
CEQA INITIAL STUDY AND NEGATIVE DECLARATION

Lincoln Regional Airport
Land Use Compatibility Plan
(Public Review Draft June 2021)

Prepared for
Placer County Transportation Agency
acting as **Placer County Airport Land Use Commission**

Prepared by



Mead & Hunt, Inc.
Windsor, California
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June 2021 Draft



Draft Negative Declaration for the Lincoln Regional Airport Land Use Compatibility Plan

Project Name: Lincoln Regional Airport Land Use Compatibility Plan

Lead Agency: The Placer County Airport Land Use Commission (ALUC) will serve as the Lead Agency under the California Environmental Quality Act (CEQA) for the adoption of an Airport Land Use Compatibility Plan (ALUCP) for the Lincoln Regional Airport (proposed project), as described further below.

Project Contact: David Melko, Senior Transportation Planner
Placer County Airport Land Use Commission
299 Nevada Street
Auburn, CA 95603
Phone: (530) 823-4030
Email: dmelko@pctpa.net

Project Location (Latitude/Longitude: 38° 54' 32.982" N / 121° 21' 04.814" W): The proposed project is located at the Lincoln Regional Airport and within the associated Airport Influence Area (AIA). The AIA is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. For Lincoln Regional Airport, the proposed AIA boundary extends between 2.7 and 3.8 statute miles beyond the Airport's runway ends and encompasses lands within the City of Lincoln and unincorporated areas of Placer County (see ***Exhibit 2 in the Initial Study***). The majority of the project area currently falls within unincorporated Placer County jurisdiction. However, the City's sphere of influence encompasses a significant portion of this area. Lands in the project are mostly dedicated to dryland farming and livestock grazing with residences widely scattered. Within the City's sphere of influence, urbanization is anticipated. The City's general plan reflects a mix of residential and commercial uses. The Lincoln Regional Airport Influence Area is not proposed to change from the 2014 ALUCP to the currently proposed plan.

Project Description: The proposed ALUCP will replace the existing Airport Land Use Compatibility Plan for the Lincoln Regional Airport, which was adopted on February 26, 2014. A copy of the proposed ALUCP for Placer County, which includes the ALUCP for Lincoln Regional Airport, is presented as **Attachment A** to the Initial Study.

The preparation of compatibility plans for public-use airports is required by the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). The purpose of the ALUCP is to promote compatibility between an airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The ALUCP establishes a set of compatibility criteria that the ALUC will use to evaluate the compatibility of land use proposals within the airport vicinity, as well as long-range airport development plans.

The County of Placer and the City of Lincoln have land use planning authority over most of the AIA, and these entities are expected to incorporate certain criteria and procedural policies from the proposed ALUCP into their general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Lincoln Regional Airport. Special districts, school districts and community college districts must also consider the ALUCP criteria in the development of district facility master plans. These local agencies (County, City, and districts) also have the option of overruling the ALUC in accordance with the steps defined by state law.

Neither the proposed ALUCP nor the PCALUC have authority over existing land uses, operation of the airport, or over state, federal, or tribal lands. No airport development or any other physical change to the environment is associated with the proposed project.

Potential Impacts: The proposed ALUCP is regulatory in nature, and neither the project—the adoption of the ALUCP—nor its subsequent implementation by local agencies will lead directly to development or to any physical change to the environment. The proposed ALUCP does have the potential to indirectly cause a physical change in the environment by influencing future land use development patterns through the establishment of compatibility guidelines that are intended to prohibit or constrain certain types of incompatible development within specifically delineated areas. However, no impacts to environmental resources were identified during the analysis performed for the Initial Study (see attached).

Although the proposed ALUCP prohibits some specific land uses in certain locations, it does not prohibit new development in the vicinity of the Airport. The proposed ALUCP policies were reviewed and compared to the general plan policies for the County of Placer and the City of Lincoln, and no direct conflicts were identified. Minor potential inconsistencies were identified with the County's and City's land use maps. Implementation and adoption of the proposed ALUCP would affect two unincorporated parcels in the proposed expanded Compatibility Zone A (south). Under the Placer County General Plan, up to 3 housing units could be potentially displaced. Under the City Village 5 Specific Plan, up to 2 housing units could be displaced. This displacement, however, was deemed to be less than significant because the amount of displacement was negligible, the housing units could be accommodated elsewhere onsite or in other areas of the Airport Influence Area, and the County and City could fulfill their respective Regional Housing Needs Allocation requirements.

Based on the CEQA analysis performed, adoption and implementation of the proposed ALUCP will not create a potentially significant effect on the environment.

Mitigation Measures: No mitigation measures are proposed.

Proposed Finding: *Based on the Initial Study and in light of the whole record before the Commission, including comments received in response to this notice and the Initial Study, the Placer County Airport Land Use Commission finds that there is no substantial evidence that the proposed project may have a significant effect on the environment.*

More Information: Additional information may be obtained from the Contact Person listed above. The Initial Study and Draft ALUCP are available on the Placer County Airport Land Use Commission website at <https://pctpa.net/alucp/>.

Michael W. Luken, Executive Director
Placer County Transportation Planning Agency/
Placer County Airport Land Use Commission

Date

INITIAL STUDY

- 1. Project Title:** Lincoln Regional Airport Land Use Compatibility Plan (Public Review Draft June 2021)
- 2. Lead Agency Name and Address:** Placer County Transportation Planning Agency (PCTPA) acting as Placer County Airport Land Use Commission (PCALUC)
299 Nevada Street
Auburn, CA 95603
- 3. Contact Person and Telephone/Email:** David Melko, Senior Transportation Planner
Placer County Transportation Planning Agency
(530)-823-4090, dmelko@pctpa.net
- 4. Project Location:** Lincoln Regional Airport, the surrounding City of Lincoln lands, and the unincorporated area of Placer County
(See **Exhibits 1** through **3** at the end of this document)
- 5. Project Sponsor's Name and Address:** Placer County Airport Land Use Commission
299 Nevada Street
Auburn, CA 95603
- 6. General Plan Designation(s):** Various. City: Residential, Commercial, Manufacturing, Downtown Core; County: Commercial, Industrial, Agricultural, Suburban Residential
- 7. Zoning Designation(s):** Various. Residential of varying densities, Manufacturing & Industrial, Agricultural

8. Description of Proposed Project:

The creation of airport land use commissions and preparation of airport land use compatibility plans are requirements of the California State Aeronautics Act, Article 3.5, Public Utilities Code (PUC) Section 21670 *et seq.* As expressed by state law, the purpose of an airport land use commission is to protect public health, safety, and welfare by ensuring the 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 and military airports to the extent that these areas are not already devoted to incompatible uses. An airport land use commission achieves this goal by adopting an airport land use compatibility plan for each public-use airport within the County.

The Placer County Airport Land Use Commission (PCALUC or "the Commission") is established pursuant to the "Designated Body" provision of the California PUC Section 21670.1(a). The PCALUC is responsible for airport land use compatibility planning for three public-use airports in Placer County: Auburn Municipal, Blue Canyon, and Lincoln Regional Airports.

The proposed project is the adoption of the proposed Placer County Airport Land Use Compatibility Plan (ALUCP) which contains the individual ALUCP for Lincoln Regional Airport. The objective of the proposed ALUCP is three-fold:

1. To meet California legislative mandate to prepare and adopt an ALUCP pursuant to the requirements of PUC Section 21675;
2. Adopt an ALUCP for Lincoln Regional Airport that will protect public health, safety, and welfare by ensuring the orderly expansion of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards (PUC Section 21670(a)).
3. To base the ALUCP on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation that reflects the anticipated growth of the airport during at least the next 20 years (PUC Section 21675(a)).

The Lincoln City Council adopted a master plan for Lincoln Regional Airport in May 2007. Since publication of the master plan, minor amendments have been made to the associated Airport Layout Plan (ALP). The current Airport Layout Plan (ALP) was approved by the Federal Aviation Administration (FAA) in June 2020. As required by PUC Section 21675(a), the information contained on the 2020 ALP, together with supplemental information provided in the 2007 master plan and by Airport personnel, forms the foundation for this *Lincoln Regional Airport Land Use Compatibility Plan* (ALUCP).

Consistent with PUC Section 21674.7, preparation of the proposed ALUCP was guided by the information included in the 2011 *California Airport Land Use Planning Handbook* (Handbook). For example, the Handbook provides a set of generic safety zones that are based on nationwide aircraft accident location data. The safety zones divide an airport vicinity into as many as six safety zones, each representing a distinct level of risk:

- Safety Zone 1: Runway protection zone
- Safety Zone 2: Inner approach/departure zone
- Safety Zone 3: Inner turning zone
- Safety Zone 4: Outer approach/departure zone
- Safety Zone 5: Sideline zone
- Safety Zone 6: Traffic pattern zone

The proposed ALUCP applies the safety zones stated above to both the existing and future runway configurations reflected in the 2020 ALP. The existing runway (Runway 15/33) is 6,000 feet in length and is aligned in a north/south direction. A 1,000-foot northerly extension of Runway 15/33 is proposed, as well as a future parallel runway located east of the existing runway with a length of 3,350 feet. The runway configurations shown in the 2020 ALP are identical to those reflected in the 2007 Master Plan, which serves as the basis of the current ALUCP adopted by the PCALUC for Lincoln Regional Airport in February 2014.

Compared to the 2007 Master Plan, the 2020 ALP shows a larger runway protection zone (RPZ) for Runway 33 (south end), increasing from 29.5 acres to 49 acres. The larger RPZ (1,000 ft. inner width, 1,510 ft. outer width, 1,700 ft. long) exceeds the FAA's standards for existing conditions but is appropriately sized for future runway conditions. This proposed ALUCP reflects the larger RPZ for both existing and future conditions consistent with the FAA-approved 2020 ALP. Lastly, the 2020 ALP reflects future aviation easement acquisitions for the areas underlying the existing and future RPZs.

As shown in **Exhibit 1**, the southerly portion of Compatibility Zone A is the only zone proposed to change as part of the proposed ALUCP. Compatibility Zone A (south) is proposed to expand commensurate with the increase in

the size of the Runway 33 RPZ. No other compatibility zone changes are proposed as part of the ALUCP update. As such, the focus of this Initial Study assesses the land use and environmental impacts associated with the expanded Compatibility Zone A (south).

The proposed ALUCP also includes revisions to PCALUC procedures (e.g., defining the types of land use actions requiring PCALUC review) and countywide compatibility policies (e.g., establishing the compatibility criteria and implementation procedures). The countywide policy revisions were made for clarity purposes only and have no environmental impact. The only new substantive change to countywide policies is the establishment of policies addressing wildlife hazards and restricting land uses known to attract potentially hazardous wildlife. These wildlife policies apply within the Lincoln Regional Airport Influence Area.

In accordance with PUC Section 21675(c), the proposed ALUCP was developed in consultation with the involved agencies of Placer County through the establishment of a Project Development Team (PDT). The PDT assisted by providing airport and land use data, reviewing discussion papers and draft materials, and providing technical input for consideration in the draft plan. Additionally, the PDT was charged with keeping their respective local jurisdictions informed of the ALUCP update progress. PDT membership included staff representation from the following local agencies:

- PCTPA planning staff
- City of Auburn airport and planning staff
- City of Lincoln airport and planning staff
- County of Placer planning staff
- Caltrans Division of Aeronautics planning staff
- Sacramento Area Council of Governments planning staff

The proposed ALUCP will replace the existing ALUCP for Lincoln Regional Airport adopted by the PCALUC on February 26, 2014. A copy of the proposed *Placer County Airport Land Use Compatibility Plan (Public Review Draft June 2021)*, which includes the individual ALUCP for Lincoln Regional Airport, is presented as **Attachment A** to this Initial Study.

Function of the ALUCP

The function of the proposed ALUCP is to promote compatibility between Lincoln Regional Airport and the land uses in its vicinity to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around the Airport. Additionally, the proposed ALUCP serves as a tool for use by the ALUC in fulfilling its statutory duty to review plans, regulations, and other actions of local agencies and the Airport operator for consistency with the proposed ALUCP criteria. Neither the proposed ALUCP nor the PCALUC have authority over existing land uses or over the operation of the Airport.

The County of Placer and City of Lincoln have land use authority over the areas within the proposed Airport Influence Area and are expected to incorporate certain criteria and procedural policies from the proposed ALUCP into their respective general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of the Lincoln Regional Airport. These local affected agencies also have the option of overruling the PCALUC in accordance with the steps defined by state law (PUC Section 21676, 21676.5, or 21677).

Geographic Scope

The proposed ALUCP defines the Airport Influence Area as lands on which the uses could be negatively affected by current or future aircraft operations at the Airport as well as lands on which the uses could negatively affect Airport usage and thus necessitate restriction on those uses. As defined by the PCALUC, the proposed Airport Influence Area boundary extends approximately 2.7 statute miles beyond the airport's future runway ends and encompasses lands within the City of Lincoln and unincorporated areas of Placer County (see **Exhibit 2**).

The Airport Influence Area and Compatibility Zones for the proposed ALUCP considers the geographic extents of four types of compatibility concerns:

- **Noise:** Locations exposed to potentially disruptive levels of aircraft noise.
- **Overflight:** Locations where aircraft overflights can be intrusive and annoying to many.
- **Safety:** Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
- **Airspace Protection:** Places where height and various other land use characteristics need to be restricted in order to prevent creation of physical (including wildlife attractants), visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the Airport.

Exhibits 2 and 3, which present the policy maps for the proposed ALUCP, define the areas subject to the proposed ALUCP policies and criteria. The proposed Airport Influence Area constitutes the Referral Area within which certain land use actions and Airport actions are subject to ALUC review for a consistency determination with the proposed ALUCP. The proposed Compatibility Zones and Wildlife Hazard Critical Zone define the areas within which land use restrictions may be necessary to maintain airport land use compatibility.

As described above, **Exhibit 1** compares the Airport Influence Area and Compatibility Zones in the current PCAALUCP with those of the proposed ALUCP. **Exhibit 1** also shows Placer County's and City of Lincoln's land use designations within the expanded Compatibility Zone A (south) of the proposed ALUCP. The affected parcels would experience increased restrictions under the proposed ALUCP compared to the current 2014 ALUCP. Section 11 of this Initial Study evaluates the land use impacts to the areas within the expanded Compatibility Zone A (south).

The proposed ALUCP also establishes new policy addressing wildlife hazards. **Exhibit 4** describes the compatibility factors considered in the development of the proposed Wildlife Hazard Critical Zone and associated policies. Several sections of this Initial Study discuss the potential impacts of the proposed wildlife hazard policies on agriculture (Section 2), biological resources (Section 4), and recreation (Section 16).

9. Surrounding Land Uses and Setting

Lincoln Regional Airport is situated in the northwestern limits of the City of Lincoln. The City's sphere of influence encompasses nearly all of the land within the Airport Influence Area. At present, though, the majority of the Airport Influence Area falls within unincorporated Placer County jurisdiction.

Lands in the Airport environs are mostly dedicated to dryland farming and livestock grazing with residences widely scattered. The Lincoln Air Center, located within the City limits, occupies the adjoining square mile to the east. The Center consists of an industrial park on the western half of the property and residential uses in the eastern portion about a mile lateral of the Airport runway. The only other concentration of residential development is within County jurisdiction immediately south of the runway where several dozen homes are situated in a long-established subdivision comprised of five-acre lots.

With the construction of the Highway 65 Bypass west of the Airport, urbanization is anticipated to move westward and surround the Airport. The City's general plan reflects Village and Special Use Districts within the City's sphere of influence. These planned land use designations allow mixed-use residential and commercial projects. General plan policies require specific plans for these areas and limit future development to be consistent with the 2014 ALUCP.

10. Other Public Agencies Whose Approval is Required

Although input from various entities is necessary, the PCALUC can adopt the proposed ALUCP without formal approval from any other state or local agency. However, a copy of the plan must be submitted to the Caltrans Division of Aeronautics (PUC Section 21675(d)). The Caltrans Division of Aeronautics is required by state law (PUC Section 21675(e)) to assess whether the plan addresses the matters that must be included pursuant to the statutes and to notify the ALUC of any deficiencies. The statute also requires the ALUC to establish (or revise) the Airport Influence Area boundary only after "hearing and consultation with involved agencies" (PUC Section 21675(c)). The Lincoln Regional Airport Influence Area is not proposed to change from the 2014 ALUCP to the currently proposed plan.

The proposed ALUCP policies can be implemented only by the local jurisdictions that have authority over land use within the Airport Influence Area, which are the County of Placer and the City of Lincoln in this case. State statutes require an agency to make its general plan consistent with an ALUCP within 180 days of ALUC adoption or to overrule the ALUC (Government Code Section 65302.3). If a jurisdiction chooses to overrule an ALUCP, the overrule procedure requires formal findings that the jurisdiction's action is consistent with the intent of the state airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction's governing body (PUC Section 21676). The PCALUC actively reviews local agency general plan amendments, rezoning applications, and specific plans for consistency with the 2014 ALUCP.

11. Summary of Potential Environmental Effects

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Initial Study is to inform decision makers and the public about the potential environmental impacts of the proposed project—the adoption and subsequent implementation of the proposed ALUCP—and to reduce those environmental impacts to the extent feasible. The outcome of the Initial Study is to determine what type of environmental document—a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report—is required of the proposed Project.

The proposed ALUCP is regulatory in nature (PUC Section 21674, 21675, and 21675.1), and neither the project—the adoption of the proposed ALUCP—nor its subsequent implementation by local agencies will lead to any new development, construction, or any physical change to existing land uses or the environment.

The proposed ALUCP does not prohibit future development in the vicinity of the Airport but rather would affect where and what type of development could occur within the Airport Influence Area. The proposed ALUCP seeks to guide the compatibility of future land uses by limiting the density, intensity, height, and other features of new uses to avoid potential conflicts with airport operations and to preserve the safety of those living and working around the Airport as well as of those on-board aircraft. Therefore, the proposed ALUCP may indirectly influence future land use development patterns near the Airport by enabling development in some locations (to the extent that such development is consistent with local agency general plans) and constraining development in other locations.

Any indirect effect that may arise from shifts in future development patterns is uncertain because potential shifts cannot be accurately predicted as to when, where, or to what extent the development may occur. The environmental impacts of such shifts or “displacement” are speculative and, therefore, are reasonably considered to be less than significant for purposes of this CEQA analysis (Title 14, California Code of Regulations, Chapter 3, Article 10, §15145). This finding of less than significant is further supported by the fact that state law (Government Code 65302.3) requires a local agency to amend its general plan and any applicable specific plan to be consistent with the ALUCP. Therefore, any conflicts identified in the Initial Study would be alleviated by the local agency amending the applicable plan to be consistent with the ALUCP or, alternatively, overruling the ALUC by adopting findings pursuant to PUC Section 21676. These actions are the responsibility and purview of the local agency, not the ALUC.

The need to analyze displacement as part of the environmental impact analysis for adoption of an ALUCP stems from a 2007 California State Supreme Court Case, *Muzzy Ranch Co. v. Solano County Airport Land Use Commission*. Among other things, in its decision in that case the court found that “...placing a ban on development in one area of a jurisdiction may have the consequence, notwithstanding existing zoning or land use planning, of displacing development to other areas of the jurisdiction.” While an ALUCP does not and need not determine where the displaced development would move to—and, indeed, ALUCs have no authority by which to make such a decision—the extent of the conflict that results in the displacement must be analyzed.

Although policies in the proposed ALUCP would influence future land use development patterns within the Airport Influence Area, the proposed ALUCP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated, as appropriate.

For the reasons stated above, no environmental categories would be affected by this project to the extent of having a “Potentially Significant Impact.” The proposed ALUCP would not result in any direct or indirect impacts to the following environmental categories: Aesthetics; Agriculture/Forestry Resources; Air Quality; Cultural Resources; Geology/Soils; Greenhouse Gas Emissions; Hazards/Hazardous Materials; Hydrology/Water Quality; Mineral Resources; Noise; Recreation; Transportation/Traffic; and Utilities/Services Systems. Four environmental impact categories, Biological Resources, Land Use and Planning, Population and Housing, and Public Services, are identified as having a “Less than Significant Impact.” Appropriate discussions are provided for each impact category that warrants explanation.

As described in Section 4, *Biological Resources*, the Airport Influence Area for Lincoln Regional Airport encompasses areas covered by the Placer County Conservation Program (PCCP). This plan identifies and provides for the regional protection, enhancement, and restoration of the natural resources in specific areas in Placer County. The PCCP includes two integrated programs: A joint Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) that will protect fish and wildlife and their habitats, and a County Aquatic Resources Program (CARP) that will protect streams, wetlands, and other water resources. The PCCP designates existing and future conservation areas within the existing Airport Influence Area for Lincoln Regional Airport. The proposed ALUCP establishes restrictions on proposed land uses or land use features that would attract potentially hazardous wildlife to the airport vicinity. As such, the proposed ALUCP has the potential to conflict with the PCCP conservation areas or biological sensitive habitat preserve areas within the Airport Influence Area for the Lincoln Regional Airport.

As described in Section 11, *Land Use and Planning*, the general plan policies for the County of Placer and the City of Lincoln were reviewed for consistency with the proposed ALUCP; while no direct conflicts exist between the general plan policies and the proposed ALUCP policies, the County and City will each be required to update the compatibility information contained in its respective land use plans to reflect the proposed ALUCP; specifically the expanded Compatibility Zone A and new wildlife hazard policies. The land use mapping evaluation identified a potential conflict with Placer County's land use map. The two parcels affected by the proposed expansion of Compatibility Zone A have a Rural Residential designation allowing single-family residential uses of densities of up to 0.5 dwelling units per acre (2-acre lots). Under both the adopted 2014 ALUCP and proposed ALUCP, residential dwellings are prohibited within Zone A. Based on these findings, the County and City will be required to make minor changes to their respective general plan, specific plans, and/or implementing ordinances to be fully consistent with the proposed ALUCP or to take action to overrule the PCALUC.

As described in Section 14, *Population and Housing*, a housing displacement analysis was conducted to determine if the County and City could satisfy their respective shares of the regional housing needs if the proposed ALUCP restricted future residential development within portions of the Airport Influence Area. The analysis found that while there was a potential for displacing future housing units within the unincorporated portions of the Airport Influence Area, the displacement of future housing was deemed to be less than significant because the amount of displacement was negligible, the housing units could be accommodated elsewhere on each respective parcel, in other areas of the Airport Influence Area, and the County and City could fulfill their obligations associated with the Regional Housing Needs Allocation.

As described in Section 15, *Public Services*, adoption and implementation of the proposed ALUCP would create an increase in the staff workloads of the affected local agencies as a result of the state requirement to modify local general plans for consistency with the proposed ALUCP. However, this effect would be temporary. Over the long term, the procedural policies included in the proposed ALUCP are intended to simplify and clarify the ALUC project review process and thus reduce workloads for the PCALUC and local agency planning staff members.

12. Consultation with California Native American Tribes

The authority of the PCALUC does not extend to state, federal, or tribal lands. Lands controlled (i.e., owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state ALUC statutes or the proposed ALUCP. The project does not propose any new development, construction, or physical change to the environment; therefore, there will be no disturbance of land or culturally significant resources. No tribal consultation is required for this project.

REFERENCES

The following references are cited in the text that follows for the Initial Study.

1. California Department of Transportation (Caltrans), Division of Aeronautics. *California Airport Land Use Planning Handbook*. October 2011.
2. City of Lincoln. *Lincoln Regional Airport Master Plan*. May 2007.
3. City of Lincoln. *Lincoln Regional Airport Layout Plan*. June 2020.
4. City of Lincoln. *General Plan*. March 2008.
5. City of Lincoln. *Housing Element 2021-2029*. Adoption Draft February 2021.
6. City of Lincoln. *Health and Safety Element*. Public Review Draft December 2020.
7. City of Lincoln. *Village 5 Specific Plan*. January 2018
8. City of Lincoln. *Village 7 Specific Plan*. June 2010.
9. City of Lincoln. *SUD-B Northeast Quadrant Specific Plan*. March 2019.
10. City of Lincoln. *Zoning Map*. October 2012.
11. County of Placer Countywide General Plan Policy Document. May 2013.
12. County of Placer. *2021-2029 Housing Element*. Adoption Draft March 2021.
13. County of Placer. *Health and Safety Element*. Adoption Draft June 2021.
14. County of Placer. *Placer County Conservation Program (PCCP), Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan*. February 2020.

DETERMINATION

Completed by Lead Agency: Placer County Airport Land Use Commission

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Signature



Date

Print Name

For

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

| CATEGORY | ANALYSIS SUMMARY (See individual pages for details) | | | | | |
|-----------------------------------|---|--|--------------------------|-------------------------------------|--|--|
| | Pg | Potentially Significant Impact | | | | |
| | | Less than Significant Impact with Project Mitigation | | | | |
| | | Less than Significant Impact | | | | |
| | | No Impact | | | | |
| | | | | | Comments (Also see discussion above starting on page 5, Topic 11) | |
| 1. AESTHETICS | 12 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to aesthetic resources. |
| 2. AGRICULTURE/FORESTRY RESOURCES | 13 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to agricultural or forestry uses within the AIA or result in conversion to other uses. |
| 3. AIR QUALITY | 15 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to air quality. |
| 4. BIOLOGICAL RESOURCES | 16 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | f) Airport Influence Area encompasses conservation areas designated by the PCCP |
| 5. CULTURAL RESOURCES | 18 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to cultural impacts. |
| 6. ENERGY | 19 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to energy resources. |
| 7. GEOLOGY/SOILS | 20 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to geology, soils, or seismicity. |
| 8. GREENHOUSE GAS EMISSIONS | 21 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to greenhouse gas emissions. |
| 9. HAZARDS/HAZARDOUS MATERIALS | 22 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | ALUCP limits exposure of people to aircraft accident hazards by restricting risk-sensitive uses in airport vicinity and limits the storage of hazardous materials. |
| 10. HYDROLOGY/WATER QUALITY | 24 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to hydrology and water quality. |
| 11. LAND USE/PLANNING | 25 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Minor modifications needed to local Land Use Plans |
| 12. MINERAL RESOURCES | 31 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to mineral resources. |
| 13. NOISE | 32 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | ALUCP limits exposure of people to noise but does not regulate aircraft operations |
| 14. POPULATION/HOUSING | 34 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Potential exists for displacement of up to 3 housing units |

| | | | | | | |
|--|----|--------------------------|--------------------------|-------------------------------------|-------------------------------------|---|
| 15. PUBLIC SERVICES | 37 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Negligible effect on special districts, school districts, and community college districts as well as government staff workloads |
| 16. RECREATION | 38 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to recreation. |
| 17. TRANSPORTATION/TRAFFIC | 39 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to on-ground transportation and traffic. |
| 18. TRIBAL CULTURAL RESOURCES | 40 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to tribal cultural resources. |
| 19. UTILITIES/SERVICE SYSTEMS | 41 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impacts to utilities and service systems. |
| 20. WILDFIRE | 42 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No direct or indirect impairment to an adopted emergency response or evacuation plan, exacerbation of wildfire risks, or exposing of people or structures to significant risks. |
| 21. MANDATORY FINDINGS OF SIGNIFICANCE | 43 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No cumulative impacts |

ENVIRONMENTAL CHECKLIST

1. Aesthetics

Except as provided in Public Resources Code Section 21099.

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - d): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan establishes goals and policies to protect the visual and scenic resources that are important to quality-of-life and principal assets in the promotion of recreation and tourism (Goal 1.K). Similarly, Lincoln’s General Plan Policy OSC-1.1 protects natural resource areas from encroachment or destruction by incompatible development. The Airport Influence Area has the potential to contain a wide variety of aesthetic resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to aesthetic resources.

Mitigation

None required.

2. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - e): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan designates much of the unincorporated lands within the Lincoln Regional Airport Influence Area as Agriculture/Timberland. This designation identifies land for the production of food and fiber and areas of prime agricultural soils. The California Department of Conservation designates lands north, west, and south of the Airport as Farmland of Statewide Importance, Prime Farmland, Unique Farmland, Farmland of Local Importance, or Gazing Land. The City of Lincoln's land use map designates the northwestern corner of the Airport property as Agricultural. This designation underlies the northern portion of Zone A, which reflects the future Runway Protection Zone (RPZ) for Runway 15.

As shown in **Exhibit 4**, the Placer County Conservation Program (PCCP) identifies conservation areas within the Lincoln Regional Airport Influence Area, particularly north of the Airport. The PCCP places the lands into three categories:

- **Potential Future Growth Area (PFG):** Areas in which the majority of future urban growth will occur. PFG-designated lands with high conservation value, including lands along stream systems, may be used for the development of designated reserve areas.
- **Existing Reserves and Protected Areas (EXR):** Lands including private mitigation banks and public lands used primarily for biological resource conservation.
- **Reserve Acquisition Area (RAA):** Areas that are the principal conservation focus of the PCCP and where the County will concentrate its efforts to acquire property to create additional EXR depending upon the availability and interest of willing property owners. Property owners in the RAA will have options to conserve land through easements or fee title, receive compensation for permanent protection of resources, or continue doing what they were doing.

Portions of the Airport property underlying the north and south Runway Protection Zones (RPZs) in Compatibility Zone A are designated as RAA.

The proposed ALUCP includes ALUC Policy 3.5.3, *Criteria Addressing Wildlife Hazards*, which prohibits proposed land uses or site features that have the potential to attract potentially hazardous wildlife within Zone A. This Policy also specifies that these uses shall be avoided within the remainder of the Wildlife Hazard Critical Zone defined by the proposed ALUCP. “Avoid” is defined by the proposed ALUCP as meaning that a use or feature is acceptable only if an alternative site with similar characteristics located outside of the Airport Influence Area is not feasible and appropriate measures can be provided to minimize an increase in the attraction of hazardous wildlife above what exists in the absence of the Project. Policy 6.3.4, *Application of Wildlife Hazard Policy*, clarifies that the wildlife hazard Policy 3.5.3 does not apply within the portions of the Lincoln Regional Airport Influence Area beyond the Wildlife Hazard Critical Zone.

ALUC Policy 6.3.3, *Designated Conservation Areas on Airport Property*, clarifies that the RAA designation underlying the northerly and southerly RPZs is an incompatible use. Additionally, the majority of Compatibility Zone A remains on Airport property and under the control of the City of Lincoln, as the airport owner. Portions of Zone A, which is based on the RPZs reflected in the 2020 ALP, overlie private property. The 2020 ALP states that the city intends to acquire aviation easements for the portions of the RPZ extending off airport property. Development of the Airport property is subject to Federal Aviation Administration (FAA) regulations, approvals, and grant assurance requirements connected with the federal Airport Improvement Program (AIP) which would prohibit future uses that would attract hazardous wildlife.

In accordance with the State Aeronautics Act and as described in ALUCP Policy 2.7.3(d), *Existing Non-conforming Uses*, the PCALUC has no authority over existing land uses and no ability to reduce or remove existing non-conforming or otherwise incompatible existing land uses from the airport environment. Therefore, the PCALUC has no ability to affect land uses within areas already designated as EXR. Additionally, ALUC Policy 3.1.4, *Land Use Conversion*, encourages preservation of existing or planned agricultural and open spaces to maximum feasible extent. Lastly, the proposed ALUCP is regulatory; it does not provide for any physical change to the environment that would directly or indirectly conflict with existing agricultural or forestry use within the proposed Airport Influence Area or result in their conversion to other uses.

Mitigation

None required.

3. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - d): See Summary of Potential Environmental Effects (No. 11 on page 5). Placer County is regulated by the Placer County Air Pollution Control District (PCAPCD). Both the Placer County General Plan and City of Lincoln General Plan include policies ensuring that development proposals adhere to federal, state, and district requirements. Although the proposed Airport Influence Area has the potential to contain a wide variety of sensitive receptors, both known and unknown, the proposed ALUCP is regulatory in nature. Therefore, it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to air quality.

Mitigation

None required.

4. Biological Resources

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a - e): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of biological resources, both known and unknown. The proposed PCALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to biological resources.

f): As discussed in Section 2, *Agriculture and Forestry Resources*, the Lincoln Regional Airport Influence Area encompasses lands designated by the Placer County Conservation Program (PCCP) as Reserve Acquisition Area (RAA). This PCCP identifies and provides for the regional protection, enhancement, and restoration of the natural resources in specific areas of Placer County. The PCCP includes two integrated programs: a joint Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) that will protect fish and wildlife and their habitats, and a County Aquatic Resources Program (CARP) that will protect streams, wetlands, and other water resources.

The PCCP includes existing and future conservation reserve areas within the Lincoln Regional Airport Influence Area. The proposed ALUCP includes a new policy, Policy 3.5.3, *Criteria Addressing Wildlife Hazards*, which would restrict proposed land uses or land use features that could attract potentially hazardous wildlife to the airport vicinity or interfere with aircraft during takeoff, in flight, or landing at the Lincoln Regional Airport. This policy prohibits proposed uses such as new or expanded wetland mitigation sites, conservation areas, and wildlife preserves within Compatibility Zone A if the proposed use has the potential to attract hazardous wildlife. The policy recommends avoiding these types of uses elsewhere within the proposed Wildlife Hazard Critical Zone, which extends 10,000 feet from the existing/future runway ends. “Avoid” is defined by the proposed ALUCP as a use or feature that is acceptable only if an alternative site with similar characteristics located outside of the Wildlife Hazard Critical Zone is not feasible and appropriate measures can be provided to minimize an increase in the attraction of hazardous wildlife above what exists in the absence of the Project.

The proposed ALUCP does not affect existing land uses and, therefore, would have no influence over the current conservation lands located within the Airport Influence Area. However, any new conservation project or plan that would include lands within the proposed Wildlife Hazard Critical Zone would be subject to review by the PCALUC (see proposed ALUCP Policy 2.5.2(b)(5)). The ALUC’s review role would be to ensure that the proposed project or plan would not cause an increase in the attraction of hazardous wildlife (e.g., flocks of birds) within the Airport Influence Area.

The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly conflict with the provisions of the PCCP. Additionally, potential indirect conflicts are deemed to be less than significant as the proposed ALUCP would enable achievement of the PCCP objectives of protecting natural resources in areas outside of the Wildlife Hazard Critical Zone.

Mitigation

None required.

5. Cultural Resources

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - c): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of cultural resources, both known and unknown. Placer County 2013 General Plan Policy 1.I.1 indicates that significant natural, open space, and cultural resources be identified in advance of development and incorporated into site specific development project design. Placer County General Plan Policy 5.D.7 requires that discretionary development projects be designed to avoid potential impacts to significant paleontological or cultural resources whenever possible. Lincoln's General Plan establishes goals and policies (OSC-6) are aimed at preserving and protecting existing archaeological, historical, and paleontological resources for their cultural values.

The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to cultural resources.

Mitigation

None required.

6. Energy

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed ALUCP provides guidance on risk-sensitive uses that could have a community-wide impact where the damage or destruction of the facility would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility (e.g., storage of hazardous materials or critical community infrastructure). Specifically, Policy 3.4.9, *Risk-Sensitive Land Uses*, prohibits renewable energy plants in Zones A, B1, and B2 and indicates that these uses are conditionally compatible in Zones C1, C2, and D if a site outside the zone would not serve the intended public function.

The Placer County Health and Safety Element establishes goals and programs to support the development and use of renewal energy systems. Program IM 8.C.7 states that the County will work with public and private partners to identify appropriate locations for renewable energy generation systems. The Airport Hazard section of the County's Health and Safety Element also acknowledges that future land uses are subject to the restrictions of the applicable ALUCP.

Lincoln's General Plan Policy PFS-6.3 indicates the City's support of the use of renewable energy sources, such as solar, in residential, commercial, and industrial developments. Goal OSC-3 encourages energy conservation in new and existing developments throughout the city. Policy OSC-3.1 requires the use of energy conservation features in new construction.

The proposed PCALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to energy resources.

Mitigation

None required.

7. Geology and Soils

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - f): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of geology, soils, or seismicity, both known and unknown. The Placer County General Plan, Implementation Program 1.3, states that the County should consult with the California Division of Mines and Geology to evaluate and designate the relative value of potentially significant mineral deposits in the County. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to geology, soils, or seismicity.

Mitigation

None required.

8. Greenhouse Gas Emissions

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan and City of Lincoln General Plan includes policies addressing atmosphere and climate change. Placer County General Plan Policy 6.F.10, states that the County may require new development projects to submit an air quality analysis for review and approval. Based on this analysis, the County may also require appropriate mitigation measures consistent with the Placer County Air Pollution Control District's 1991 Air Quality Attainment Plan (AQAP), or updated edition. Lincoln's General Plan Policies OSC-3.9 and OSC-3.10 encourage planting of shade trees to reduce radiation heating and encourage the reduction of greenhouse gases. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to greenhouse gas emissions.

Mitigation

None required.

9. Hazards and Hazardous Materials

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a – d, f – g): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in creating a significant hazard to the public or the environment. Furthermore, the proposed ALUCP includes land use compatibility policies that prohibit or restrict land uses that manufacture, process and/or store bulk quantities of hazardous materials within the proposed Airport Influence Area.

e): Pursuant to the State Aeronautics Act, the purpose of the proposed ALUCP is to minimize the public's exposure to excessive noise and safety hazards within the Airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would have a beneficial impact by restricting development that would expose people within the Airport Influence Area to Airport-related safety hazards including aircraft accidents.

The proposed ALUCP uses the aircraft accident risk data and safety compatibility concepts provided in the *California Airport Land Use Planning Handbook* (Caltrans, 2011) to establish airport land use compatibility zones to include areas exposed to significant safety hazards. The proposed ALUCP also establishes safety criteria and policies that limit concentrations of people within the compatibility zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks both to people and property in the vicinity of the Airport and to people on board the aircraft.

The risks of an aircraft accident occurrence are further reduced by airspace protection policies that limit the height of structures, trees, and other objects that might penetrate the Airport's airspace as defined by Code of Federal Regulations (CFR), Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. The airspace protection policies also restrict land use features that may generate other airspace hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract hazardous wildlife to Airport environs). Therefore, no impact is anticipated as a result of the adoption and implementation of the proposed ALUCP.

Mitigation

None required.

10. Hydrology and Water Quality

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, in a manner that would: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) result in a substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| k) Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - k): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan and City of Lincoln General Plan include policies aimed at protecting the quantity and quality of water for public health and aquatic life. Nevertheless, the proposed PCALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to hydrology and water quality.

Mitigation

None required.

11. Land Use and Planning

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in physically dividing an established community.

b) State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within an ALUC’s planning area, also referred to as the Airport Influence Area, to modify its general plan and any affected specific plans to be consistent with the ALUCP. The law says that the local agency must take this action within 180 days of ALUCP adoption or amendment. The only other course of action available to local agencies is to overrule the ALUC by, among other things, a two-thirds vote of its governing body after making findings that the agency’s plans are consistent with the intent of state airport land use planning statutes (PUC Section 21676(b)). A general plan does not need to be identical with an ALUCP in order to be consistent with it. To meet the consistency test, a general plan must do two things:

1. It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
2. It must avoid direct conflicts with compatibility planning criteria.

The County of Placer and the City of Lincoln are the only two general purpose government entities having land use jurisdiction in the Lincoln Regional Airport Influence Area. As such, once the proposed ALUCP is adopted by the Placer County Airport Land Use Commission (PCALUC), these agencies will be required to amend their general plans and/or implementing ordinances to be consistent with the proposed ALUCP or to take action to overrule the ALUC.

The general plan consistency review detailed below focuses on two types of inconsistencies:

1. Adopted general plan policies pertaining to airport land use compatibility planning that either directly conflict or need to be amended to reflect changes in the proposed ALUCP policies and maps; and
2. Land use designations provided in the adopted general plan land use map or zoning map that may conflict with the proposed ALUCP criteria.

General Plan Policies - Summary

Exhibit 5, *Local Airport Compatibility Measures*, summarizes the airport compatibility measures adopted by Placer County and City of Auburn.

The Placer County General Plan includes policies addressing noise impacts on residential uses, urban encroachment, safety hazards, and airspace hazards. The policies direct the County to consider and be consistent with the applicable ALUC plan when making General Plan and zoning decisions. The County also establishes an Aircraft Overflight (AO) Combining District to regulate land uses in the vicinity of public airports. The AO District prohibits uses that are not identified as a compatible land use in the applicable airport land use plan [date not specified].

The Lincoln General Plan Land Use Element adopts and incorporates the 2000 ALUCP and any subsequent amendment into the General Plan. The Health and Safety Element (December 2020 Draft) includes goals and policies specifically addressing airport hazards (Goal HS-4) and noise impacts (Policy HS-8.6).

General Plan Policy - Findings

Neither Placer County's nor the City of Lincoln's general plan policies addressing airport land use compatibility matters conflict with the proposed ALUCP policies for the areas within their land use authority at this time. Nevertheless, Placer County and City of Lincoln will need to amend or supplement their general plans and/or other implementing ordinances to reflect the new ALUCP for Lincoln Regional Airport following its adoption by PCALUC. To achieve consistency with the proposed ALUCP, the agencies will be required to:

1. Reference the new ALUCP by name and adoption date to specify the applicable plan to be implemented locally;
2. Reflect the new Wildlife Hazard Critical Zone and updated Compatibility Zone A (south) which has expanded commensurate to the RPZ shown on the FAA-approved 2020 ALP; and
3. Specify how the new ALUCP policies and criteria will be implemented locally.

While amending the general plan will require some effort by the staff, this effect is procedural and considered to be less than significant.

Status of Community Plans

- County of Placer
 - General Plan Policy Document and General Plan Land Use Diagram approved May 21, 2013
 - Sheridan Community Plan adopted in 1976; update completed in January 2016.
 - Housing Element Adoption Draft March 2021; PCALUC consistency determination with 2014 ALUCP obtained April 2021
 - Health and Safety Element Adoption Draft June 2021; PCALUC consistency determination with 2014 ALUCP obtained May 2021
- City of Lincoln
 - General Plan and Land Use Diagram March 2008
 - Housing Element adopted November 2013
 - Housing Element Adoption Draft February 2021; PCALUC consistency determination with 2014 ALUCP obtained January 2021
 - Health and Safety Element Public Review Draft December 2020; PCALUC conditionally consistent determination with 2014 ALUCP obtained January 2021
 - Village 5 Specific Plan approved January 2018; PCALUC conditionally consistent determination with 2014 ALUCP obtained December 2016
 - Village 7 Specific Plan approved June 2010; amended 2016; PCALUC consistency determination with 2000 ALUCP obtained September 2016
 - SUD-B Northeast Quadrant Specific Plan approved March 2019; PCALUC conditionally consistent determination with 2014 ALUCP obtained December 2018
 - Lincoln Code of Ordinances, Title 18 Lincoln Municipal Airport Hazard Zone and Title 20 Lincoln Municipal Airport
 - Lincoln Land Use Circulation Map
 - Lincoln Zoning Map, October 2012

Established Airport Compatibility Measures

County of Placer

- General Plan
 - Requires 2,000- ft. buffer between airports and new residential development (Land Use and Circulation, Section 4.B.1.)

- County shall work with ALUC to ensure protection of airports from urban encroachment (Transportation 3.F.2.)
- Prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; indoor noise level cannot exceed 45 dB CNEL; acoustical analysis required (Noise, 9.A.8)
- Draft Safety Element
 - Ensure new development around airports does not create safety hazards (Airport Hazards, 8.D.1); Limit land uses in airport safety zones consistent with ALUC plans (Airport Hazards, 8.D.2); Ensure development within the airport approach and departure zones complies with CFR Part 77 regulations (Airport Hazards, 8.D.3); Require future airport development plans to be compatible with existing and planned land uses that surround airports (Airport Hazards, 8.D.4.)
 - All development projects within Aircraft Overflight (AO) Combining District shall be reviewed for consistency with applicable ALUC plans (Airport Hazards, IM 8.D.1); General Plan amendments, zoning text amendments, building code amendments airport development plans, rezoning applications, and other discretionary entitlements shall be referred to the applicable ALUC (Airport Hazards IM 8.D.2)
- Housing Element
 - Requires residential projects proposed within compatibility Zones C1 and C2 of any municipal airport to conform to the criteria set forth in Table 2A of the ALUCP (2000). Does not count potential development sites within these Zones in housing element inventory of vacant parcels (New Residential Construction, A-8)
- Draft Housing Element
 - Establishes Regional Housing Needs Allocation
 - Applies infill policies and provisions in the ALUCP for infill sites located in Compatibility Zones C1, C2 and D (Incentives for Infill Development, HE-6)
- Sheridan Community Plan
 - No compatibility policies pertaining to Lincoln Regional Airport
- Airport Overflight Combining District (17.52.030)
 - Ordinance sets noise, safety, and height compatibility requirements and requires discretionary land use permits applications to be submitted to ALUC for review

Exhibit 5

General Plan Policies
County of Placer and City of Lincoln

| | |
|---|---|
| <p>City of Lincoln</p> <ul style="list-style-type: none"> ▪ General Plan <ul style="list-style-type: none"> - Adopted 2014 Placer County Airport Land Use Compatibility Plan (ALUCP) and any subsequent amendments by reference (Page 4-2) - Adopted airport buffer to protect airport from encroachment of incompatible uses; requires developers to file an aviation easement with City if project is within ALUCP boundary (LU-2.10) ▪ Housing Element <ul style="list-style-type: none"> - Identifies community's housing needs, goals, objectives, policies, and programs with regard to housing production, rehabilitation and conservation - Establishes Regional Housing Needs Allocation ▪ Draft Housing Element <ul style="list-style-type: none"> - Establishes Regional Housing Needs Allocation - Identifies SUD-B as potential housing site ▪ Draft Health and Safety Element <ul style="list-style-type: none"> - Restricts new development from creating airport safety hazards; Limits land uses in airport safety zones to ensure compatibility in terms of location, height, residential density, non-residential intensity, and noise; Exceptions allowed only as provided in applicable ALUCP (HS-4.1) - Requires development to comply with CFR Part 77 airspace regulations (HS-4.2) - Encourages Lincoln Regional Airport to share information with airports and communities of Placer County and Greater Sacramento Area (HS-4.3) ▪ Village 5 and 7 Specific Plans <ul style="list-style-type: none"> - Guides future development of land south of the airport in city's sphere of influence; both plans reference the Placer County ALUCP ▪ SUD-B Northeast Quadrant Specific Plan <ul style="list-style-type: none"> - Policy goal is to arrange and create a vibrant community and region serving commercial areas and locations for residential uses that are well incorporated with future highway development and protection of Lincoln Municipal Airport - Special Use Districts allow for a mix of residential and commercial land uses - General plan requires specific plans for these areas and for future development to be consistent with ALUCP - | <ul style="list-style-type: none"> ▪ Airport Hazard Zone (18.70.010 to 18.70.040) <ul style="list-style-type: none"> - Ordinance sets requirements addressing airspace hazards (physical, visual and electronic) ▪ Lincoln Land Use Circulation Map <ul style="list-style-type: none"> - Includes 2014 ALUCP Compatibility Zones and Special Conditions Policy 6.2.3, Municipal Wastewater Treatment Facility |
|---|---|

Exhibit 5 (Continued)

General Plan Policies
County of Placer and City of Lincoln

General Plan Land Use Designations

To achieve general plan consistency with the proposed ALUCP, there should be no direct conflicts between planned land uses in the local jurisdictions' general plan maps and the proposed ALUCP criteria. Existing land uses that may conflict can remain, as can general plan land use designations that reflect them, as the PCALUC has no authority over existing land uses. The proposed ALUCP compatibility zones and criteria are the primary policy instruments used in determining if the general plan's land use designations are consistent with the proposed ALUCP.

Land Use Designations – Evaluation

The proposed ALUCP includes proposed expansion of Compatibility Zone A (south) to reflect the larger Runway 33 RPZ reflected in the 2020 FAA-approved Airport Layout. As shown in **Exhibit 1**, the expanded Compatibility Zone A (south) encompasses two unincorporated parcels currently in Compatibility Zone B1 under the 2014 ALUCP, which is a less restrictive compatibility zone.

The purpose of this land use consistency evaluation is to compare the local agency's general plan land use designations and zoning classifications with the compatibility zone change included in the proposed ALUCP update. The outcome of this land use consistency assessment is identification of changes to the County's and City's land use maps that will be necessary to achieve a general plan consistency determination from the PCALUC following adoption of the proposed PCALUCP.

To identify potential conflicts with the proposed ALUCP, the compatibility zones that could potentially prohibit future residential land uses, restrict future residential densities (dwelling units per acre), or limit nonresidential intensities (people per acre) are compared to the allowable land use details provided in the local agencies' zoning classifications. For example, a conflict would arise if the general plan/zoning residential densities exceed the proposed ALUCP density criteria. A similar evaluation is conducted for nonresidential uses (e.g., commercial, industrial).

Resolving these land use conflicts can necessitate changes to future land use development patterns by shifting or "displacing" the location of that development to less restrictive areas of the proposed Airport Influence Area or to other parts of the community where there are no proposed ALUCP restrictions. Displacement involves changes to the patterns of land use development that has not yet occurred. The proposed ALUCP has no effect on existing land uses; therefore, no displacement of existing development would occur as a result of adoption of the proposed ALUCP.

The following consistency evaluations were conducted to identify potential conflicts between the proposed ALUCP and local general plan land use designations:

1. Nonresidential Uses – A qualitative assessment is conducted to determine the degree to which the proposed PCALUCP would restrict future nonresidential land use development within the proposed Airport Influence Area. The assessment focuses on where the proposed PCALUCP intensity criteria (people per acre) is more stringent than the intensity criteria of the current PCALUCP.
2. Residential Uses – The assessment compares the density (dwelling units per acre) criteria of the proposed PCALUCP with the density limits provided under the County's and City's zoning classifications.

As shown in **Exhibit 1**, the two unincorporated parcels affected by the expanded Compatibility Zone A have a Rural Residential (1- to 10-acre lots) designation under the Placer County General Plan and fall within Lincoln's Village 5 Specific Plan, which establishes development standards for the areas south of the Airport outside of the city-proper but within the city's sphere of influence. Under the Specific Plan, the parcels are designated as Village Rural Residential (VRR), which allows a density range of 0.5 to 0.2 dwelling units per acre (i.e., 2-acre and 5-acre lots, respectively).

The consistency findings summarized in **Exhibit 6** indicates that no significant residential housing displacement impact would occur with the proposed expansion of Zone A for the following reasons:

- Although a theoretic displacement of three units would occur under the County's General Plan and two units under the Village 5 Specific Plan, all dwelling units could be accommodated elsewhere on the respective parcels given the size of each parcel.
- The Airport Layout Plan approved by the City of Lincoln indicates that the city intends to acquire easements on the affected property. The easements could be used to restrict where structures could be located on the property.

Once Placer County's AO District is amended to be consistent with the proposed ALUCP, the AO District is anticipated to remove all potential conflicts between the primary zoning district (or general plan land use designation) and the proposed ALUCP. Alternatively, Placer County could overrule the PCALUC in accordance with state airport land use planning statutes (PUC Section 21676(b)). If Placer County attains a General Plan consistency determination from the PCALUC, no changes to the general plan land use maps would be required. Section 14 of this Initial Study further discusses the potential for housing displacement.

Mitigation

None Required.

12. Mineral Resources

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan, Goal 1.J, *Mineral Resources*, encourages commercial mining operations only within areas designated for mineral extraction where environmental, aesthetic, and adjacent land use compatibility impacts can be adequately mitigated. Lincoln's General Plan Policy OSC-1.5 indicates the city's intent to protect mineral resources such as groundwater, clay deposits, as well as groundwater recharge areas from urban development. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts

Mitigation

None required.

13. Noise

| Would the proposed project result in: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a – e): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of noise standards and sensitive receptors, both known and unknown. Because the proposed ALUCP is regulatory in nature; it does not propose any new development, construction or physical change to the environment that would directly or indirectly result in exposing persons to noise or generating noise.

e): The proposed ALUCP is regulatory in nature; it does not propose any physical change to the environment. The ALUCP does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters. Pursuant to the State Aeronautics Act, the purpose of the ALUCP is to minimize the public's exposure to aircraft noise within the Airport vicinity. Therefore, adoption and implementation of the proposed ALUCP would not generate new sources of aviation-related noise or expose people residing and working in the vicinity of the Airport to excessive noise.

Airport-related noise and its impacts on land uses were considered in the development of the proposed ALUCP criteria. The noise contours from the adopted Lincoln Regional Airport Master Plan (2007), which are included in the current ALUCP adopted by the PCALUCP in 2014, are brought forward for use in the proposed ALUCP. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes. In accordance with PUC Section 21675(a), the airport noise contours cover the requisite 20-year planning timeframe and represent approximately 138,000 annual aircraft operations.

The airport noise contours were one of four compatibility factors used to establish the compatibility zones for the 2014 ALUCP and proposed ALUCP. The ALUCP establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher. Thus, the proposed ALUCP would not expose people residing or working in the area to excessive noise levels.

Mitigation

None required.

14. Population and Housing

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a) As noted in Section 11, *Land Use and Planning*, the proposed ALUCP would apply more stringent intensity and density criteria to two unincorporated parcels underlying the expanded Compatibility Zone A (south). Although the proposed ALUCP criteria could indirectly displace populations to other portions of the Airport Influence Area or community, the proposed ALUCP would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in previously certified environmental documentation and policies and/or mitigation measures have been adopted that would reduce those environmental effects. Additionally, any future development proposals or general plan/zoning amendments would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated as appropriate.

b) Jurisdictions are mandated by state law to accommodate their share of the regional housing needs (Government Code Section 65580). State law also requires jurisdictions to amend their respective general plans to be consistent with the ALUCP or to take special steps to overrule the ALUC (Public Utilities Code Section 21676(a)). Modifying a general plan for consistency with the ALUCP has the potential to restrict a jurisdiction's ability to satisfy its share of the regional housing needs, as an ALUCP may preclude or limit the future development of housing units within portions of the Airport Influence Area.

Housing Displacement Analysis

The purpose of this analysis is to determine whether the proposed ALUCP for Lincoln Regional Airport could impact the County's and City's ability to meet their respective shares of their Regional Housing Need Allocation (RHNA) as established by the California Department of Housing and Community Development (HCD).

To address potential impacts to the County's and City's future housing resources, an analysis was conducted to determine the amount of developable residential acreage and the number of future dwelling units that could be potentially precluded from portions of the Airport Influence Area. The analysis compares the residential densities (dwelling units per acre) permitted under the County's and City's general plans and zoning ordinances with the density limits established in the proposed ALUCP for Zone A. Where the general plan densities exceed the

proposed ALUCP density criteria (i.e., allow more future residential units than would be permitted under the proposed ALUCP), the number of housing units that could not be accommodated within portions of the Airport Influence Area (i.e., displaced) is quantified.

As noted in Section 11, *Land Use and Planning* (see page 25), there is a potential for three units to be displaced under the County's General Plan and two units under the City of Lincoln's Village 5 Specific Plan as a result of expanding Compatibility Zone A (south).

Placer County RHNA

State law requires Housing Elements to "identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels" (Govt Code Section 65583.2(a)).

Placer County's share of the 2021-2029 RHNA is 7,854 units by 2029 (Housing Element 2021-2029, March 2021 Draft). Placer County has identified sufficient land to accommodate 15,255 housing units throughout the County. However, the County has also identified a shortfall in capacity for lower-income households of 1,107 units. To address this shortfall, the County is obligated to rezone at least 55.3 acres to allow for high-density multifamily development at a density of at least 30 units per acre by May 2024.

Placer County does not designate any sites that can be developed for high-density housing within the Lincoln Regional Airport Influence Area.

City of Lincoln

The City of Lincoln's Housing Element 2021-2029 (February 2021 Adoption Draft) indicates that the City's RHNA is 5,120 units within the 2021-2029 planning cycle. Lincoln has a total residential capacity of 14,743 units, an amount well in excess of its RHNA. Within the Lincoln Regional Airport Influence Area, future housing sites are proposed within the Village 5 Specific Plan, Village 7 Specific Plan, and Special Use District B (SUD-B) located south of the Airport. The Housing Element acknowledges that Zone A prohibits all housing within the RPZ. However, the Housing Element references the 2000 ALUCP which has been superseded by the 2014 ALUCP.

Housing Displacement Findings

Based on the displacement calculations summarized in **Exhibit 6** and considering Placer County's and City's Housing Elements, theoretic displacement of up to 3 units under the County's General Plan and 2 units under the City's Village 5 Specific Plan represent a less than significant amount for the following reasons:

- Placer County's Housing Element (March 2021 Draft) does not identify these two parcels for future multi-family residential development. As such, the proposed ALUCP would not impact the County's ability to meet its RHNA obligations.
- The City of Lincoln has 14,743 units in excess of its RHNA. As such, the proposed ALUCP would not impact the City's ability to meet its RHNA obligations.
- Both affected parcels are large enough to accommodate the displaced dwelling(s) elsewhere on the site outside of expanded Compatibility Zone A. Assessor Parcel Number (APN) 021-380-005-000 is 19.34 acres and APN 021-380-062-000 is 4.8 acres.

-
- Consistent with the Lincoln Regional Airport Layout Plan (2020), the city intends to acquire aviation easements for the areas covered by the future Runway Protection Zone (RPZ) for Runway 33 (south). The easements could be used to restrict where structures could be located on the property. The RPZ is the factor upon which the expanded Zone A is based.

Mitigation

None required.

15. Public Services

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a.i – a.iv): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area contains and has the potential to contain a wide variety of public services in the future. The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to listed government facilities or services.

a.v): Adoption and implementation of the proposed ALUCP would create a temporary increase in the staff workloads as a result of the state requirement to modify the local general plan to be consistent with the proposed ALUCP. As described in Section 11 of this Initial Study, minor changes and/or additions would be needed to bring the local general plans and Airport-related overlay zoning ordinances into consistency with the proposed ALUCP. Over the long-term, procedural policies included in the proposed ALUCP will simplify and clarify the ALUC project review process, thereby reducing the workload for ALUC staff and planning staffs of the County of Placer and the City of Lincoln.

Mitigation

None required.

16. Recreation

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - b): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of recreational resources, both known and unknown. The proposed ALUCP restricts certain types of future recreational uses within the proposed Airport Influence Area depending on the proposed location of the facility within the airport Compatibility Zones and the number of people the facility is intended to serve. For example, outdoor non-group recreation (e.g., golf course) is prohibited in Zone A and conditionally compatible in Zones B1, B2, and C1.

The Placer County General Plan identifies existing Open Space in the northeasterly portions of Zones C2 and D. The southerly portion of the Open Space site is located within the proposed Wildlife Hazard Critical Zone. The proposed ALUCP includes a new policy, Policy 3.5.3, *Criteria Addressing Wildlife Hazards*, which would restrict proposed land uses or land use features that could attract potentially hazardous wildlife to the airport vicinity or interfere with aircraft during takeoff, in flight, or landing at the Lincoln Regional Airport. Certain recreational uses, such as golf courses, can attract hazardous wildlife to the Airport Influence Area. These types of recreational uses would be required to include measures to address wildlife hazards.

The City's General Plan designates airport property underlying the Runway 33 RPZ as Open Space. However, recreational uses for public purposes would not be permitted by the airport in this area.

The proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to recreation.

Mitigation

None required.

17. Transportation and Traffic

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a – d): See Summary of Potential Environmental Effects (No. 11 on page 5). The Placer County General Plan and City of Lincoln General Plan identify a wide range of existing and planned transportation modes, including roads, transit, nonmotorized transportation, rail, and aviation. Therefore, the Lincoln Regional Airport Influence Area contains and has the potential to contain a wide variety of transportation systems in the future. However, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to on-ground transportation and traffic.

Mitigation

None required.

18. Tribal Cultural Resources

| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In apply the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a – b): See Summary of Potential Environmental Effects (No. 11 on page 5). A Tribal Cultural Resource is a site feature, place, cultural landscape, sacred place, or object that is of cultural value to a Tribe. The Placer County 2013 General Plan indicates that under Cultural Resources, Policy 5.D.3, the County shall solicit the views of the Native American Heritage Commission, State Office of Historic Preservation, North Central Information Center, and/or the local Native American community in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance. The City’s General Plan does not address tribal cultural resources.

The proposed Airport Influence Area has the potential to contain a wide variety of tribal cultural resources, both known and unknown. However, the proposed ALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to tribal cultural resources.

Neither the PCALUC nor the policies set forth in the proposed ALUCP have authority over federal, state, or tribal lands or land use actions proposed by federal or state agencies or Native American tribes with the proposed Airport Influence Area. Instead, the criteria contained within the proposed ALUCP are intended as recommendations to these agencies.

Mitigation

None required.

19. Utilities and Service Systems

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage; electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a – g): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area contains and has the potential to contain a wide variety of utilities and service systems in the future. The proposed PCALUCP is regulatory in nature. It does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to utilities and service systems.

Mitigation

None required.

20. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a - d): See Summary of Potential Environmental Effects (No. 11 on page 5). Placer County adopted a Community Wildfire Protection Plan in 2007. The proposed ALUCP does not directly or indirectly conflict or impair implementation of the adopted emergency plan. Additionally, the proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly impair an adopted emergency response or evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks.

Mitigation

None required.

21. Mandatory Findings of Significance

| Would the proposed project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

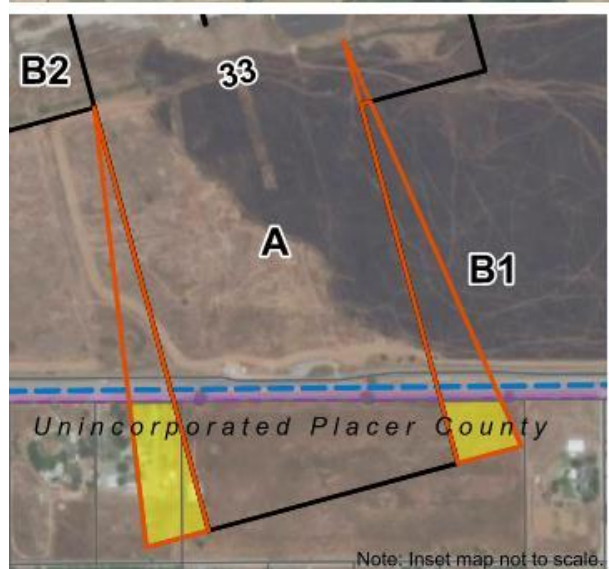
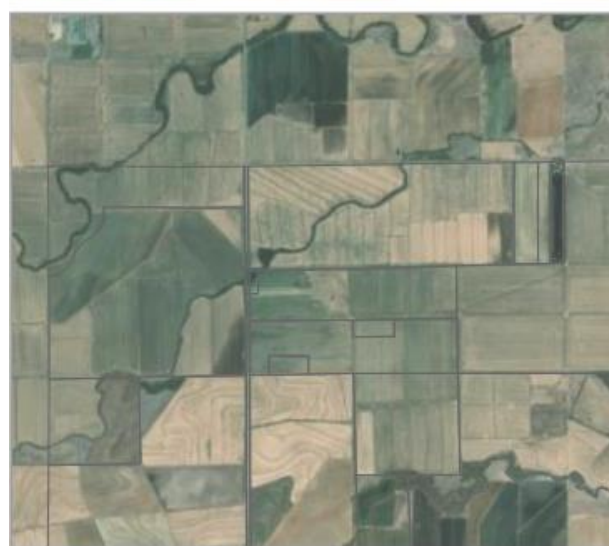
a, c): See Summary of Potential Environmental Effects (No. 11 on page 5). The proposed Airport Influence Area has the potential to contain a wide variety of environmental resources, both known and unknown. The proposed ALUCP is regulatory in nature; it does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in a substantial adverse effect on the environment or human beings or substantially degrade the environment.

b): The proposed ALUCP is regulatory and does not propose any physical changes to the environment. No significant levels of displacement associated with future development would occur as a result of the adoption of this proposed ALUCP. Although some staff effort will be required to revise the City and County general plans to implement the new ALUCP, this effort will be temporary and result in a simplified review process following implementation.

In addition, the ALUCP addresses potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that other public entities or private parties may propose within the Airport Influence Area. Therefore, adoption and implementation of the proposed ALUCP would minimize the extent to which persons using future land use projects would be exposed to significant negative noise or safety hazards associated with living or working in the Airport Influence Area. Adoption and implementation of the proposed ALUCP has no potential to create cumulatively significant environmental impacts.

Mitigation

None required.



- Legend**
- Existing Runway 15/33 (6,000 ft.)
 - Future Runway 15R/33L (7,000 ft.) & 15L/33R (3,350 ft.)
 - Existing Airport Property Line
 - Lincoln City Limits
 - County Parcels
 - Compatibility Policy Zones (Adopted 2014)
 - Expanded Zone A (2021 Draft)
- Placer County General Plan Land Use**
- Rural Residential 0.1 - 1 DU/Ac.
- City Land Use (Future Annexation)**
- Village Rural Residential 0.2 - 0.5 DU/Ac.

Notes:

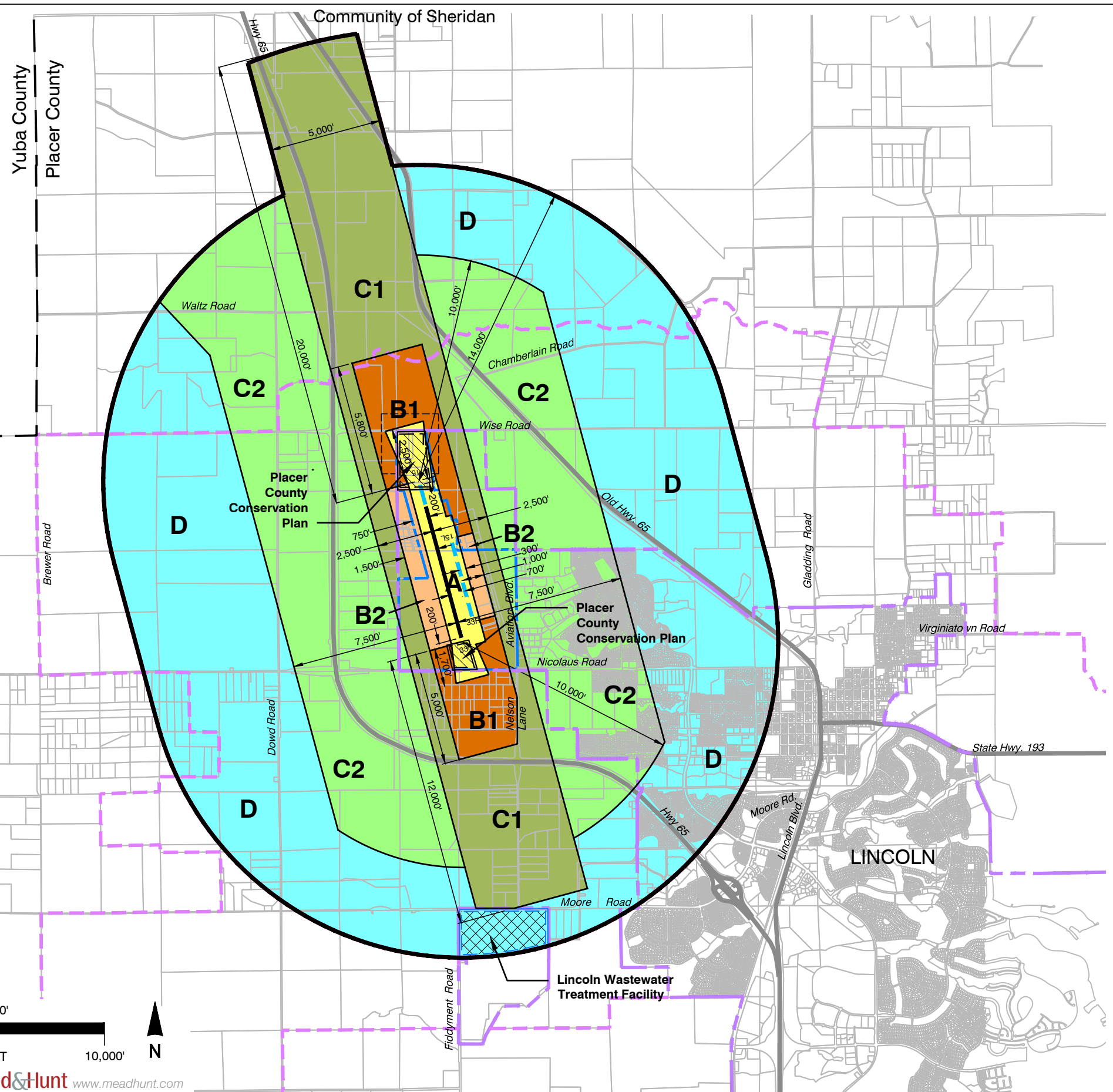
1. Placer County Land Use Source: Placer County Online Maps: <https://www.placer.ca.gov/2843/Online-Maps>
2. City of Lincoln Land Use Source: City of Lincoln Village 5 General Development Plan, Public Review Draft, August 12, 2016.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Exhibit 1
Airport Influence Area
 Lincoln Regional Airport

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Legend

Boundary Lines

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

Compatibility Zones¹

- Airport Influence Area (Adopted 2014)
- Zone A (Proposed - Zone A at South)
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

} Adopted 2014

See Special Conditions Policy Section 6.3

- Placer County Conservation Plan
- Lincoln Wastewater Treatment Facility

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



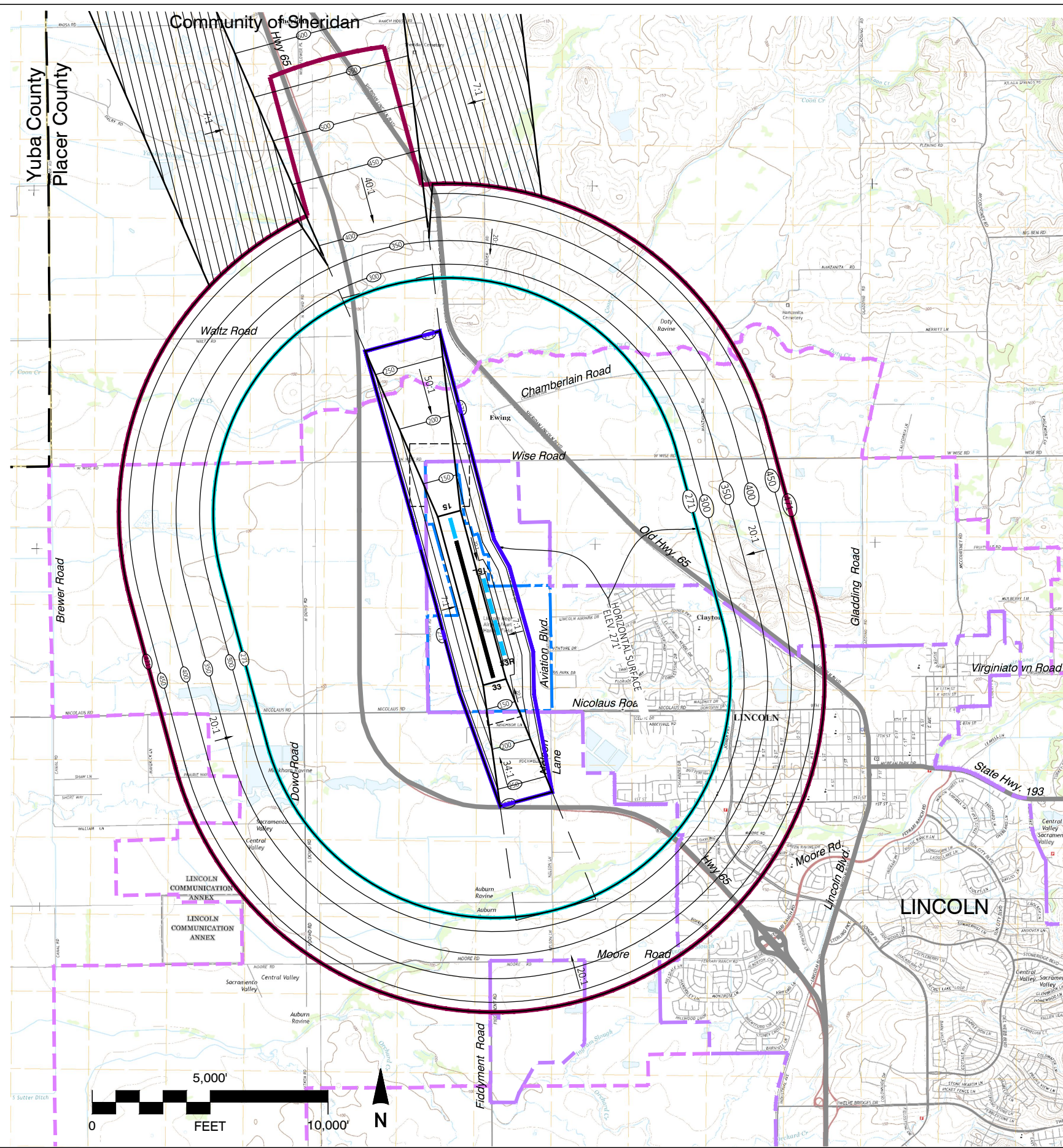
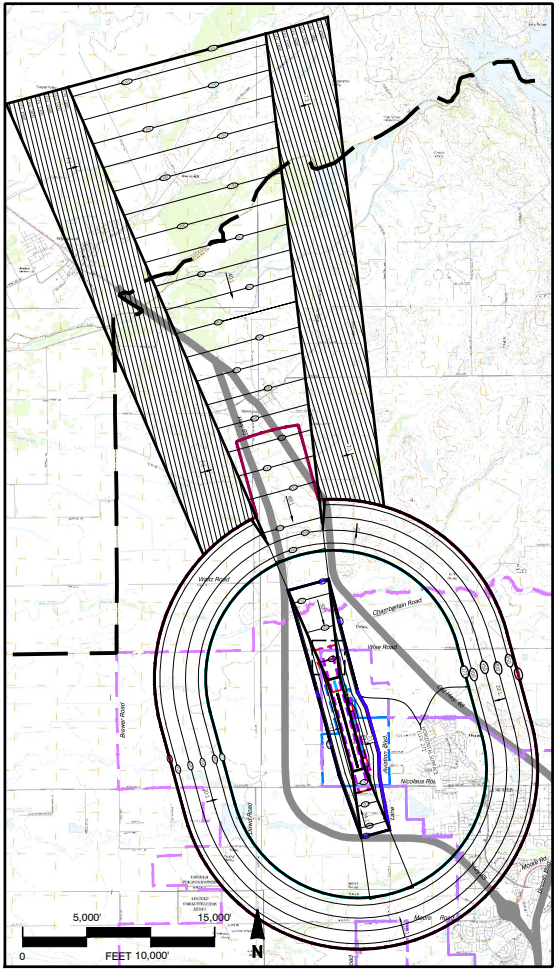
Prepared By: **Mead&Hunt** www.meadhunt.com

**Lincoln Regional Airport
Land Use Compatibility Plan**
(Public Review Draft, June 2021)

Exhibit 2

Compatibility Policy Map
Lincoln Regional Airport

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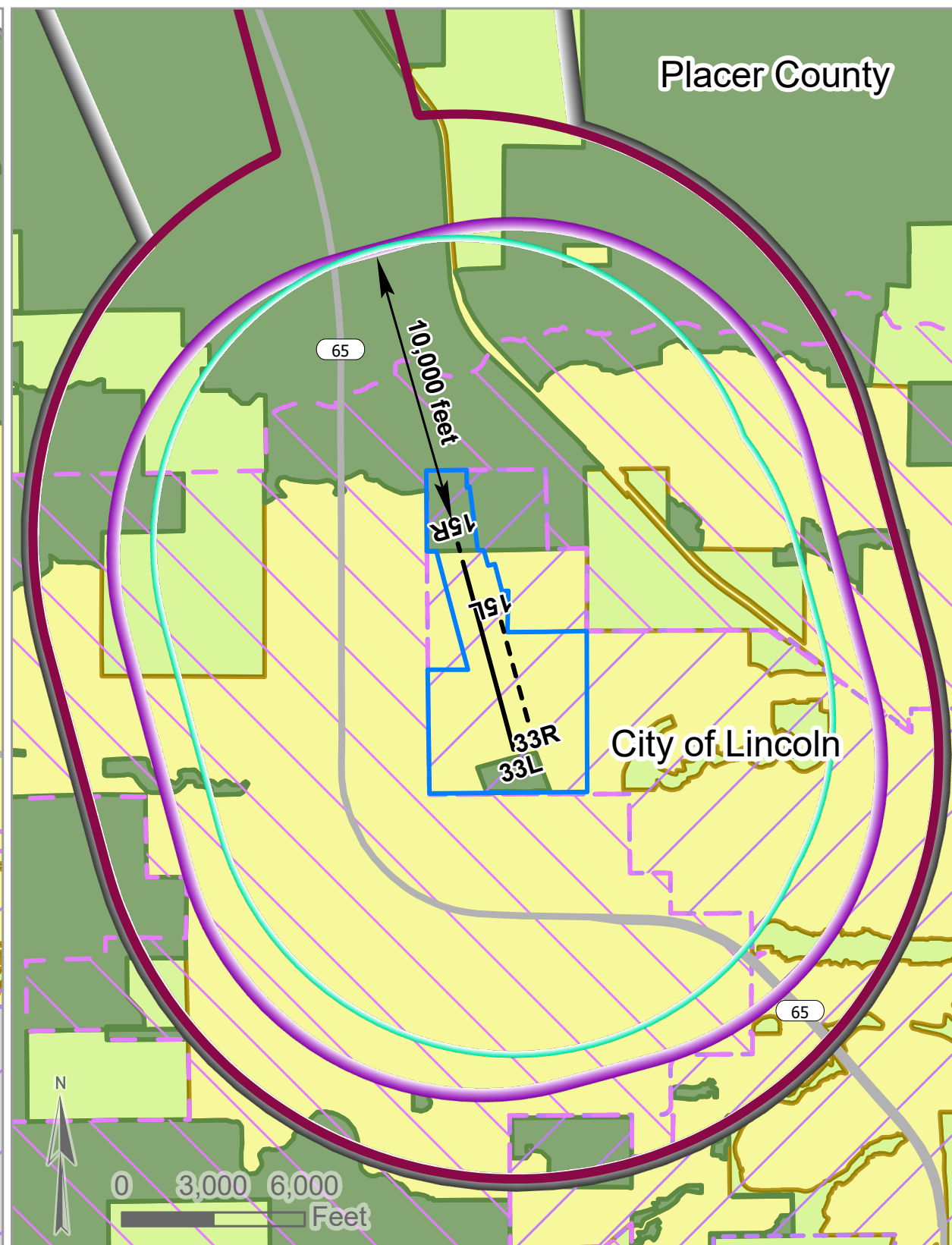
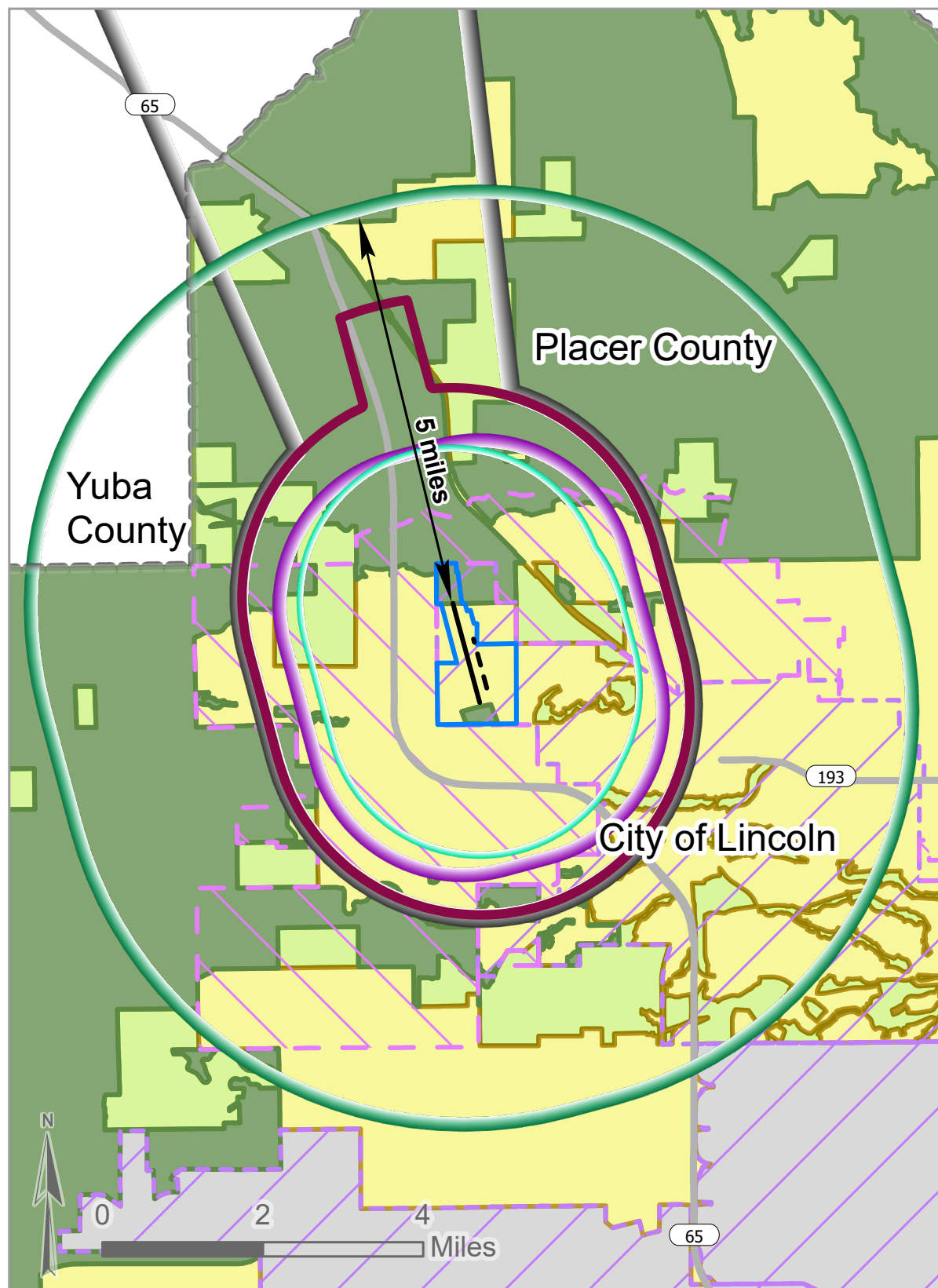


- Legend**
- Boundary Lines**
- Placer County Limits
 - Lincoln City Limits
 - Lincoln Sphere of Influence
 - Existing Airport Property Line
 - Future Airport Property Line
 - Future Avigation Easement
 - Existing Runway 15-33 (6,000 ft.)
 - Future Runway 15R-33L (7,000 ft.)
 - Future Runway 15L-33R (3,350 ft.)
- Compatibility Zones**
- Airport Influence Area (Adopted 2014)
 - Airspace Critical Protection Zone (Adopted 2014)
 - Wildlife Hazard Critical Zone (Proposed 2021)

**Lincoln Regional Airport
Land Use Compatibility Plan
(Public Review Draft, June 2021)**

Exhibit 3

**Airspace Protection Map
Lincoln Regional Airport**



Legend

Compatibility Zones

- Airport Influence Area (Adopted 2014)
- Wildlife Hazard Critical Zone (Proposed 2021)¹
- Part 77 Obstruction Surface (Conical Surface and portion of Precision Approach Surface)

Placer County Conservation Program (PCCP) Designations

- Existing Reserve (EXR)
- Reserve Acquisition Area (RAA)
- Potential Future Growth (PFG)
- Non-Participating City

FAA-Designated Separation for Wildlife Hazard Attractants

- Perimeter B (10,000 feet)²
- Perimeter C (5 miles)³

Boundary Lines

- Airport Property Boundary
- Lincoln Sphere of Influence
- County Boundary
- Lincoln City Limits
- Existing Runway 15/33 (6,000 ft.)
- Future Runway 15R/33L (7,000 ft.) & 15L/33R (3,350 ft.)
- Highway

Notes:

1. Boundary based on Part 77 Horizontal Surface.
2. Perimeter B: Recommended 10,000-foot separation from nearest aircraft movement area at airports serving turbine-powered aircraft.
3. Perimeter C: Recommended 5-mile separation from nearest aircraft movement area to protect airspace for circling aircraft and approach/departures corridors.

Sources: FAAAC 150-5200-33C; Placer County Conservation Program Designations Map (PCCP), 2015; 14 CFR Part 77 - Safe, Efficient Use, and Preservation of the Navigable Airspace, 2020.

Exhibit 4: Wildlife Hazards

Exhibit 6: Residential Displacement (Lincoln Regional Airport)

| Parcel | | Land Use Details | | | | | | | | | | | Allowable Units (rounded down to whole number) | | | | | Existing Density | Theoretic Displacement | | Conclusions | |
|--------|------------------------------|--|--|-----------------------------------|--|-----------------------------|---|--------------------------------|-------------------------|----------------------------------|-----------------------|--|---|---------------------|---------------|--------------------|------------|------------------|------------------------|--------|-------------|---|
| Map ID | Assessor Parcel Number (APN) | Placer County Current Land Use Designation | Placer County General Plan Designation | General Plan Max. Density (du/ac) | Placer County Zoning Classification | Zoning Max. Density (du/ac) | City of Lincoln Village 5 Specific Plan (Draft) | Village 5 Max. Density (du/ac) | 2014 Adopted ALUCP Zone | 2014 ALUCP Density Limit (du/ac) | 2021 Draft ALUCP Zone | 2021 Draft ALUCP Density Limit (du/ac) | Acreage (in Zone) | County General Plan | County Zoning | City Specific Plan | 2014 ALUCP | 2021 Draft ALUCP | du/ac | County | City | Findings |
| 1 | 021-380-005-000 | RESIDENTIAL, AUXILIARY IMP | Rural Residential 1 - 10 Ac. Min. | 1 | F-B-X-SP-AO 5 AC. MIN. | 0.2 | Village Rural Residential (0.2-0.5 du/ac) | 0.5 | B1 (1du/10 ac) | 0.1 | A (no residential) | 0 | 1.730061 | 2 | 0 | 1 | 0 | 0 | 0 | -2 | -1 | No significant displacement impact as parcel is 19.34 acres and future dwelling unit could be accommodated elsewhere on site. |
| 2 | 021-380-062-000 | SINGLE FAM RES, HALF PLEX | Rural Residential 1 - 10 Ac. Min. | 1 | F-B-X-AO 5 AC. MIN./F-B-X-SP-AO 5 AC. MIN. | 0.2 | Village Rural Residential (0.2-0.5 du/ac) | 0.5 | B1 (1du/10 ac) | 0.1 | A (no residential) | 0 | 2.113839 | 2 | 0 | 1 | 0 | 0 | 1 | -1 | -1 | No significant displacement impact as parcel is 4.8 acres and future dwelling unit could be accommodated elsewhere on site. |
| | | | | | | | | | | | | | | | | | | | | -3 | -2 | |