 7

1. Roof overhangs may extend a maximum of five (5) feet into setback areas in compliance with the California Building Code.
2. The twenty-one (21) foot setback area from a public or private street will be installed as a landscaping easement and shall remain unaltered except for access drives and sidewalks, unless otherwise approved by the Planning Commission.
3. When abutting an area designated for residential use, buildings and structures (except fences and walls) shall be setback a minimum of 25 feet from the property line. The common boundary line between the Non-Residentially zoned property and the Residential zoned property shall be demarcated by a solid masonry wall and be constructed on the Non-Residentially zoned property at the time of the development. This requirement may be waived when the zones are separated by a street or by physical features, such as an Open Space area, with approval by the Planning Commission.
4. The interior property line setback may be reduced by the Planning Commission, in review of a Specific Development Plan, upon innovative designs which would enhance the quality of a project and would comply with the California Building Code.
5. Parking Lot Overhang - No parking, other than automobile overhangs, shall be permitted to be closer than five (5) feet from an Interior property line.
6. Rear Yard: The rear yard setback may be reduced to ten (10) feet. The distance may be reduced by the Planning Commission, in review of a Specific Development Plan, based upon innovative designs which would enhance the quality of a project and would comply with the California Building Code.

7. When abutting an area designated for residential use, the parking area will be setback a minimum of 25 feet from the property line. This requirement may be waived, with approval by the Planning Commission, when the zones are separated by a street or physical features such as an open space area that is 25 feet or greater in depth.

5.10. FENCES, WALLS, AND BUFFERING YARDS.

5.10.1. Purpose

Fences, walls, and buffer yards (including landscaping and berms) are a positive element of any site plan which compliments the building's architecture and blends with perimeter landscaping, ensures privacy, security, sound attenuation, separation of functional activities, and screening of unsightly functions and activities.

5.10.2. Guidelines

1. In those situations where residential development is proposed adjacent to existing industrial or commercial development, the City will require fencing, walls, buffer yards, or any combination thereof. The specific requirement shall be approved by the Planning Commission during the review of the Specific Development Plan.
2. Unless otherwise approved by the Planning Commission, no fence or wall shall be constructed closer than twenty-one feet from the curb line of a fronting street unless it is of a height not to exceed forty-two (42) inches.
3. No fence or wall shall exceed a height of 6'-0" unless otherwise approved by the Planning Commission.
4. All fences and walls located between a fronting street and a building require approval by the Planning Commission.
5. All fences and walls shall be designed as an integrated part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complimentary of the overall architectural design.
6. All fences or walls shall be constructed of a solid masonry wall, or other solid durable alternative as approved by the Planning Commission.

5.11. PARKING

5.11.1. Purpose.

Industrial and Commercial land uses generate a need for customer, employee and truck parking. Each site is expected to provide adequate space to handle its parking demand and should be easily accessible from the street. Reciprocal parking and access is encouraged. Parking should not occur on public streets. Parking can be integrated with landscaped setbacks so that parking areas do not detract from the aesthetics of the industrial and commercial site. In order to promote alternative types of transportation, sufficient on-site parking shall be provided for zero emission vehicles (ZEV) and Neighborhood Electric Vehicles (NEV) with charging stations.

5.11.2. Guidelines.

1. On-site parking shall be determined in accordance with the City of Lincoln's Zoning Code, Section 18.44. The requirement for a specific number of spaces

may, in the City's discretion, be reduced in order to achieve the ridesharing goals of the City of Lincoln's Ridesharing Ordinance.

2. Standard parking stalls size shall be designated according to the City of Lincoln Municipal Code. When a raised curb is used at the end of a parking space, the dimension of the space may encroach two (2) feet from the face of the curb into the landscaping behind the curb, provided the total width of the landscaped area is five (5) feet or greater.
3. All employee, visitor, truck and trailer parking shall be provided on-site. There shall be no on-street parking.
4. All parking, trucking and loading areas are to be paved to provide dust free all weather surfaces.
5. Businesses locating in Lincoln Aircenter are to encourage the formation of car pools by their employees; consideration should be given to designating reserved "car pool" parking spaces. Designated "car pool" spaces should be given preferential locations in relatively close proximity to primary employee building entrances. The implementation of the City's Ridesharing Ordinance (if applicable) will be a part of the Specific Development Plan approval process.
6. Designated "cycle parking" areas should be considered for the convenience of employees using bicycles or motorcycles. In order to avoid the clutter of cycles parking in unplanned locations, it is recommended that planned "cycle parking" areas be conveniently located to employee entrances and be provided with racks having security locking capabilities.
7. Designated zero emission vehicle (ZEV), neighborhood electric vehicle (NEV), and similar vehicles parking spaces shall be placed on-site with dedicated charging stations. The parking space size and charging station design shall be based upon the NEV Transportation Plan as adopted by the City Council.

5.12. ACCESS AND DRIVEWAY LOCATIONS

5.12.1. Purpose

To have access driveways located such that vehicular traffic arriving at and leaving from lots as well as traffic passing continuously in streets, flows at an optimum level of efficiency.

5.12.2. Guidelines

1. Access driveways should be coordinated with adjacent lots so as not to impede the efficient flow of peak period traffic. The separation of driveways shall be dictated by the Public Facilities Improvement Standards, and Design Criteria & Procedures Manual, as adopted by the City Council.
2. Access driveway designs should incorporate provisions for efficient vehicle stacking during peak periods of use, per the Public Facilities Improvement Standards, and Design Criteria & Procedures Manual.
3. Access driveways should be located such that their construction results in a minimal disruption of the street side landscaping and utilities located within the designated landscape easement.
4. Vertical curbs shall be used.

5. Drive-up windows should be permitted only when required for the proposed business to remain economically competitive (see Conditional Uses under 'Commercial' zoning). The placement of a drive-up window facility should be carefully planned. Sufficient area for a minimum of eight (8) vehicles queuing must be included in the design of the facilities in order to avoid congestion on the site, adjacent roads, and intersections.

5.13. STORAGE, SERVICE, AND LOADING AREAS

5.13.1. Loading.

The loading and unloading of goods from vehicles is an integral function of the industrial and commercial development. It is traditionally located at the rear of buildings and is normally associated with outdoor storage of goods and truck parking. Loading dock areas are to be located where they can function efficiently without detracting from the aesthetics of the structure.

5.13.2. Location of Loading Facilities.

To alleviate the unsightly appearance of loading facilities for industrial uses, these facilities shall not be located at the front of structures, unless otherwise approved by the Planning Commission. For commercial properties, loading and unloading facilities shall be reviewed during the Specific Development Plan. Depending upon the type of use in the Commercial zone, the loading and unloading area could be required to be screened as noted under 5.15.2. Backing from the street onto the site for loading into front end docks causes traffic congestion and leads to unsafe truck maneuvering. The industrial site should be capable of handling its own parking and loading and unloading needs. The use of the public street for parking and staging of trucks awaiting loading is prohibited.

5.13.3. Storage.

Storage facilities and their expansion are to be considered during the site's Specific Development Plan in order to prevent clutter and promote orderly development. Permanent outdoor storage shall be screened by a combination of landscaping and materials integral with the theme of the building's architecture, with the approval of the Planning Commission. Site plan design shall consider areas for temporary storage of vehicles, manufactured goods, raw materials, etc. so that this temporary storage has minimal impact on neighboring uses and the public. Outdoor storage, whether temporary, or permanent shall require issuance of a conditional use permit (CUP).

5.14. REFUSE AND RECYCLING COLLECTION

5.14.1. Purpose

To ensure that refuse, and recycling containers are not visible from public view (streets, entry drives and common visual and recreational amenity areas, etc.) and visually integrated into the overall site design.

5.14.2. Guidelines

1. No junk, scrap, rubbish, trash, litter, refuse, or recycling materials shall be deposited or permitted to remain on any site or portion thereof which will detract from its neat and orderly appearance. All such materials shall be kept in sanitary containers.

2. All outdoor refuse and recycling containers shall be visually screened within a durable, six (6) foot tall, or higher non-combustible enclosure so as not to be visible from adjacent lots or sites, neighboring properties or streets. Screen barriers shall be in place prior to occupancy of the building. No refuse or recycling collection areas shall be permitted between a street and the front of a building.
3. All outdoor refuse and recycling enclosures shall be surrounded by landscaping, if the area can accommodate a landscape area, to include trees, shrubs, and groundcover.
4. Refuse and recycling collection areas shall be designed to effectively contain all refuse and recycling material generated on-site and deposited between collections. Deposited refuse and recycling material should not be visible from outside the enclosure.
5. Refuse and recycling collection enclosures shall be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.
6. Refuse and recycling collection areas shall be located upon the lot so as to provide clear and convenient access to refuse and recycling collection vehicles and thereby minimize wear and tear to on-site and off-site developments.
7. Refuse and recycling collection areas shall be designed and located on the lot so as to be convenient for the deposition of refuse and recycling material generated on-site.
8. Unless a specific enclosure design is approved by the City of Lincoln Solid Waste Department, the design of the enclosure shall comply with the Public Facilities Improvement Standards as adopted by the City Council. The exterior materials of the enclosure shall match that of surrounding architecture, to the satisfaction of the Planning Commission.

5.15. SCREENING OF EXTERIOR ELECTRICAL EQUIPMENT AND TRANSFORMERS

5.15.1. Purpose

To minimize the visibility of exterior equipment and transformers from public view (streets, entry drives, parking areas, and common visual and recreational amenity areas, etc.); early contact with the electric company is encouraged so that pad mounted transformers can be integrated into the site plan. All pad fixtures and meters should be shown on the site plan. The necessity for utility connections, meter boxes, etc. should be recognized and integrated within the architectural design of the buildings.

5.15.2. Guidelines

1. Transformers that may be visible to the public shall be screened to minimize their visual impacts with a combination of landscaping and a durable non-combustible enclosure, unless otherwise dictated by Pacific Gas and Electric (PG&E).
2. Transformer enclosures, where used, shall be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme, unless otherwise dictated by PG&E.
3. Electrical equipment shall be located in the interior of a building. Electrical rooms can be combined with fire riser equipment, in certain cases.

5.16. SCREENING OF EXTERIOR MECHANICAL EQUIPMENT

5.16.1. Purpose

To have all exterior components of plumbing, processing, heating, cooling and ventilating systems not be directly visible from within the lot or from adjoining streets, lots or buildings.

5.16.2. Guidelines

1. Equipment Location. Exterior support equipment should not only have a good functional placement, but shall also be located where it can best integrate with the building's architecture and not appear to be added arbitrarily. Proper integration allows for a clean, neat building and an uncluttered industrial site.
2. Utility Service. Utility connections shall be planned to coordinate with architectural elements of the site so as not to be a visual nuisance.
3. All mechanical apparatus, equipment fixtures, ducts, vents, flues and pipes mounted or placed on the roof surface or located on the exterior of any building or structure, shall be concealed from view from the streets and from buildings or other sites in an architectural manner approved by the City.
4. Ground mounted equipment shall be screened with a combination of landscaping and a durable enclosure of solid material, if visible from public view.
5. In the case of roof mounted mechanical equipment, the building parapets shall be of such height that roof mounted screening devices shall not be required. If building parapets do not provide the required screening, mechanical equipment shall be screened by an unobtrusive screening device that will appear as an integrated part of the overall architectural design.
6. If a building does not act as a total roof screen for mechanical equipment then any addition to the building to screen future mechanical equipment or solar collectors shall be of the same building design elements and color. The use of separate mechanical screen fence design shall be discouraged.
7. No exterior components of plumbing, processing, heating, cooling and ventilating systems shall be mounted on any building wall unless they are an integrated architectural design feature and, in any case, shall be permitted only with approval of the City of Lincoln.
8. Any devices employed to screen exterior components of plumbing; processing, heating, cooling and ventilating systems from direct view shall appear as an integrated part of the architectural design and as such be constructed of complimentary and durable materials and finished in a complimentary texture and color scheme to the overall architectural design.

5.17. UTILITIES AND COMMUNICATION DEVICES

5.17.1. Purpose

To have the entire Lincoln Aircenter visually free of unsightly overhead power and telephone lines, utility poles and other utility and communication equipment and components.

5.17.2. Guidelines

1. Overhead utilities shall be prohibited. All public utilities must be underground prior to the occupancy of any structures on the project site.
2. All on-site utilities including, but not limited to, drainage systems, sewers, gas lines, and water lines and electrical, and telephone and communications wires shall be installed and maintained underground.
3. On-site underground utilities shall be designed and installed to minimize the disruption of off-site utilities, paving and landscape during construction and maintenance.
4. Antennas or other devices for transmission or reception of any signals may be placed on a lot when approved by the City of Lincoln, provided height and PCALUCP requirements (see chapter 9 for further details, and Policy 4.3.5 of the PCALUCP) are observed and screening is incorporated
5. Temporary overhead power and telephone facilities are permitted during construction.

5.18. LANDSCAPING

5.18.1. Purpose

Landscaping should be a positive element of the site plan and not merely a treatment for leftover space. The specific amounts of the landscaping and types are dependent upon what is already present in the area and the landscaping needs of the specific site. Given that project architecture and building sites within Lincoln Aircenter will most likely be of varying types and sizes, landscaping as a design element will play the key role in creating and conveying the overall character of Lincoln Aircenter as a "park like" working environment. The purpose then, of these Landscape Design Guidelines is to provide design criteria which will help to insure that Lincoln Aircenter achieve an image that is distinctive, clearly understandable and unified.

5.18.2. Guidelines

1. Every site on which a building shall have been placed shall be landscaped according to plans and specifications as prepared by a licensed landscape architect and approved by the City of Lincoln as specified herein and maintained thereafter in a healthy, neat and orderly fashion.
2. Whenever practical, use of drought tolerant plants should be made in all landscaped areas to enhance and minimize irrigation and maintenance.
3. Portions of sites that are not improved for a project may be left unimproved but maintained in a clean and neat appearance by the property owner. Weeds, brush and trash will be removed as often as necessary to maintain a clean appearance.
4. In addition to the landscaping required in setback areas, a goal of at least 15% of the area within the property lines of a development site shall be devoted to landscaping materials unless otherwise approved by the Planning Commission.
5. Site Organization. Landscaping will define areas by helping to focus on entrances, exits, loading areas, parking lots, define the edges of various land uses and provide transition between neighboring properties.

5.18.3. Street Frontage Landscaping.

- (a) Definition of Street Frontage Zone. The street frontage zone is defined as that portion of the site which fronts on the landscape easement and/or is visible from the street. Typically the Street Frontage Zone includes landscaping, sidewalks, and driveways.

- (b) Specific Design Limitation Within the Street Frontage Zone.

Landscaped mounds should be included within the twenty-one (21) foot landscape easement. These undulating earth forms shall range from two (2) to three (3) feet in height on a slope bank and two (2) to three (3) feet in height on a flat surface from the closest street curb elevation or parking area. The portion of the landscaped mound, as viewed from the street, shall be constructed at 3:1 ratio integrated with ground cover, trees, and shrub areas.

- (c) Parking. Surface parking areas within the street frontage zone shall be a minimum of two (2) feet below the top elevation of the berm within the landscape easement.
- (d) Screening shrub. Shrubs, in combination with walls, should be used to aid in eye level screening of service areas.
- (e) Sidewalks. Sidewalks along the street frontage shall be separated by a six (6) foot wide landscape area (as measured from the back of the curb to the front of the sidewalk), planted with avenue shade trees, and groundcover. The number and distance between the shade trees to be determined by the placement of the building, driveway access, and growth habits of the tree.

5.18.4. Tree Planting Requirements

- (a) A minimum of one 15 gallon tree is required per each five parking stalls. Trees must be placed in the immediate vicinity of parking stalls; credit will not be given for perimeter edge tree plantings.
- (b) Tree wells and planter areas within paved parking areas shall provide a minimum 5 feet clear planting space.
- (c) Tree well and planting edge curbs should be used in lieu of wheel stops
- (d) Perimeter planting will be required adjacent to parking areas.
- (e) Where automobile bumpers overhang into landscaped strips there must be a minimum of 3' of growing area outside of the 2' bumper overhang (see parking). Drought tolerant planting is encouraged.
- (f) A single species tree is encouraged to be used for each parking compound. The tree species may be different in separated parking compounds.

5.18.5. Side and Rear Yard Requirements

- (a) A five (5) foot wide minimum planting strip is to be provided continuously along and adjacent to all interior and rear property lines.

- (b) Where two properties adjoin, there shall be a minimum of a ten (10) foot wide zone created by the two five (5) foot wide required landscape planting strips on each side of a property line.
- (c) Shrubs and tree plantings are required within the five (5) foot wide zone.
- (d) The City of Lincoln may approve other designs in-lieu of the planting strips when a better design than described above is submitted and approved by the Planning Commission.

5.18.6. Surface Treatment Adjacent to Buildings

- (a) As surface treatment adjacent to building walls, landscaping can soften the edge between the parking lot and the structure. This landscaped space should compliment the architectural forms of the building providing a pleasant green space.
- (b) When a parking or drive aisle is proposed along the frontage of a building, a minimum depth of five (5) feet of landscape area is required adjacent to the building frontage (excluding loading dock, storage areas, or similar facilities), placed to ensure adequate ingress/egress. In-lieu of the planter area, trees and shrubs can be planted in decorative planter pots with proper irrigation and drainage. The planting adjacent to the building(s) shall be approved by the Planning Commission.

5.18.7. Existing Oak Trees

- (a) All existing oak trees shall be protected and maintained during the construction period and incorporated into the landscape plan unless their removal is otherwise approved by the City. No existing tree shall have more than 25% of the root zone within the dripline of the tree impacted under a hard surfaced paving unless an aeration system is installed under the paving and such system is reviewed and approved by the City, with review by a licensed arborist, prior to final plan approval.
- (b) An arborist report shall be required for any grading and/or construction adjacent to an existing tree. The arborist report shall provide an 'Impact Assessment' as well as recommendations for the longevity and health of the existing tree.
- (c) The maximum amount of existing oak trees shall be retained on the site. Care should be taken to insure that the root zones are not disturbed and that grade changes do not adversely affect mature trees. No existing trees may be removed without submitting to the City of Lincoln the reasons for such removal and receiving written approval from the City.

5.18.8. Maintenance

- (a) All landscaped areas shall install automatic sprinkler systems and shall be a "conserving" type to maximum extent feasible.
- (b) Damaged plantings and irrigation equipment will be repaired or replaced within thirty days.
- (c) All required trees shall be a minimum of 15 gallon size unless otherwise approved by the City of Lincoln.

5.19. ARCHITECTURAL GUIDELINES

5.19.1. Purpose

To encourage high quality architectural design of structures within the Plan Area.

5.19.2. Guidelines

1. All designs shall appear as an integrated part of an overall site design concept.
2. There shall be no exterior walls of sheet metal or corrugated iron, steel, aluminum, asbestos or similar materials unless such metal clad buildings are designed by an architect and only if specifically approved in writing by the City of Lincoln. In general, exterior walls are to be masonry, concrete or other City approved materials.
3. Design considerations should be given for:
 - (a) views and vistas
 - (b) solar orientations and climate
 - (c) orientation toward major streets and thoroughfares
 - (d) vehicular and pedestrian flows
 - (e) the character of surrounding developments
 - (f) expressions of a facility's functional organization
 - (g) expressions of the individual character of each business
 - (h) the satisfaction of physical, psychological, social and functional needs of facility users
 - (i) energy conservation through facility design
 - (j) potential environmental hazards
 - (k) enhancement of the overall landscape
4. Consideration should be given to the incorporation of design features such as:
 - (a) Ceremonial entrance drives,
 - (b) Enriched visitor parking areas,
 - (c) Highlighted visitor entrance and entry plazas,
 - (d) Highlighted employee entries and entry plazas,
 - (e) Decorative pedestrian plazas and walkways,
 - (f) Focal theme towers,
 - (g) Focal site sculptures,
 - (h) Enriched employee lunch areas,
 - (i) Employee recreational facilities,
 - (j) Accent landscaping,
 - (k) Accent lighting,
 - (l) Atriums and interior courts,
 - (m) Dynamic building and roof forms,
 - (n) Striking window patterns,
 - (o) Light and shadow patterns,
 - (p) Color accents
5. Illuminators should be integrated within the architectural design for the buildings. Light sources should not be visible, they should be shielded to reflect down onto the ground and not out into streets or neighboring property. Additionally, those items as noted in the PCALUCP policy 4.3.5, concerning visual or electronic interference will be reviewed.
6. Lighting for parking lots and private access streets shall utilize sodium vapor or other energy conserving lighting systems.

7. As a security device, lighting should be adequate but not overly bright. Tall lights should be avoided.

5.20. SITE SIGNAGE

5.20.1. Purpose

1. To establish a coordinated sign system throughout the development that compliments the architecture of the building and serves the needs of the traveling public.
2. All signs are subject to review and permit approval by the City of Lincoln.

5.20.2. Guidelines

1. Monument Sign. The company or building complex identification sign shall be a monument type sign.
 - (a) Location. The sign may be placed within the twenty-one (21) foot landscaped buffer where the meandering sidewalk is at either extreme of the twenty-one (21) foot space. The sign shall be placed at a 90 degree angle to the street except as approved by the City of Lincoln.
 - (b) Sign setback minimum. Sign setback shall be ten (10) feet from street right-of-way line, and outside of the line-of-sight of access points.
 - (c) Materials. The sign message area shall be of durable materials customarily used in the construction of monument signs. The base shall be constructed of concrete, aggregate, stone, brick, or other durable materials or combination of such materials.
 - (d) Information. The sign may include one or all of the following: the company name and/or logo, complex and address.
 - (e) Lettering. The lettering shall be an integral part of the sign and may be carved, etched, or individual channelized type letters; the logo shall be of the same type.
 - (f) Colors. The sign lettering/logo can be any color.
 - (g) Size. The sign shall range in size from three (3) feet to five (5) feet in height by four (4) to six (6) feet in width. The maximum message area shall not exceed thirty (30) square feet per sign side.
 - (h) Height. The maximum height of the monument sign including the base shall be as follows: one tenant six (6) feet; multiple tenants eight (8) feet.
 - (i) Spacing. Any property on a corner lot which has exposure to two streets may install two identification signs providing they are a minimum of one-hundred (100) feet apart. In the case of monument signs on different parcels or developments, spacing shall be no closer than fifty (50) feet apart.
 - (j) Not more than one monument sign is allowed per parcel. The monument sign is required to be located on the premises occupied by the business. In the case of parcels not located along a roadway, tenants will be allowed to be included on

a monument sign as along as a master sign plan is approved by the City detailing the number of tenant panels, size, and location.

(k) Lighting. Low level spot, or internal illumination of sign is permissible, not a requirement. Lighting shall not cause glare nor shall its source be visible from adjacent property or Public Street.

2. Way-Finding Signage. Way-finding signage should be visible from the street right-of-way, shall be discrete, and constructed of durable material consistent with the monument sign, if any. Way-finding signage shall be approved in conjunction with a master sign plan.

(a) Size. The sign size shall range between eighteen (18) inches high and thirty (30) inches long and may be double-faced. The area shall not exceed four (4) square feet for each face.

(b) Height. The sign height shall not exceed three (3) feet from adjacent ground to the top edge of the sign.

(c) Location. Directional sign(s) shall be located on site, near site entrance.

3. No advertising sign shall be permitted other than the following:

(a) One sign per parcel identifying the name, business and products of the person or firm occupying the premises.

(b) One sign per parcel offering the premises for sale, lease or rent.

5.21. BUILDING MOUNTED SIGNAGE

5.21.1. Purpose

To establish a coordinated sign system throughout the development that compliments the architecture of the building and serves the needs of the traveling public. The primary purpose of permanent building mounted signs is to contribute to the overall design and continuity of the project and character of the community, while providing adequate signage for commercial, office, and industrial uses.

5.21.2. Guidelines

1. Building mounted signs should be designed to be proportional in size and scale of the building elevation.

2. Sign Copy. Wall-mounted sign copy shall be limited to individual lettering, graphic symbols, and logos.

3. Lighting. Building mounted signage could be illuminated

4. Size and Height. The size of lettering and total square footage of the sign should be proportional with the building and overall site. Individual letters and logo would be permitted.

5. Materials. Material palette must reflect and unify the architectural design and material of the building.

6. Each development may develop its own signage program that adheres to the guidelines contained in the following section. Each signage program shall be reviewed and approved by the Community Development Department.

5.21.3. Specific Sign Criteria

1. The sign may include company name, logo, and address.
2. Each tenant having frontage on the building elevation, facing a street or drive aisle, shall be permitted a single sign.
3. Location. The sign shall generally be centered over the entrance. The sign shall not be mounted above the roof line.
4. Illumination. Internal or overhead illumination is allowed. Building elevations that face any open space area, that face the following streets: Teal Hollow Drive, North Teal Hollow Drive, McClain Drive, and are adjacent to the HDR zoned land, shall be non-illuminated.
5. Height. Total height of signage not to exceed thirty-six (36) inches – stacked or single line. The height of the sign to be proportionate to the square footage of the occupied space within the building.
6. Width. Not to exceed seventy (70%) percent of the tenant space, including logo.
7. Allowed Square footage. Two (2) square feet of sign per one (1) linear foot of building frontage. Maximum sign area for a single not to exceed one hundred (100) square feet for a single tenant. If multiple tenants occupy the space, the allowed signage shall be divided between tenants with the total allowed signage for all tenants not to exceed two hundred (200) square feet.
8. Materials. Constructed from high quality, durable plastic, wood, or metal.
9. Exception. Where a sign or logo by virtue of its proportions requires a greater height, width, or square footage, and said sign or logo by is proportionate to the building and in keeping with the overall building architecture, the height, width, or square footage limit may be exceeded based upon the issuance of a Conditional Use Permit by the Planning Commission pursuant to the provisions of Lincoln Municipal Code section 18.56. Such exception will only be permitted on one elevation.

5.22. Prohibited Signs

The following signs shall be prohibited:

- (a) Billboards,
- (b) Pole Mounted Signs,
- (c) Animated, flashing, moving signs,
- (d) Hand lettered signs,
- (e) Sandwich board and other free-standing signs,
- (f) Signs mounted on stationary vehicles,
- (g) Roof mounted signs,
- (h) Inflatable or floating signs, captive balloons
- (i) Can/box signs (other than logo signs)

6. STREET DESIGN GUIDELINES

6.1. Street Requirements

1. Street Standards. Any new streets or extensions there of within the project shall comply with the design standards set forth in the Public Facilities Improvement Standards, and Design Criteria & Procedures Manual, as adopted by the City Council.

- (a) A private Road, "Lincoln Airpark Drive", currently runs east-west with access from Aviation Boulevard. Lincoln Airpark Drive serves parcels along the north and south of the private roadway.

2. Visual Corridors. The following arterials are considered to be important visual corridors into the planned unit development establishing its theme and character:

- (a) Venture Drive
 - (b) Aviation Boulevard
 - (c) Nicolaus Road
 - (d) Lakeside Drive

All of the above arterials are to be developed with the following: median landscaping where appropriate, and landscaped and signed entrances. These arterials and the required entrances and landscaping are to be part of Landscaping and Lighting Districts pursuant to the Landscaping and Lighting Act of 1972.

3. Industrial Access and Driveway Locations. In order to insure that traffic on streets flows at an optimum level of efficiency, the following general and specific requirements are established:

- (a) Along Aviation Boulevard and Venture Drive there shall be developed common access driveways serving parcels along this arterial. The design and number of parcels served by each common driveway shall be determined at the time a Specific Development Plan is submitted on any one of the parcels situated along this arterial. The Planning Commission may allow a deviation from this requirement if the proposed project does not control the adjacent parcel.

- (b) Along all other major arterials, refer to Design Standards Section.

- (c) In those cases in which industrial development is located adjacent to residential development, industrial driveways and access points are not allowed to be located on streets serving residential developments.

7. SIDEWALKS

7.1. Purpose

To provide a safe (separated from vehicles) all weather, efficient and aesthetically pleasing means of pedestrian circulation connecting lots along the street side perimeter, accessible path-of-travel, efficient and aesthetically pleasing means of pedestrian circulation serving each site, including connecting parking areas with building entries, connecting buildings to one another and connecting building entries with on-site amenities.

7.2. Guidelines

1. Street side sidewalks will be installed by the developer within perimeter landscape easements.
2. On-site pedestrian circulation systems shall be provided to meet the circulation needs of on-site users. Such systems should provide safe, all weather, efficient and aesthetically pleasing means of on-site movement and should be an integrated part of the overall architectural and site design concept.
3. Where usage dictates, connections should be made between on-site and perimeter pedestrian circulation systems.
4. Street sidewalks will be permitted to meander through the perimeter landscape easements.
5. Any new streets or the extension thereof shall have a minimum of six (6) feet of landscaping shall be installed between the back of the curb and the face of the sidewalk.

8. NUISANCES

8.1. Purpose

To insure that no portion of the Lincoln Aircenter is used in such a manner as to create a nuisance to adjacent sites or streets such as, but not limited to, light, vibration, sound, electro-magnetic disturbance, radiation, noise, air or water pollution, dust emission, and/or odorous toxic or non-toxic matter.

8.2. Guidelines

1. Ensure compliance with all applicable local, county, state, and federal laws.
2. No nuisance shall be permitted to exist or operate upon any lot or site so as to be offensive or detrimental to any adjacent lot, site or neighboring property or to its occupants. A "nuisance" shall include, but not be limited to, any of the following conditions:
 - (a) Any use of the lot or site which emits dust, sweepings, dirt or cinders into the atmosphere or discharges liquid, solid wastes or other harmful matter into any stream, river or other waterway which, may adversely affect the health, safety, comfort of or intended property use of their property by persons within the area. No waste nor any substance or materials of any kind shall be discharged into any public sewer serving the subject property or any part thereof in violation of any regulation of any public body having jurisdiction over such public sewer.
 - (b) The escape or discharge of any fumes, odors, gases, vapors, steam, acids or other substance into the atmosphere which discharge, may be detrimental to the health, safety or welfare of any person or may interfere with the comfort of persons within the area or which may be harmful to property or vegetation.
 - (c) The radiation or discharge of intense glare or heat from any point exterior to the site or lot upon which the operation is conducted. Additionally, those items as noted in the PCALUCP policy 4.3.5, concerning visual or electronic interference will be reviewed.
 - (d) Excessive noise, sounds or vibrations that are objectionable to surrounding properties due to intermittence, beat, frequency or shrillness.

- (e) Excessive emissions of smoke, steam or particulate matter. Visible emissions of smoke or steam will not be permitted (outside any building) which exceed Ringelmann No. 1 on the Ringelmann Chart of the United States Bureau of Mines. This requirement shall also be applied to the disposal of trash and waste materials. Windborne dust, sprays, and mists originating in plants are not permitted.
- (f) Ground vibration. Buildings and other structures shall be constructed and machinery and equipment installed and insulated on each lot or site so that the ground vibration inherently and recurrently generated is not perceptible without instruments at any point exterior to any lot or site.

9. PLACER COUNTY AIRPORT LAND USE COMPATIBILITY PLAN (PCALUCP)

The Lincoln Aircenter Development is located within the Lincoln Regional Airport Influence Boundary Area. The PCALUCP serves as a tool for the Placer County Transportation Planning Agency (PCTPA) and the City of Lincoln to review airport and adjacent land use development proposals. The PCALUCP establishes land use criteria and zones based on noise, safety, airspace protection, and overflight provisions.

The PCTPA acts as the Airport Land Use Commission (ALUC) for the Lincoln Regional Airport. An ALUC's fundamental purpose is to protect public health, safety, and welfare by ensuring orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports to the extent that these areas are not already devoted to incompatible uses. An ALUC accomplishes this purpose by: 1) preparing and adopting airport land use plans and 2) reviewing the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

9.1. Purpose

To minimize the possibility of loss of life, injury, or damage to property as a result of airport hazards.

9.2. Intent

To protect existing and planned local air transportation facilities from encroachment by potentially incompatible land uses and require projects within the Aircenter area to file a Compatibility analysis to ensure consistency with the PCALUCP.

9.3. Guidelines and Implementation

Upon application for a discretionary permit such as: Design Review, Specific Development Plan, Conditional Use Permit, etc., each proposal shall be reviewed under the provisions of the PCALUCP for consistency. Accordingly, Table 2A – Primary Compatibility Criteria (on the following pages), is incorporated into this document to provide reference as to the use intensity limitations for non-residential proposals.

For additional information, the PCALUCP can be accessed on Placer County's website (http://www.pctpa.net/library/aluc/aluc_plan.htm).

City staff will make the determination regarding level of review: City staff review, Placer County staff review, or Placer County Airport Land Use Commission review, based upon the proposed project. City staff will also monitor use intensity (non-residential development) for PCALUCP compliance.

9.3.1. Table 2A

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residen- tial (dw/ac) ¹	Aver- age ⁶	Other Uses (people/ac) ² Single Acres ⁷	with Bonus ⁸	Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
A	Runway Protection Zone and within Building Restriction Line	0	10	same	same	All Re- maining	▶ All structures except ones with location set by aeronautical function ▶ Assemblages of people ▶ Objects exceeding FAR Part 77 height limits ▶ Storage of hazardous materials ▶ Hazards to flight ⁹	▶ Aviation easement dedication
B1	Approach/Departure Zone	0.1 (10-acre parcel)	25	50	65	30%	▶ Children's schools, day care centers, libraries ▶ Hospitals, nursing homes ▶ Highly noise-sensitive uses (e.g., outdoor theaters) ▶ Aboveground bulk storage of hazardous materials ¹⁰ ▶ Hazards to flight ⁹	▶ Locate structures maximum distance from extended runway centerline ▶ Minimum NLR of 25 dB in residential and office buildings ¹¹ ▶ Airspace review required for objects > 35 feet tall ¹² ▶ Aviation easement dedication
B2	Adjacent to Runway	0.1 (10-acre parcel)	50	100	130	No Req't	Same as Zone B1	▶ Locate structures maximum distance from runway ▶ Minimum NLR of 25 dB in residential and office buildings ¹¹ ▶ Airspace review required for objects > 35 feet tall ¹² ▶ Aviation easement dedication
C1	Extended Approach/Departure Zone and Primary Traffic Pattern	0.5 (2-acre parcel)	75	150	195	20%	▶ Children's schools, libraries ▶ Hospitals, nursing homes ▶ Highly noise-sensitive uses (e.g., outdoor theaters) ▶ Hazards to flight ⁹	▶ Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹¹ ▶ Airspace review required for objects > 70 feet tall ▶ Deed notice required
C2	Other Traffic Pattern	No Limit	100	300	390	10%	▶ Children's schools ▶ Hospitals, nursing homes ▶ Buildings with > 3 habitable floors above ground ▶ Hazards to flight ⁹	▶ Deed notice required ▶ Airspace review required for objects > 150 feet tall
D	Other Airport Environs	No Limit		No Limit ¹³		No Req't	▶ Spectator-oriented sports stadiums; amphitheaters; concert halls ¹⁴ ▶ Hazards to flight ⁹	▶ Airspace review required for objects > 150 feet tall
*	Height Review Overlay		Same as Underlying Compatibility Zone			Not Applica- ble	Same as Underlying Compatibility Zone	▶ Airspace review required for objects > 35 feet tall ¹² ▶ Aviation easement dedication required

Table 2A

Primary Compatibility Criteria

Placer County Airport Land Use Compatibility Plan

Table 2A - Continued

NOTES:

- 1 Residential development should not contain more than the indicated number of dwelling units (both primary and secondary) per gross acre. Clustering of units is encouraged — see Policy 4.2.6 for limitations.
- 2 Usage calculations shall include all people who may be on the property (e.g., employees, customers/visitors, etc.) both indoors and outside. These criteria are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Additional guidance is provided by Appendix C.

Note: For unincorporated areas of Placer County, the number of people assumed to occupy a property shall be calculated as equalling the number of parking spaces typically required in the applicable zoning district times the following:
 - 2.0 people per parking space for restaurants, theaters, meeting halls, churches, sports facilities, and other indoor or outdoor places of public assembly;
 - 1.5 people per parking space for all other uses.*See Appendix C for a sample calculation.*
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See supporting compatibility policies on safety (Policy 4.2.5) for definition of open land.
- 4 The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- 5 Airport proximity and the existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within any of the airport influence area zones. Easement dedication and deed notice requirements apply only to new development.
- 6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- 7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.6 for details.
- 8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.7 for details.
- 9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development which may cause the attraction of birds to increase is also prohibited. See the supporting compatibility policies on airspace protection (Policies 4.3.2 and 4.3.5) for details.
- 10 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 2,000 gallons of nonaviation flammable materials is also exempted.
- 11 NLR = Noise Level Reduction; the outside-to-inside sound level attenuation which the structure provides. See the supporting compatibility policy on interior noise (Policy 4.1.5) for details.
- 12 Objects up to 35 feet in height are permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects. See supporting compatibility policy on height restrictions (Policy 4.3.2) for details.
- 13 Although no explicit upper limit on usage intensity is defined for Zone D, land uses of the types listed — uses which attract very high concentrations of people in confined areas — are generally prohibited. This limitation notwithstanding, no use shall be prohibited in Zone D if its usage intensity is such that it would be permitted in Zone C2.

Source: Shult Moen Associates (October 25, 2000)

Table 2A, Continued

ORDINANCE NO. 937B

AN ORDINANCE APPROVING THE AMENDED LINCOLN AIRCENTER GENERAL DEVELOPMENT PLAN AND DEVELOPMENT STANDARDS

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

WHEREAS, on December 21, 2016, the City of Lincoln Planning Commission adopted Resolution No. 2016-43 forwarding a recommendation of approval to the City Council for the amended General Development Plan; and

WHEREAS, the amended Lincoln Aircenter General Development Plan and Development Standards was reviewed and considered by the City Council; and

WHEREAS, the amended Lincoln Aircenter General Development Plan and Development Standards Project sets forth the basic land uses and zoning regulations for the Lakeside 6, Phase 7 & 8 project area; and

WHEREAS, the Lakeside 6, Phase 7 & 8 Project includes all of the following entitlements; the CEQA Resolution, Resolution No. 2017- 009; the General Plan Amendment, Resolution No. 2017 - 010; Rezone, Ordinance 936B; this Amended General Development Plan Ordinance; Vesting Tentative Subdivision Map, Resolution No. 2017-011; and a Specific Development Plan/Development Permit, Resolution 2017- 012; and

WHEREAS, notices describing the proposed amended General Development Plan for the Lincoln Aircenter General Development Plan and Development Standards in conjunction with the Lakeside 6, Phase 7 & 8 residential project were sent to neighboring property owners pursuant to Section 18.92.040 of the Lincoln Municipal Code and notice of the City Council public 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 City Council meeting; and

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

Section 1. The City Council finds and determines that:

1. Prior to adoption of the proposed amendment to the Lincoln Aircenter General Development Plan and Development Standards, the City Council reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration for the Lakeside 6 Residential Development Project, prepared in accordance with the California Environmental Quality Act adopted by the City of Lincoln for the project pursuant to City Council Resolution 2004-218. Pursuant to Section 15162 of the California Environmental Quality Act, when a negative declaration has been adopted for a project, no subsequent environmental review is required for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record that substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified or significant effects, substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Negative Declaration was adopted. The project as proposed reduces the number of residential units previously analyzed in the adopted Mitigated Negative Declaration with no significant changes to the project site or surrounding area. As such, the mitigation measures set forth in Resolution 2004-218 are still feasible and warranted to address any and all identified environmental issues arising from the approval of the final phases (7 & 8) of the Lakeside 6 residential project. Therefore, no further environmental analysis is required.

2. The amended General Development Plan and Development Standards is consistent with Lincoln General Plan, as amended by Resolution 2017 - 010, (the "General Plan Amendment Resolution"), because the General Development Plan, establishes zoning districts and development standards for land uses which are allowed by the General Plan land use designations and the policies for new residential land use which apply to Plan Area. Specifically, the Rezoning provides for Medium Density Residential, which will meet the future housing needs within the City.
3. The amended General Development Plan and Development Standards is consistent with the Lincoln Zoning Ordinance because it has been prepared pursuant to and for the implementation of the Lakeside 6, Phase 7 & 8 in order to specify the uses for the Property, the locations of such uses, and the governing development standards and design guidelines for the development of a planned residential community consisting of traditional housing. The amended General Development Plan and Development Standards consists of a map and text showing all uses, intensity of land use as measured by units per acre and area coverage; and site design regulations.
4. The amended General Development Plan and Development Standards is consistent with the requirements of the Planned District zone of the City's Zoning Ordinance which governs the plan area because it has been designed to provide for creative, more flexible, and orderly approach to the use of land, by permitting an adjustment in the number of units within each land use designation depending on the market demand.
5. Pursuant to the requirements of the Central Valley Flood Protection Act of 2008, the City Council finds that the property is located within a watershed with a contributing area of 10 or fewer square miles.

Section 2. The City Council hereby approves the amended Lincoln Aircenter General Development Plan and Development Standards, as set forth in Exhibit B, subject to the conditions set forth in Exhibit A, attached hereto and incorporated by this reference.

PASSED AND ADOPTED this 14th day of February, 2017, by the following roll call vote:

AYES: COUNCILMEMBERS: Nader, Karleskint, Hydrick , Joiner, Gilbert

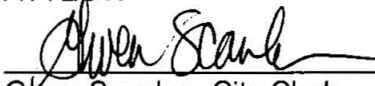
NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:



Peter Gilbert Short, Mayor

ATTEST:



Gwen Scanlon, City Clerk

EXHIBIT A

The Amended Lincoln Aircenter General Development Plan and Development Standards for the Lakeside 6, Phase 7 & 8 Project is approved subject to the following conditions.

1. The project shall be subject to the mitigation measures adopted as part of the Final Lakeside 6 Residential Development final Initial Study/Mitigated Negative Declaration State Clearinghouse #2003122086 and the adopted Mitigation Monitoring Plan City Council Resolution 2004-218.
2. The project shall be subject to the requirements of the previously adopted Lincoln Aircenter Final EIR processed under State Clearinghouse #82012504 in 1986.
3. The amended General Development Plan is approved, subject to the terms and conditions set forth in the Lincoln Aircenter General Development Plan and Development Standards exhibit attached hereto and incorporated by reference as Exhibit B.