

Chapter **1**

Introduction

Introduction

OVERVIEW

This *Placer County Airport Land Use Compatibility Plan (ALUCP)* contains the individual *Compatibility Plan* for each of the three public-use airports in Placer County:

- › Auburn Municipal Airport
- › Blue Canyon Airport
- › Lincoln Regional Airport

The Placer County Transportation Planning Agency (PCTPA) functions as the Placer County Airport Land Use Commission (*PCALUC*) for the three airports in Placer County. As adopted by the *PCALUC*, the basic function of this *ALUCP* is to promote compatibility between these airports and future land use development in the surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the *ALUCP* serves as a tool for use by the *ALUC* in fulfilling its duty to review plans, regulations and other actions of local agencies and airport operators for consistency with the *ALUCP* criteria. Neither this *ALUCP* nor the *ALUC* have authority over existing land uses or over the operation of the airports.

The *Airport Influence Area* for each of the airports, as defined herein, extends roughly 1.5 to 4 miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Placer County:

- › County of Placer
- › City of Auburn
- › City of Lincoln

These three local government jurisdictions—together with, any city, special district, school district, or community college district in Placer County that exists or may be established or expanded into any of the three *Airport Influence Areas* defined by this *ALUCP*—are subject to the provisions of the plan.¹

Portions of the Blue Canyon *Airport Influence Area* also affect lands within the jurisdiction of two other government entities: the County of Nevada and the U.S. Forest Service. The authority of the *PCALUC* does not extend to federal, state, tribal, or neighboring county lands in accordance with the provisions

¹ *Public Utilities Code Section 21670(f)*.

of the state *ALUC* statutes. Thus, the compatibility policies for Blue Canyon Airport remain strictly advisory for these agencies.

Likewise, aircraft operations at four airports in adjacent counties affect lands within Placer County (see Exhibit 1A). The authority of the *PCALUC* does not extend into these counties as compatibility planning for these airports is done by other *ALUCs*. Nevertheless, the policies of this *ALUCP* address the importance of inter-agency coordination on airport land use compatibility matters.² These airports are:

- › Truckee-Tahoe Airport which straddles the Placer and Nevada County boundary. Airport land use compatibility planning matters for the Truckee-Tahoe Airport is the responsibility of the Truckee-Tahoe *ALUC*, a special two-county *ALUC*. The Nevada County Transportation Commission (NCTC) serves as the *ALUC* staff.
- › Sacramento International Airport and McClellan Field in Sacramento County and Beale Air Force Base in Yuba County. The Sacramento Area Council of Governments (SACOG) functions as the *ALUC* for Sacramento, Sutter, Yolo and Yuba counties in accordance with the designated body provisions of Public Utilities Code Section 21670.1. Though also members of SACOG, the counties of Placer and El Dorado have their own *ALUCs*.

AIRPORT LAND USE COMMISSION REQUIREMENTS

The creation of *ALUCs* and the preparation of *ALUCPs* are requirements of the California State Aeronautics Act.³ Provisions for creation of *ALUCs* were first established under state law in 1967 (see Appendix A for a copy of the current statutes). With limited exceptions, an *ALUC* is required in every county in the state. Furthermore, an *ALUCP* is required for each public-use and military airport in the state even in instances where an *ALUC* is not established.

Many of the procedures that govern how *ALUCs* operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for *ALUC* adoption of compatibility plans, which airports must have these plans, and some of the steps involved in plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the *ALUC*. For example, the law specifies the types of actions that local jurisdictions must refer for *ALUC* review.

ALUC Powers and Duties

Although the law has been amended numerous times since its original adoption, the fundamental purpose of *ALUCs* to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose 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 airports to the extent that these areas are not already devoted to incompatible uses.”⁴

The compatibility plans that *ALUCs* adopt are the basic tools they use to achieve this purpose. The ultimate objective of *ALUCs*, though, is to ensure that land use actions taken by local agencies also ad-

² See Chapter 2, Policy 2.2.10.

³ *Public Utilities Code Section 21670 et seq.*

⁴ *Public Utilities Code Section 21670(a)(2).*

here to this purpose. *ALUCs* pursue this objective by reviewing the general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies for consistency with the policies and criteria in the applicable compatibility plan.

ALUCs also review airport operators' proposed master plans and other airport development plans—such as, proposed nonaviation development of airport property that does not directly serve the flying public—to determine if those plans are consistent with the compatibility plan or if modifications should be made to the compatibility plan to reflect current airport planning.

ALUC Limitations

Two specific limitations on the powers of *ALUCs* are set in the statutes. First, as indicated above, is that *ALUCs* have no authority over areas “already devoted to incompatible uses.”⁵ The common interpretation of this clause is that *ALUCs* have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An *ALUC* cannot, for example, require that an existing incompatible use be converted to something compatible.

The second explicit limitation is that *ALUCs* have no “jurisdiction over the operation of any airport.”⁶ This limitation includes anything concerning the configuration of runways and other airport facilities, the types of aircraft operating at the airport, or where they fly.

AIRPORT LAND USE COMPATIBILITY PLAN REQUIREMENTS

ALUCP Guidelines

With respect to airport land use compatibility criteria, the statutes say little however. Instead, a section of the law enacted in 1994 refers to another document, the *California Airport Land Use Planning Handbook (Handbook)* published by the California Department of Transportation (Caltrans), Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, designated bodies functioning as *ALUCs*, such as the PCTPA functioning as the *PCALUC*, “shall be guided by information”⁷ in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports.

The policies and maps in this *ALUCP* rely upon the guidance provided by the current edition of the *Handbook* (October 2011). The October 2011 edition of the *Handbook* is available for downloading from the Division of Aeronautics web site (www.dot.ca.gov/hq/planning/aeronaut).

An additional function of the *Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and the California Environmental Quality Act (CEQA). The Public Resources Code requires lead agencies to use the *Handbook* as “a technical re-

⁵ *Public Utilities Code Section 21674(a)*.

⁶ *Public Utilities Code Section 21674(e)*.

⁷ *Public Utilities Code Section 21674.7(a)*.

source” when preparing CEQA documents assessing airport-related noise and safety impacts of projects located in the vicinity of airports.⁸

ALUCP Relationship to Airport Master Plans

ALUCPs are distinct from airport master plans, airport layout plans and other types of airport development plans, but they are closely connected to them. An airport layout plan is a drawing showing existing facilities and planned improvements. Airport master plans primarily address on-airport issues. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. A typical airport master plan includes an airport layout plan, but also provides textual background data, a discussion of forecasts, and an examination of alternatives along with a detailed description of the proposed development. Airport layout plans and airport master plans are prepared for and adopted by the entity that owns and/or operates the airport. Most large, publicly owned airports have an airport master plan, but many smaller or private airports do not.

In contrast to airport layout plans and airport master plans, the focus of which is normally on on-airport concerns, airport land use compatibility plans mostly address off-airport issues. The major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airport. Compatibility plans are required to reflect the planned airport development and anticipated activity at least 20 years into the future. The responsibility for preparation and adoption of compatibility plans lies with each county’s *ALUC*.

The principal connection between the two types of plans stems from the California Public Utilities Code.⁹ The statutes require that *ALUC* plans must be based upon a long-range airport master plan adopted by the airport owner/proprietor or, if such a plan does not exist or is outdated for a particular airport, an airport layout plan may be used with the acceptance of the Division of Aeronautics.

The connection works in both directions, however. While a compatibility plan must be based upon an airport master plan, the statutes require that any proposed modification to an airport master plan be submitted to the *ALUC* to determine whether the proposal is consistent with the compatibility plan.¹⁰ Provided that the off-airport compatibility implications of the proposed modifications are adequately addressed in the master plan, the outcome of this process usually is that the *ALUCP* will need to be updated to mirror the new master plan.

ALUCP Airport Activity Forecasts

In addition to the requirement that a compatibility plan be based upon the adopted airport master plan or state-approved airport layout plan, the Public Utilities Code says that a compatibility plan must reflect “the anticipated growth of the airport during at least the next 20 years.”¹¹ Frequently, unless the master plan is very recent, its forecasts cannot be directly used because they do not cover the requisite 20-year time period. A final forecasting factor therefore is one pointed out in the *Handbook*:

“For compatibility planning, however, 20 years may be shortsighted. For most airports, a lifespan of more than 20 years can reasonably be presumed. Moreover, the need to avoid incompatible land use development will exist for as long as an airport exists. Once development

⁸ *Public Resources Code Section 21096.*

⁹ *Public Utilities Code Section 21675(a).*

¹⁰ *Public Utilities Code Section 21676(c).*

¹¹ *Public Utilities Code Section 21675(a).*

occurs near an airport, it is virtually impossible—or, at the very least, costly and time consuming—to modify the land uses to ones that are more compatible with airport activities.” (*Handbook*, p. 3-5.)

Chapters 7 through 9 describe the activity forecasts upon which the *ALUCPs* for Auburn Municipal, Blue Canyon and Lincoln Regional Airports are based.

ALUCP IMPLEMENTATION REQUIREMENTS

Relationship of the ALUC to County and City Governments of Placer County

The fundamental relationship between the *PCALUC* and the governments of Placer County and the cities affected by this *ALUCP* is set by the Public Utilities Code. For the most part, *ALUCs* act independently from the local land use jurisdictions. The *ALUC* is not simply an advisory body for the Board of Supervisors or City Councils in the manner that their respective planning commissions are. Rather, the *PCALUC* is more equivalent to the Placer County Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the *PCALUC* are final and are independent of the Placer County Board of Supervisors or City Councils. The *ALUC* does not need county or city approval in order to adopt this *ALUCP* or to carry out *ALUC* land use project review responsibilities. The *PCALUC* must, however, consult with the involved agencies when establishing *Airport Influence Area* boundaries.¹²

The responsibility for implementation of the *ALUC*-adopted *ALUCP*, however, rests with the affected local agencies. The Government Code establishes that each county and city affected by an *ALUCP* must make its general plan and any applicable specific plans consistent with the *ALUC's* compatibility plan.¹³ Alternatively, local agencies can undertake the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the *ALUC* policies.¹⁴

The other responsibility of local agencies is to refer their plans and certain other proposed land use actions to the *ALUC* for review so that the *ALUC* can determine whether those actions are consistent with its *ALUCP*. Proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations always must be referred to the *ALUC*. However, other actions, such as those associated with individual development proposals, are subject to *ALUC* review only until such time as the agency's general plan and specific plans have been made consistent with the *ALUC's* plan or the agency has overruled the *ALUC*.

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an *ALUC's* planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the *ALUC* adopts or amends its plan.¹⁵ The only other course of action available to local agencies is to overrule the *ALUC* using the process outlined in the next section.

¹² *Public Utilities Code Section 21675(c)*.

¹³ *Government Code Section 65302.3*.

¹⁴ *Public Utilities Code Section 21676*.

¹⁵ *Government Code Section 65302.3(b)*.

A general plan does not need to be identical with the *ALUC* plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

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

Compatibility planning issues can be reflected in a general plan in any, or a combination, of several ways:

- ▶ **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction’s general plan.
- ▶ **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community’s general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.
- ▶ **Adopt ALUCP as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *ALUCP*. Changes to the community’s existing general plan would be minimal. Policy reference to the separate *ALUCP* document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- ▶ **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *ALUCP* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix F.)

Overruling ALUC Decisions

If an *ALUC* has determined that a local agency’s general plan is inconsistent with the *ALUCP* and the local agency wishes to adopt the general plan anyway, then it must overrule the *ALUC*. The statutes are explicit in defining the steps involved in the overrule process. This same process also applies if the local agency intends to overrule the *ALUC* with regard to a finding of inconsistency on proposed adoption or approval of a specific plan, zoning ordinance or building regulation; or an individual development proposal for which *ALUC* review is mandatory; or airport master plan.¹⁶ The steps that a local agency must take to overrule the *ALUC* are set by state law and court decisions and summarized below. Further discussion is contained in the *Handbook*.

Specific Findings by Local Agency—When overruling the *ALUC*, the *Local Agency* must make specific findings that the proposed *Action* is consistent with the purposes of the *ALUC* statutes as set forth in Public Utilities Code Section 21670. Such findings may not be adopted as a matter of opinion, but must be supported by substantial evidence. Specifically, the governing body of the *Local Agency* must make specific findings that the proposed project will not:

- › Impair the orderly, planned expansion of the airport;
- › Adversely affect the utility or capacity of the airport (such as by reducing instrument approach procedure minimums); or
- › Expose the public to excessive noise and safety hazards.

Notification and Voting Requirements—In accordance with the *ALUC* statutes, the *Local Agency* must do all of the following:

- › Provide to the *ALUC* and the California Division of Aeronautics a copy of the proposed decision and findings to *Overrule* the *ALUC* at least 45 days prior to the hearing date.
- › Hold a public hearing on the matter. The public hearing shall be publicly noticed consistent with the agency’s established procedures.
- › Include in the public record of any final decision to *Overrule* the *ALUC* any comments received from the *ALUC*, California Division of Aeronautics, Federal Aviation Administration (FAA) or public.
- › Make a decision to *Overrule* the *ALUC* by a two-thirds vote of its governing body.

Liability—The *ALUC* statutes indicate that if a *Local Agency* other than the *Airport* owner *Overrules* the *ALUC*, the agency owning and operating the airport “shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the *Local Agency*’s decision to *Overrule* the *ALUC*’s compatibility determination or recommendation”¹⁷

Project Referrals

In addition to the types of land use actions for which referral to the *ALUC* is mandatory in accordance with state law—adoption or amendment of general plans, specific plans, zoning ordinances, or building codes affecting land within an *Airport Influence Area*—the *ALUCP* specifies other land use projects that either must or should be submitted for review. These “major land use actions” are defined in Chapter

¹⁶ *Public Utilities Code Sections 21676(a), (b), and (c).*

¹⁷ See *Public Utilities Code Sections 21678 and 21675.1(f).*

2. Beginning when the *ALUCP* is adopted by the *ALUC* and continuing until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be referred to the commission for review. After local agencies have made their general plans consistent with the *ALUCP*, the *ALUC* requests that these major actions continue to be submitted on a voluntary basis. These procedures must be indicated in the local jurisdiction's general plan or other implementing policy document in order for the general plan to be considered fully consistent with the *ALUCP*.

COMPATIBILITY PLANNING IN PLACER COUNTY

Placer County ALUC

An airport land use commission was first established for Placer County in 1985. Initially, the Sierra Planning Organization (SPO)—a four-county council of governments and economic development agency consisting of El Dorado, Nevada, Placer, and Sierra counties and most of the cities within them—functioned as the *ALUC*. In its *ALUC* role, SPO operated under the name “Foothill Airport Land Use Commission.”

At the urging of Placer County and the cities of Auburn and Lincoln, the Placer County Transportation Planning Agency (PCTPA) assumed the *ALUC* responsibility in January 1997. The desire for greater local control over airport land use planning matters was the principal factor which prompted the change in designation. PCTPA already had certain countywide airport planning duties as the designated regional transportation planning agency for all of Placer County except the Tahoe Basin. Moreover, the governing board of PCTPA consists of elected officials from the three airport-owning entities in the county along with representatives from the four other cities in the county.

The PCTPA Executive Director serves as the *ALUC* secretary with support from the agency staff.

Airport Plans for Placer County Airports

The three airports addressed by this *ALUCP* are all public-use general aviation facilities. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been taken into account in the preparation of this *ALUCP*. The airport plan status differs for each of the three airports in Placer County.

Auburn Municipal Airport

Auburn Municipal Airport is a general aviation facility owned by the City of Auburn and operated by the City's Department of Public Works. The Auburn City Council adopted a master plan for Auburn Municipal Airport in July 2007. Since publication of the master plan, minor amendments have been made to the Airport Layout Plan (ALP) drawing to reflect recent construction projects none of which have compatibility planning implications. The current ALP was approved by the Federal Aviation Administration (FAA) in August 2012. The information contained on the 2012 ALP together with supplemental information provided in the 2007 master plan and by airport personnel forms the foundation for this *Auburn Municipal Airport Land Use Compatibility Plan (ALUCP)*. The *ALUCP* reflects a 3,700-foot east/west runway (Runway 7-25), a future straight-in nonprecision instrument approach to Run-

way 25 and a 20-year activity forecast of 104,000 annual operations provided in the 2007 Master Plan. Detailed background data pertaining to Auburn Municipal Airport is presented in Chapter 7.

Blue Canyon Airport

Blue Canyon Airport is a public-use general aviation facility owned by Placer County and operated by the county's Department of Transportation. The airport plays an important role in providing emergency access to the mountainous and remote Blue Canyon area.

No airport master plan exists for Blue Canyon Airport. An Airport Layout Plan (ALP) drawing was approved June 2003 by the California Division of Aeronautics for State permitting purposes. This ALP was accepted by the Caltrans Division of Aeronautics on January 2013 as the basis of this *Blue Canyon Airport Land Use Compatibility Plan (ALUCP)*. The information contained in the 2003 ALP and supplemental data provided by airport personnel serve as the foundation for this *ALUCP*. The *ALUCP* reflects a 2,900-foot-long runway, visual approaches and an activity forecast of 2,000 annual operations over the 20-year planning period. Detailed background data pertaining to Blue Canyon Airport is presented in Chapter 8.

Lincoln Regional Airport

Lincoln Regional Airport/Karl Harder Field is a general aviation facility owned and operated by the City of Lincoln. The Lincoln City Council adopted a master plan for the airport in May 2007. Since publication of the master plan, minor amendments have been made to the Airport Layout Plan (ALP). The current ALP was approved by the Federal Aviation Administration (FAA) in May 2008. The information contained on the 2008 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)*. The *ALUCP* reflects two parallel runways, a proposed 1,000-foot northerly extension of the primary runway (Runway 15R-33L) and a 20-year activity forecast of 138,000 annual operations from the 2007 Master Plan. Detailed background data pertaining to Lincoln Regional Airport is presented in Chapter 9.

ALUCP Development Process

Major influences on the decision to prepare an updated *ALUCP* were the new airport master plans for Auburn Municipal and Lincoln Regional Airports and Caltrans Division of Aeronautics' issuance of the 2011 *California Airport Land Use Planning Handbook*.

As required by California state law, the *Handbook* provides guidance for the compatibility policies set forth in this *ALUCP*. The *Handbook* was used both to structure and define compatibility criteria and to establish the procedures to be followed by the *PCALUC* and local agencies in implementation of the criteria.

As noted above, the aeronautical data serving as the foundation of this *ALUCP* is based upon an approved airport master plan or airport layout plan showing existing and proposed airport improvements over the requisite 20-year planning timeframe. With respect to aircraft activity projections, the *ALUCP* again relies upon data obtained from each airport regarding historic, current, and projected operations. The activity forecasts are based on data obtained from current airport master plans and/or airport managers.

Additionally, a Technical Advisory Committee was established specifically for the *ALUCP* update project. The group's primary membership consisted of PCTPA/*ALUC* staff, representatives from each of the three public-use airports covered by this plan (Auburn Municipal, Blue Canyon and Lincoln Regional), and planning staff from the Placer County Planning Services Division, City of Auburn Community Development Department, and City of Lincoln Planning Division. Membership also included Caltrans Division of Aeronautics planning staff, City of Roseville planning staff, Nevada County Transportation/Nevada County *ALUC* staff, and Sacramento Area Council of Governments/*ALUC* staff.

The Technical Advisory Committee assisted with providing airport and land use data, reviewing discussion papers and draft materials, and providing technical input for consideration in the administrative draft plan. Additionally, the group was charged with keeping their respective local jurisdictions informed of the *ALUCP* Update progress.

ALUCP Contents

This *ALUCP* is organized into nine chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for Placer County in particular. The most important components of the plan are found in Chapters 2 through 4. Chapters 2 and 3 present *ALUC* procedural policies and compatibility policies applicable uniformly to each of the three addressed airports. Chapters 4 through 6 contain the airport-specific compatibility maps and criteria for each airport together with individual policies for that airport. Chapters 7 through 9 present airport and land use background information regarding each of the airports in alphabetical sequence.

Also included in this document are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning. This material is mostly taken from other sources and does not represent *ALUC* policy except where cited as such in Chapters 2 through 6—specifically the state *ALUC* statutes and certain other laws (Appendix A) and Federal Aviation Regulations Part 77 (Appendix B).

ALUCP Adoption Process

Although contained within this single volume, the *Placer County Airport Land Use Compatibility Plan* consists of three separate *ALUCPs*, one for each airport addressed. An Initial Study has been prepared for each *ALUCP* in accordance with the California Environmental Quality Act (CEQA). The purpose of each Initial Study is to identify the potential environmental impacts associated with the implementation of the *ALUCP* following adoption. The issues addressed by each Initial Study include those identified in the 2007 California Supreme Court decision in *Muzzy Ranch Company v. Solano County Airport Land Use Commission*, such as an assessment of the potential displacement of future residential and nonresidential land use development.

The Initial Study and associated Negative Declarations associated with the *ALUCP* for each airport will be circulated for a 45-day public review period that will extend from December 16, 2013 through January 31, 2014. Written comments provided on the *ALUCP* and associated CEQA document during this timeframe will be used to guide a final set of revisions to the draft *ALUCP*.

Additionally, public workshops on the draft *ALUCP* will be held in Auburn and Lincoln on January 15, 2014. Both workshops will be publicized by means of block advertisements in local papers. Additional-

ly, individual notices will be sent to approximately 9,000 owners of property in the three *Airport Influence Areas*. During this interval, individual meetings also will be held with several affected property owners, the staffs of the three local jurisdictions and other stakeholders.

The *PCALUC* is anticipated to hold two formal public hearings on this *ALUCP* in January and February 2014. The *ALUC* will consider comments offered in writing during the document review phase and at the hearings. Following *PCALUC* adoption, this *ALUCP* will replace the *Placer County Airport Land Use Compatibility Plan* adopted in October 2000.

A copy the *Placer County Airport Land Use Compatibility Plan* (November 2013 Public Review Draft) and associated CEQA documents are available for review and comment on the PCTPA website (www.pctpa.net).

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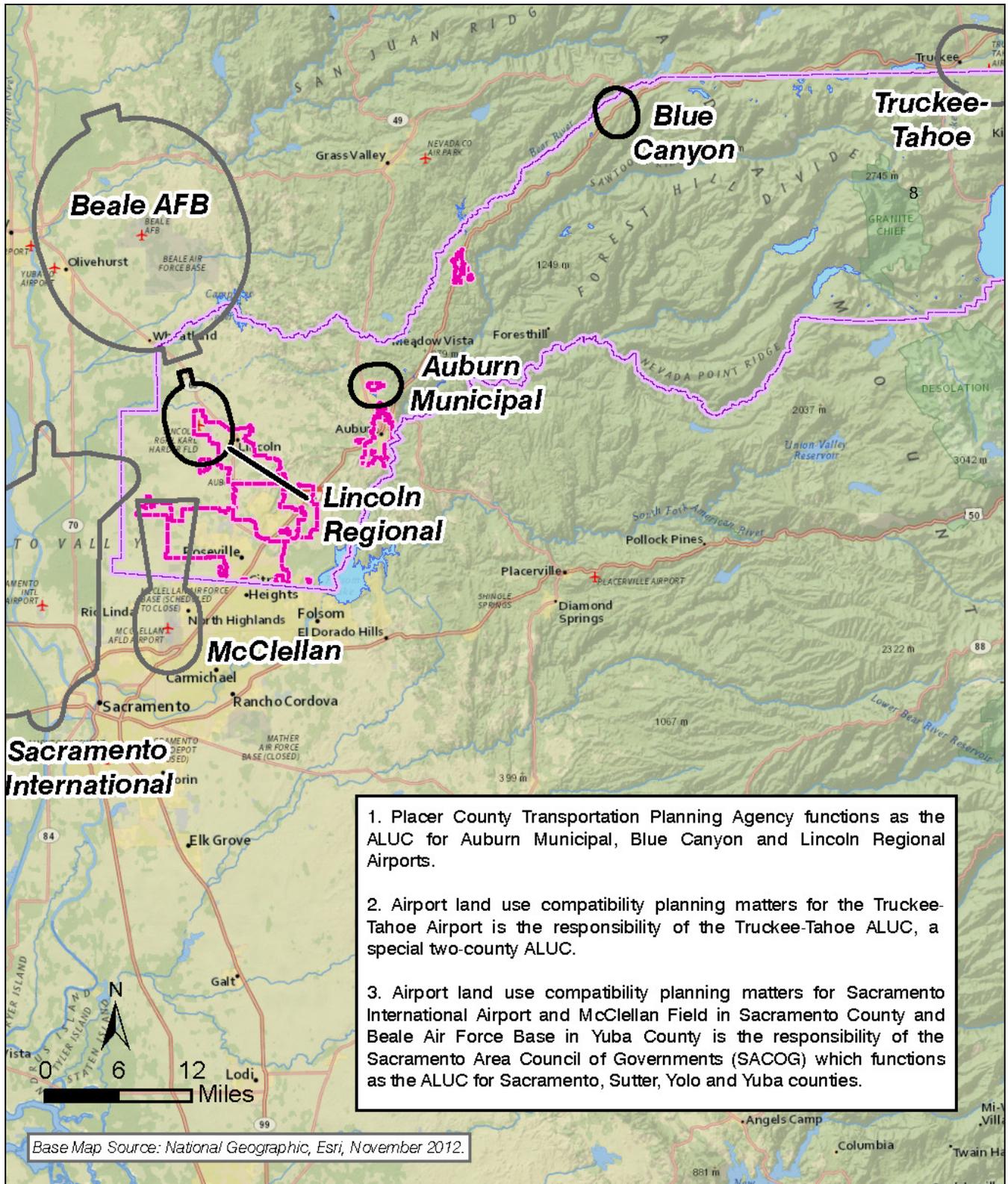


Exhibit 1A
Location Map