

Agenda Item G
Attachment 3

Final Placer County Airport Land Use Compatibility Plan

Revised Initial Studies



PLACER COUNTY
AIRPORT LAND USE
COMMISSION

Revised Initial Studies
For the Draft Airport Land Use Compatibility Plans
For Auburn Municipal, Blue Canyon and Lincoln Regional Airports
Addendum #1

February 26, 2014

This addendum contains the proposed revisions to the Initial Studies for the *Draft Airport Land Use Compatibility Plans (ALUCPs)* for Auburn Municipal, Blue Canyon and Lincoln Regional Airports dated December 10, 2013. Additions are shown underlined; deletions in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the *ALUCP* by the Placer County Transportation Planning Agency (PCTPA), acting in its capacity as the Placer County Airport Land Use Commission, all revisions will be incorporated into the *Initial Studies* and a final document will be prepared and posted on the PCTPA website (www.pctpa.net).

Auburn Municipal Airport

Page 4, Item 11, Summary of Potential Environmental Effects, modify as follows:

- The proposed ALUCP does not prohibit future development in the vicinity of the Airport, but rather would affect where 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, and height of new uses so as to avoid potential conflicts with aircraft operations and to preserve the safety of those living and working around the Airport as well as to those in flight. Therefore, the proposed ALUCP may indirectly influence future land use development patterns in the vicinity of ~~Lincoln Regional~~ Auburn Municipal Airport by enabling development in some locations and constraining development in other locations.

Page 12, Section 4, Biological Resources, Section (f), modify as follows:

- The Auburn Municipal Airport Influence Area does not fall within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

~~The Lincoln Regional Airport Influence Area falls within the study area of the Placer County Conservation Plan (PCCP) prepared by the County in February 2011. The purpose of the PCCP is to provide an effective framework to protect, enhance, and restore the natural resources in specific areas of western 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 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 Airport Influence Area would be subject to review by the ALUC (see proposed ALUCP Policy 2.5.2(n)). 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.~~

Blue Canyon Airport

Page 12, Section 4, Biological Resources, Section (f), modify as follows:

- The Blue Canyon Airport Influence Area does not fall within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

~~The Lincoln Regional Airport Influence Area falls within the study area of the Placer County Conservation Plan (PCCP) prepared by the County in February 2011. The purpose of the PCCP is to provide an effective framework to protect, enhance, and restore the natural resources in specific areas of western 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 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 Airport Influence Area would be subject to review by the ALUC (see proposed ALUCP Policy 2.5.2(n)). 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.~~

Lincoln Regional Airport

Page 24, Section 10, Land Use and Land Use Planning, add following discussion:

- Proposed Changes to Compatibility Zone Boundaries

The draft ALUCP proposes several changes to the compatibility zone boundaries. At the south end of the airport and lateral to the existing runway, several compatibility zones adopted by the ALUC in 2000 are proposed to shrink in size (i.e., Zones A, B1 and C1). This contraction would move certain properties into less restrictive zones. Furthermore, compared to the adopted ALUCP (2000), the draft ALUCP proposes less stringent intensity restrictions for future nonresidential development in all zones,

except Zone A. Therefore, no impacts would occur to these properties as a result of adopting and implementing the draft ALUCP.

At the north end of the airport, the compatibility zones adopted by the ALUC in 2000 are proposed to shift northward to reflect the 1,000-foot runway extension proposed by the City in its 2007 Airport Master Plan. The proposed shift would place certain properties in a more restrictive zone. For the reasons noted below, the proposed change in zone boundaries would nonetheless have a less than significant impact on the affected properties.

- Zone A – Some 37 acres of land currently located in adopted Zone B1 would be encompassed by draft Zone A, a more restrictive zone. Although the draft ALUCP would preclude development on properties within draft Zone A, the impact is anticipated to be less than significant as these properties would be covered by a future aviation easement which is proposed by the City as part of the future runway extension.
- Zone B1 – Approximately 131 acres of land currently located in adopted Zone C1 would be encompassed by draft Zone B1, a more restrictive zone. Although draft Zone B1 criteria is slightly more stringent than the criteria for adopted Zone C1, the proposed change is anticipated to have a less than significant impact on these properties as the general plan designations provided under the Placer County (i.e., Agriculture/Timberland) and City of Lincoln (i.e., Special Use District – A) General Plans do not conflict with the draft ALUCP.
- Zones C1, C2 and D – Some 651 acres of unincorporated lands located outside of the adopted Airport Influence Area would be encompassed by draft Zones C1, C2 and D. Another 114 acres currently located in adopted Zone D would be encompassed by draft Zone C2, a more restrictive zone. Although these properties would be subject to the draft ALUCP criteria, Placer County's general plan designations of Agriculture/Timberland (20 ac. min and 80 ac. min.) and Rural Estate (5-20 ac. min.) are consistent with the draft ALUCP criteria.