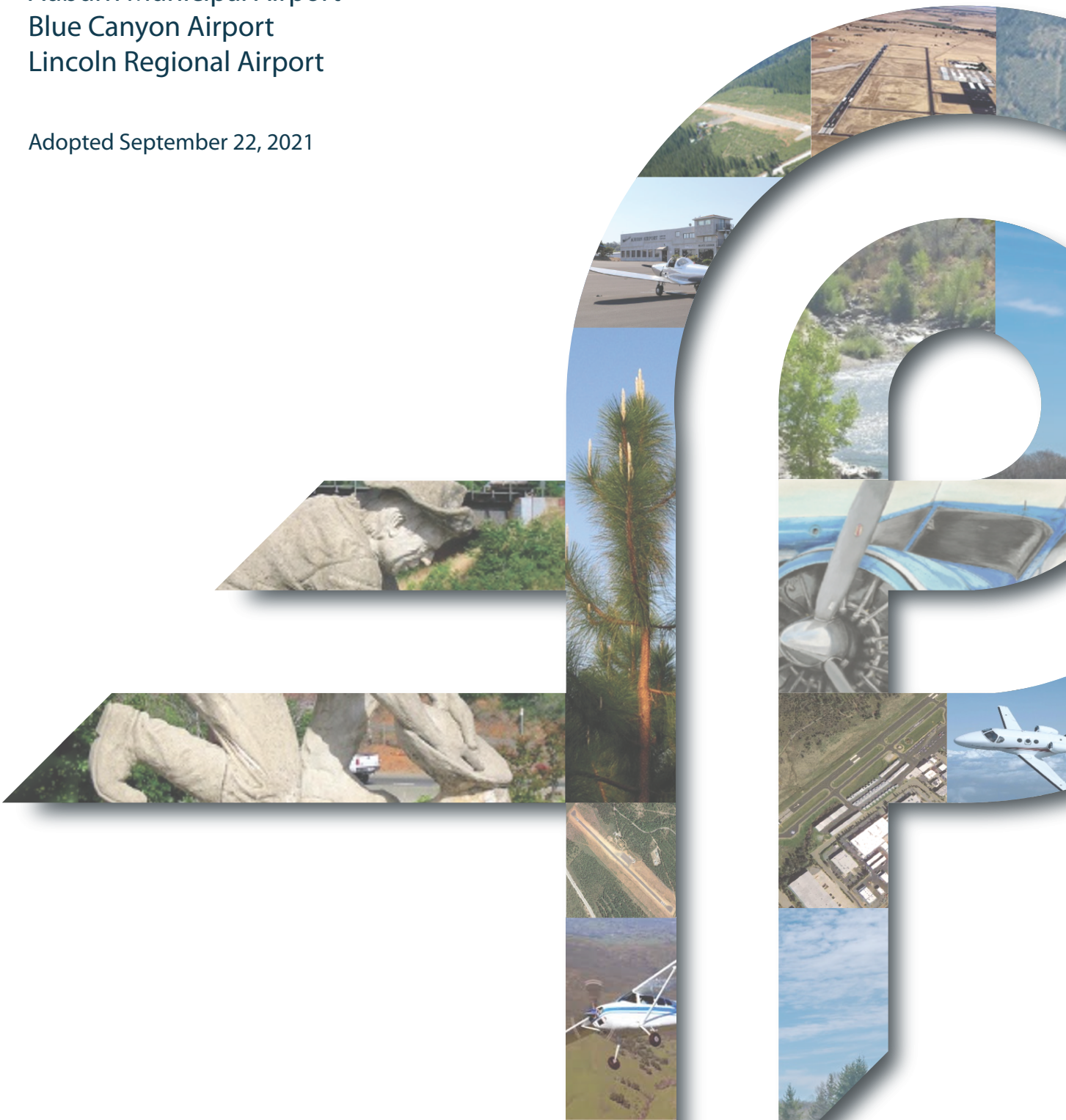
PLACER COUNTY

Airport Land Use Compatibility Plans

Containing Individual Plans for:

Auburn Municipal Airport
Blue Canyon Airport
Lincoln Regional Airport

Adopted September 22, 2021



Chapter 9

Background Data:
Lincoln Regional Airport and Environs

9

Background Data: Lincoln Regional Airport and Environs

INTRODUCTION

Lincoln Regional Airport/Karl Harder Field is a former military training airfield built during World War II on a mile-square section of open rangeland some three miles west of central Lincoln. After the war, title to the property was turned over to the City of Lincoln. For a period of time, the Airport was operated by the Lincoln Airport Authority under a joint powers agreement between the City and Placer County. Today, Lincoln Regional Airport is under the sole control of the City.

AIRPORT MASTER PLAN AND AIRPORT LAYOUT PLAN STATUS

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 Airport Layout Plan (ALP). The current Airport Layout Plan (ALP) was approved by the Federal Aviation Administration (FAA) in June 2020. 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).

Airfield Configuration

As originally constructed, Lincoln Regional Airport consisted of four runways – three in triangular arrangement and a fourth running through the center – each some 4,000 feet long by 300 feet wide. By the early 1970s, all but the center runway were closed. In the early 1980s, additional property was acquired and the one runway was extended northward to its present length of 6,000 feet.

Current plans call for another northerly runway extension of 1,000 feet and the eventual construction of a shorter, parallel runway east of the existing runway. Additional improvements include a full-length parallel taxiway on the west side of the existing runway to serve future aviation development. Relocation of the heliport with a total of six parking spaces to an area west of Runway 33 is also proposed. Compared to the 2007 Master Plan, the 2020 ALP shows a larger runway protection zone (RPZ) for Runway 33, increasing from 14 acres to 49 acres. The larger RPZ exceeds the FAA's standards for existing conditions but appropriately sized for future runway conditions. This ALUCP reflects the larger RPZ for both

existing and future conditions consistent with the FAA-approved 2020 ALP. Lastly, the 2020 ALP reflects future avigation easement acquisitions for the areas underlying the existing and future RPZs.

Aircraft Activity and Forecasts

Lincoln Regional Airport is home to some 295 based aircraft including 4 helicopters, and serves a major air transportation role not only for the immediate Lincoln area, but also for the northeastern Sacramento metropolitan region.

The 2020 ALP Narrative Report contains the most recent detailed information regarding existing and forecast aircraft operations. The Report indicates that existing activity levels have remained at about 75,000 annual operations with a forecast of 87,000 annual operations. However, for land use planning purposes, the City of Lincoln sets noise standards for land uses in the vicinity of the Airport according to the noise modeling conducted for the 2007 master plan forecast of 138,000 annual operations. As such, the master plan forecast noise contours are used as the basis of this ALUCP. Exhibit 6C contains additional detailed information about existing and forecast Airport operations.

Aircraft Traffic Patterns

For fixed-wing aircraft, Runways 15 and 33 both have a standard left-hand pattern, thus creating traffic patterns both east and west of the runway. The predominant direction of operations is landing and taking off to the south on Runway 15. Therefore, the primary traffic pattern is located east of the Airport.

Once the shorter parallel runway is constructed and the heliport is relocated, it is anticipated that Runway 15R and Runway 33R would utilize right traffic patterns. This would in effect separate air traffic between the two runways. Aircraft using the longest runway (Runway 15R/33L) would operate west of the Airport and aircraft using Runway 15L/33R would operate east of the Airport.

SURROUNDING LAND USES

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 environs fall 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 2000 ALUCP.

EXHIBITS

The following exhibits illustrate the compatibility factors and background information which serve as the basis for this ALUCP.

Exhibit 9A: Airport Features Summary—Presents information pertaining to the Airport configuration, operational characteristics, and applicable planning documents.

Exhibits 9B-1 and 9B-2: 2020 Airport Layout Plan and Data Sheet—The FAA-approved ALP depicting the Airport configuration and Airport building areas.

Exhibit 9C: Airport Activity Summary—Presents existing and forecast activity levels for the Airport as reflected in the 2007 Master Plan and 2020 ALP Narrative Report and brought forward for *ALUCP* purposes.

Exhibits 9D and 9E: Compatibility Factors—Depicts the extents of the four compatibility factors upon which the compatibility zones for Lincoln Regional Airport were derived. The four compatibility factors are defined by:

- *Noise* – Future noise contours reflecting the 2007 master plan forecast of 138,000 annual operations.
- *Overflight* – Primary traffic patterns reflecting where aircraft and helicopters operating at Lincoln Regional Airport currently and will in the future routinely fly.
- *Safety* – A composite of several sample safety zones provided in the *California Airport Land Use Planning Handbook* (October 2011) applied to the existing and future airfield configurations in the following manner:
  - Safety zones for a medium general aviation runway were applied to the existing airfield configuration as the majority of the operations are by small- and medium-sized aircraft.
  - Safety zones for a large general aviation runway were applied to the future airfield configuration.
  - Safety zones for a short general aviation runway were applied to the future parallel runway.
  - Safety Zone 1 reflects the existing and future RPZs from the 2020 ALP.
- *Airspace Protection* – FAA notification and obstruction surfaces as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*.

Compatibility Zones – Policy zones developed for this *ALUCP* are based on the above four factors. Airport-specific considerations used to develop these zones are summarized in Chapter 6.

Exhibit 9F: Compatibility Factors: Wildlife Hazards—Depicts the extents of the FAA-designated separations for wildlife attractants in accordance with FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports* (February 2020). Also identifies existing and planned reserve areas provided in the Placer County Conservation Program (PCCP).

Exhibit 9G: Airport Environs Information—Summarizes information about current and planned land uses in the environs of the Lincoln Regional Airport. Airport land use compatibility policies contained in the County's and City's general plans are also summarized.

Exhibits 9H and 9I: General Plan Land Use Designations—Shows planned land use designations as reflected in the 2013 and 2008 general plan land use diagrams, as amended, for Placer County and the City of Lincoln, respectively.

Exhibit 9J: Aerial—An aerial photo of the Airport environs.

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GENERAL INFORMATION

- Airport Ownership: City of Lincoln
- *Property Size*
  - Fee title: 725 acres
  - Avigation easement: None existing, 100 acres future
- *Airport Classification*: General Aviation Reliever
- *Airport Elevation*: 121 ft. MSL (surveyed)

BUILDING AREA

- *Location*
  - East side of runway
- *Aircraft Parking Capacity*
  - 165 tiedown spaces on apron
  - 220 hangar spaces
- *Services*
  - Self-serve general aviation and jet fuel available 24 hours per day or by truck
  - Aircraft repairs; avionics sales and services; interior refurbishing
  - Aircraft rental; hangar leasing and sales; flight instruction; pilot supplies
  - Helicopter repair
  - Skydiving; rental cars

RUNWAY/TAXIWAY DESIGN

Runway 15/33

- *Airport Reference Code*: B-I
- *Critical Aircraft*: Citation I
- *Dimensions:* 6,001 ft. long, 100 ft. wide
- *Runway OFA Width: 800 ft.*
- *Pavement Strength* (main landing gear configuration)
  - 36,000 lbs. (single wheel)
  - 50,000 lbs. (dual wheel)
- *Effective Gradient*: 0.18%
- *Runway Lighting:*
  - Medium-Intensity Runway edge Lights (MIRLs) and Runway End Identifier Lights (REILS) (pilot controlled)
  - Medium-intensity approach lighting system (MALSR) on Runway 15
- *Runway Markings*
  - Runway 15: Precision
  - Runway 33: Nonprecision
- *Primary Taxiways*: Full-length parallel east of runway

Heliport

- *Location:* Helipad and helicopter parking located east of runway near aircraft parking apron
- *Dimensions:* 60 ft. long, 60 ft. wide
- *Lighting:* helipad perimeter lights (pilot controlled)

APPROACH PROTECTION

- *Runway Protection Zones (RPZs)*
  - Runway 15: 1,000 ft. inner width, 1,750 outer width, 2,500 ft. long (50:1 approach slope); majority on-airport property
  - Runway 33: 1000 ft. inner width, 1,510 outer width, 1,700 ft. long (34:1 approach slope); more than two-thirds on airport property
- *Approach Obstruction*
  - Runway 15: 25-ft. tree, 710 ft. from runway end, 32:1 slope to clear
  - Runway 33: 40-ft. trees, 1,400 ft. from runway end, 35:1 slope to clear
- *Heliport Protection Zones (Existing/Future):* 1,000 ft. inner width, 1,750 outer width, 2,500 ft. long (8:1 approach slope); all on airport and clear of obstructions

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - Runway 15/33: Left traffic
  - Runway 15/33: Left traffic
  - Pattern Altitude: 1,000 ft. AGL
- *FAR Part 77 Category*
  - Runway 15: Precision [PIR]
  - Runway 33: Nonprecision [C]
  - Runway 15: Visual

  Runway 33: Visual
- *Instrument Approaches*

Type	*Visibility (miles)*	*Min. Descent Height (ft. AGL)*
Runway 15 ILS:		
Precision	½	200
Circling	1	399
Runway 15 RNAV(GPS):		
Precision	½	200
Circling	1	399
Runway 33 RNAV(GPS):		
Nonprecision	1	359

- *Visual Navigational Aids*
  - Airport: Rotating beacon
  - Runway 15: 4-light PAPI on left, MALSR
  - Runway 33: 4-light PAPI on left
- *Helicopter Traffic Patterns:* Left traffic and 1,000 ft. AGL pattern altitude
- *Operational Restrictions:* None

(continued on next page)

Exhibit 9A

Airport Features Summary

Lincoln Regional Airport

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan*
  - Adopted by Lincoln City Council May 2007
- *Airport Layout Plan*
  - Approved by FAA June 2020
  - Accepted by Caltrans Division of Aeronautics for basis of this ALUCP (January 2021)

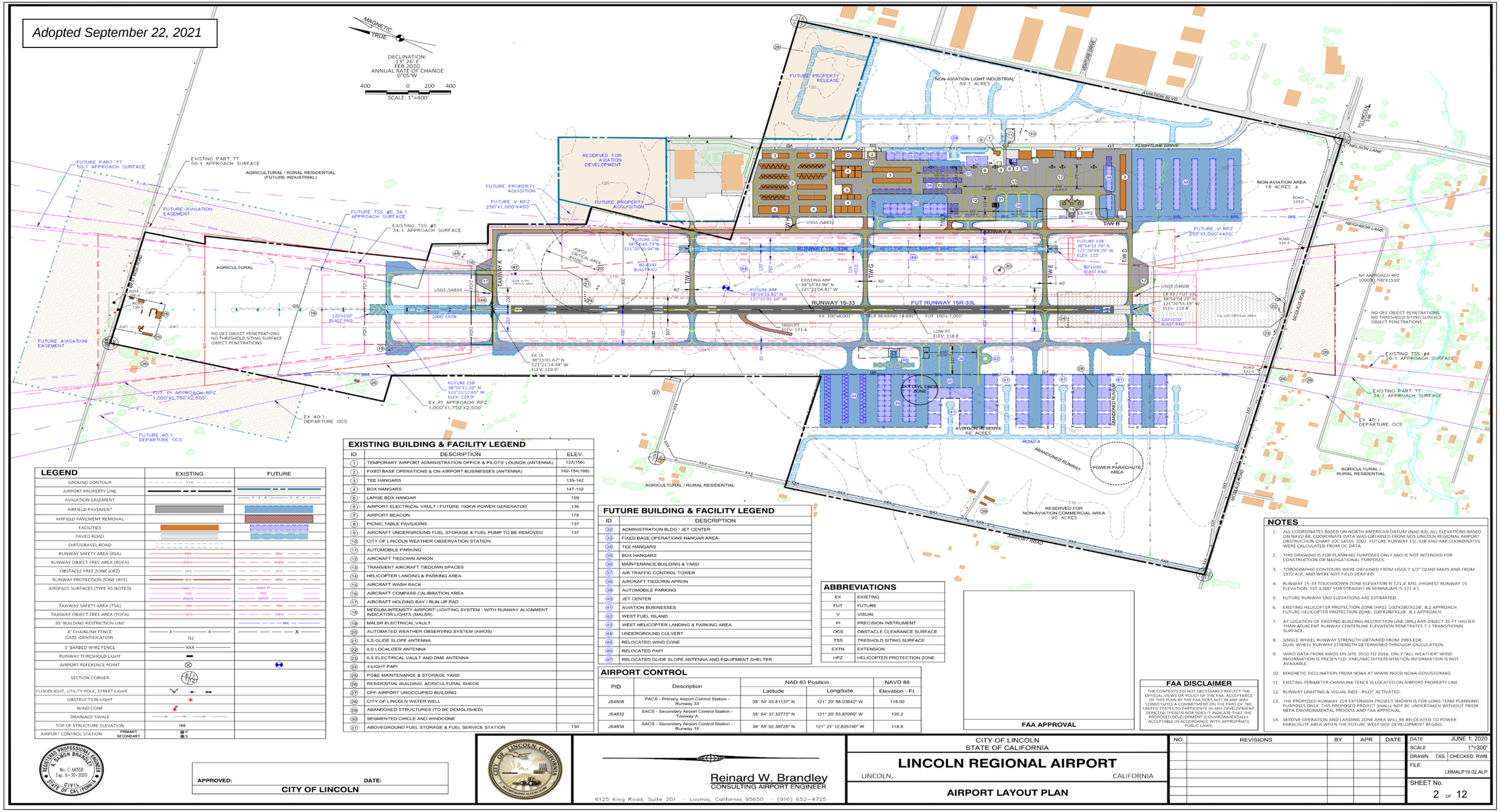
PROPOSED FACILITY IMPROVEMENTS

- *Airfield*
  - Extend primary runway 1,000 ft. north for future runway length of 7,001 ft.; upgrade FAA airport reference code/runway design code to B-II (Citation V)
  - Construct lighted, 3,350-ft. long by 60-ft. wide parallel runway 700 ft. east of existing primary runway; FAA runway design code A-I (small) (Cessna Centurion), 250 ft. wide Runway OFA, 20,000 lbs. (single wheel) pavement strength, MIRL runway lighting, basic/visual runway markings
  - Construct full-length parallel taxiway on west side of runway to serve future aviation development
  - Relocate helipad and parking spaces from southeast position to new site southwest of runway
- *Approach Protection*
  - Acquire avigation easements for remaining existing and future Runway 15 RPZs plus surrounding buffer area
  - Acquire avigation easement for remaining Runway 33 RPZ (14 acres)
- *Building Area*
  - New building area southwest of runway including sites for new FBO facilities, hangars, and a large parking apron

Source: Data Compiled by Mead & Hunt, 2014; Amended September 2020

Exhibit 9A, continued

Adopted September 22, 2021



EXISTING BUILDING & FACILITY LEGEND

ID	DESCRIPTION	ELEV.
(1)	TEMPORARY AIRPORT ADMINISTRATION OFFICE & PILOTS' LOUNGE (ANTENNA)	137(156)
(2)	FIXED BASE OPERATIONS & ON-AIRPORT BUSINESSES (ANTENNA)	142-154(168)
(3)	TEE HANGARS	135-142
(4)	BOX HANGARS	147-152
(5)	LARGE BOX HANGAR	159
(6)	AIRPORT ELECTRICAL VAULT / FUTURE 100KW POWER GENERATOR	136
(7)	AIRPORT BEACON	178
(8)	PICNIC TABLE PAVILIOINS	137
(9)	AIRCRAFT UNDERGROUND FUEL STORAGE & FUEL PUMP TO BE REMOVED	137
(10)	CITY OF LINCOLN WEATHER OBSERVATION STATION	
(11)	AUTOMOBILE PARKING	
(12)	AIRCRAFT TIEDOWN APRON	
(13)	TRANSIENT AIRCRAFT TIEDOWN SPACES	
(14)	HELICOPTER LANDING & PARKING AREA	
(15)	AIRCRAFT WASH RACK	
(16)	AIRCRAFT COMPASS CALIBRATION AREA	
(17)	AIRCRAFT HOLDING BAY / RUN-UP PAD	
(18)	MEDIUM-INTENSITY AIRPORT LIGHTING SYSTEM - WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	
(19)	MALSR ELECTRICAL VAULT	
(20)	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	
(21)	ILS GLIDE SLOPE ANTENNA	
(22)	ILS LOCALIZER ANTENNA	
(23)	ILS ELECTIRCAL VAULT AND DME ANTENNA	
(24)	4-LIGHT PAPI	
(25)	PG&E MAINTENANCE & STORAGE YARD	
(26)	RESIDENTIAL BUILDING, AGRICULTURAL SHEDS	
(27)	OFF-AIRPORT UNOCCUPIED BUILDING	
(28)	CITY OF LINCOLN WATER WELL	
(29)	ABANDONED STRUCTURES (TO BE DEMOLISHED)	
(30)	SEGMENTED CIRCLE AND WINDCONE	
(31)	ABOVEGROUND FUEL STORAGE & FUEL SERVICE STATION	130

FUTURE BUILDING & FACILITY LEGEND

ID	DESCRIPTION
(32)	ADMINISTRATION BLDG / JET CENTER
(33)	FIXED BASE OPERATIONS HANGAR AREA
(34)	TEE HANGARS
(35)	BOX HANGARS
(36)	MAINTENANCE BUILDING & YARD
(37)	AIR TRAFFIC CONTROL TOWER
(38)	AIRCRAFT TIEDOWN APRON
(39)	AUTOMOBILE PARKING
(40)	JET CENTER
(41)	AVIATION BUSINESSES
(42)	WEST FUEL ISLAND
(43)	WEST HELICOPTER LANDING & PARKING AREA
(44)	UNDERGROUND CULVERT
(45)	RELOCATED WIND CONE
(46)	RELOCATED PAPI
(47)	RELOCATED GLIDE SLOPE ANTENNA AND EQUIPMENT SHELTER

LEGEND

	EXISTING	FUTURE
GROUND CONTOUR	110	
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT		
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT REMOVAL		
FACILITIES		
PAVED ROAD		
DIRT/GRAVEL ROAD		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRSPACE SURFACES (TYPE AS NOTED)	PART 77 TSS OCS	PART 77 TSS OCS
TAXIWAY SAFETY AREA (TSA)	TSA	TSA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
35' BUILDING RESTRICTION LINE		BRL
6' CHAINLINK FENCE GATE IDENTIFICATION	X G2 X	X
5' BARBED WIRE FENCE	XXX	
RUNWAY THRESHOLD LIGHT		
AIRPORT REFERENCE POINT		
SECTION CORNER	8/17/20	
FLOODLIGHT, UTILITY POLE, STREET LIGHT		
OBSTRUCTION LIGHT		
WIND CONE		
DRAINAGE SWALE		
TOP OF STRUCTURE ELEVATION	165	
AIRPORT CONTROL STATION PRIMARY / SECONDARY	P S	

ABBREVIATIONS

EX	EXISTING
FUT	FUTURE
V	VISUAL
PI	PRECISION INSTRUMENT
OCS	OBSTACLE CLEARANCE SURFACE
TSS	TRESHOLD SITING SURFACE
EXTN	EXTENSION
HPZ	HELICOPTER PROTECTION ZONE

AIRPORT CONTROL

PID	Description	NAD 83 Position		NAVD 88
		Latitude	Longitude	Elevation - Ft.
JS4608	PACS - Primary Airport Control Station - Runway 33	38° 54' 03.81137" N	121° 20' 56.03642" W	118.00
JS4832	SACS - Secondary Airport Control Station - Taxiway A	38° 54' 37.32772" N	121° 20' 53.87000" W	120.2
JS4834	SACS - Secondary Airport Control Station - Runway 15	38° 55' 02.39725" N	121° 21' 12.635140" W	118.6

FAA APPROVAL

FAA DISCLAIMER

THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTES A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

NOTES

1. ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83). ALL ELEVATIONS BASED ON NAVD 88. COORDINATE DATA WAS OBTAINED FROM NOS LINCOLN REGIONAL AIRPORT OBSTRUCTION CHART (OC 5850), 2002. FUTURE RUNWAY 15L-33R AND ARP COORDINATES WERE CALCULATED FROM OC DATA.
2. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
3. TOPOGRAPHIC CONTOURS WERE OBTAINED FROM USGS 7 1/2" QUAD MAPS AND FROM 1972 ALP, AND WERE NOT FIELD VERIFIED.
4. RUNWAY 15-33 TOUCHDOWN ZONE ELEVATION IS 121.4' MSL (HIGHEST RUNWAY 15 ELEVATION, 1ST 3,000' FOR STRAIGHT IN MINIMUMS IS 121.4').
5. FUTURE RUNWAY END ELEVATIONS ARE ESTIMATED.
6. EXISTING HELICOPTER PROTECTION ZONE (HPZ): 100'X280'X128', 8:1 APPROACH FUTURE HELICOPTER PROTECTION ZONE: 100'X280'X128', 8:1 APPROACH
7. AT LOCATION OF EXISTING BUILDING RESTRICTION LINE (BRL) ANY OBJECT 35 FT HIGHER THAN ADJACENT RUNWAY CENTERLINE ELEVATION PENETRATES 7:1 TRANSITIONAL SURFACE.
8. SINGLE WHEEL RUNWAY STRENGTH OBTAINED FROM 1993 EDR. DUAL WHEEL RUNWAY STRENGTH DETERMINED THROUGH CALCULATION.
9. WIND DATA FROM AWOS ON SITE 2010 TO 2016. ONLY "ALL WEATHER" WIND INFORMATION IS PRESENTED. VMC/IMC DIFFERENTIATION INFORMATION IS NOT AVAILABLE.
10. MAGNETIC DECLINATION FROM NOAA AT WWW.NGCD.NOAA.GOV/GEOMAG
11. EXISTING PERIMETER CHAINLINK FENCE IS LOCATED ON AIRPORT PROPERTY LINE.
12. RUNWAY LIGHTING & VISUAL AIDS - PILOT ACTIVATED.
13. THE PROPOSED RUNWAY 15R EXTENSION PROJECT SHOWN IS FOR LONG TERM PLANNING PURPOSES ONLY. THIS PROPOSED PROJECT SHALLL NOT BE UNDERTAKEN WITHOUT PRIOR NEPA ENVIRONMENTAL PROCESS AND FAA APPROVAL.
14. SKYDIVE OPERATION AND LANDING ZONE AREA WILL BE RELOCATED TO POWER PARACHUTE AREA WHEN THE FUTURE WEST SIDE DEVELOPMENT BEGINS.

REGISTERED PROFESSIONAL ENGINEER R. SIMON BRANDLEY No. C 66558 Exp. 6-30-2020 CIVIL STATE OF CALIFORNIA

APPROVED: **DATE:**
CITY OF LINCOLN

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
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CITY OF LINCOLN
STATE OF CALIFORNIA

LINCOLN REGIONAL AIRPORT

LINCOLN, CALIFORNIA

AIRPORT LAYOUT PLAN

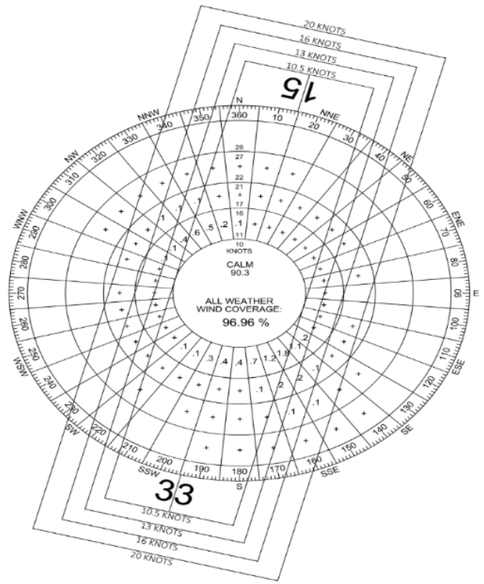
NO.	REVISIONS	BY	APR	DATE

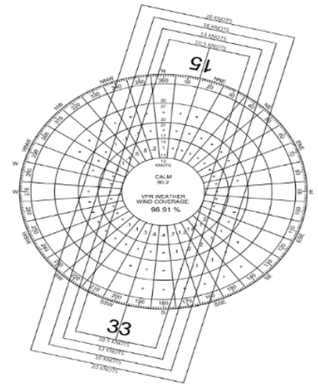
DATE	JUNE 1, 2020
SCALE	1"=300'
DRAWN TAS	CHECKED RWB
FILE	LHMALP19.02.ALP
SHEET No.	2 OF 12

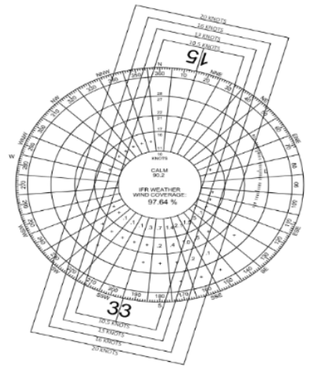
Source: Lincoln Regional Airport Layout Plan, May 2008. Map not to scale.

Exhibit 9B-1
Airport Layout Plan
Lincoln Regional Airport

RUNWAY DATA TABLE		RUNWAY 15 - 33		RUNWAY 15L - 33R			
		EXISTING (15-33)	FUTURE (15R-33L)	FUTURE (15L-33R)	FAA STANDARDS		
AIRPORT REFERENCE CODE (ARC)		B-I	B-II	A-I SMALL	B-I	B-II	A-I SMALL
APPROACH VISIBILITY MINIMUMS		<3/4 --- <1 MILE	<3/4 --- <1 MILE	VISUAL	<3/4 MILE	<3/4 MILE	VISUAL
FAR PART 77 CATEGORY RUNWAY		PIR --- NP/D	PIR --- NP/D	B/VISUAL --- B/VISUAL			
RUNWAY DESIGN CODE (RDC)		B/I/2400	B/II/2400	A/I SMALL/VIS			
APPROACH REFERENCE CODE (APRC)		D/VI/2400 --- D/VI/4000	D/VI/2400 --- D/VI/4000	B/I(S)/VISUAL			
DEPARTURE REFERENCE CODE (DPRC)		D/VI	D/VI	B/I(S)			
DESIGN AIRCRAFT		CESSNA CITATION I	CESSNA CITATION V	CESSNA CENTURION			
DESIGN AIRCRAFT MAIN GEAR WIDTH (MGW)	FT.	15.92	17.58	CESSNA CENTURION			
WINGSPAN of CRITICAL DESIGN AIRCRAFT (FT.)	FT.	47.08	52.17	36.75			
APPROACH SPEED of CRITICAL DESIGN AIRCRAFT	KNOTS	107	107	75			
MAXIMUM CERTIFIED TAKEOFF WEIGHT of CRITICAL DESIGN AIRCRAFT (LBS)	LBS.	11,850	16,300	4000			
MAXIMUM CERTIFIED LANDING WEIGHT of CRITICAL DESIGN AIRCRAFT (LBS)	LBS.	11,350	15,600	3800			
PERCENTAGE WIND COVERAGE							
10.5 KNOT CROSSWIND	PERCENT	96.8	96.8	96.8			
13 KNOT CROSSWIND	PERCENT	98.86	98.86	98.86			
16 KNOT CROSSWIND	PERCENT	99.72	99.72	99.72			
20 KNOT CROSSWIND	PERCENT	99.96	99.96	99.96			
MAXIMUM RUNWAY GRADIENT	PERCENT	0.18	0.18				
NORTH QUARTER OF RUNWAY GRADIENT (R/W 15)	PERCENT	0.06	0.06				
SOUTH QUARTER OF RUNWAY GRADIENT (R/W 33)	PERCENT	0.05	0.05				
RUNWAY LENGTH	FT.	6001	7001	3350			
RUNWAY DISPLACED LENGTH	FT.	0	0	0			
RUNWAY WIDTH	FT.	100	100	60	100	100	60
SHOULDER WIDTH	FT.	0	10	10			
RUNWAY PAVEMENT SURFACE		ASPHALT	ASPHALT	ASPHALT			
PAVEMENT DESIGN STRENGTH	KIPS GROSS AIRCRAFT	40 S, 55 D	40 S, 55 D	20 S			
PAVEMENT CLASSIFICATION NUMBER (PCN)		11 F/B/Y/T	11 F/B/Y/T				
RUNWAY MARKING		P	P				
RUNWAY LIGHTING		MIRL	HIRL	MIRL			
BLAST PAD WIDTH	FT.	0	120	80	120	120	80
BLAST PAD LENGTH	FT.	0	150	60	150	150	60
CROSSWIND COMPONENT	KNOTS	10.5	13	10.5	10.5	13	10.5
RUNWAY SAFETY AREA - LENGTH BEYOND DEPARTURE END	FT.	600	600	240	600	600	240
RUNWAY SAFETY AREA - LENGTH PRIOR TO THRESHOLD	FT.	600	600	240	600	600	240
RUNWAY SAFETY AREA - WIDTH	FT.	300	300	120	300	300	120
RUNWAY OBJECT FREE AREA - LENGTH BEYOND RUNWAY END	FT.	600	600	240	600	600	240
RUNWAY OBJECT FREE AREA - LENGTH PRIOR TO THRESHOLD	FT.	600	600	240	600	600	240
RUNWAY OBJECT FREE AREA - WIDTH	FT.	800	800	250	800	800	250
THRESHOLD SITING SURFACE		TYPE #5 34:1 --- TYPE #4 20:1	TYPE #5 34:1 --- TYPE #4 20:1	TYPE #2 20:1			
RUNWAY OBSTACLE FREE ZONE- LENGTH BEYOND RUNWAY END	FT.	200	200	200	200	200	200
RUNWAY OBSTACLE FREE ZONE - WIDTH	FT.	400	400	250	400	400	250
PRECISION OBSTACLE FREE ZONE - LENGTH	FT.	200 --- N/A	200 --- N/A		200	200	
PRECISION OBSTACLE FREE ZONE - WIDTH	FT.	800 --- N/A	800 --- N/A		800	800	
APPROACH RUNWAY PROTECTION ZONE - LENGTH	FT.	2500 --- 1700	2500 --- 1700	1000	2500	2500	1000
APPROACH RUNWAY PROTECTION ZONE - INNER WIDTH	FT.	1000 --- 1000	1000 --- 1000	250	1000	1000	250
APPROACH RUNWAY PROTECTION ZONE - OUTER WIDTH	FT.	1750 --- 1510	1750 --- 1510	450	1750	1750	450
APPROACH RUNWAY PROTECTION ZONE - ACRES	FT.	78.914 --- 48.978	78.914 --- 48.978	8.035	78.914	78.914	8.035
DEPARTURE RUNWAY PROTECTION ZONE - LENGTH	FT.	1000	1000	1000	1000	1000	1000
DEPARTURE RUNWAY PROTECTION ZONE - INNER WIDTH	FT.	500	500	250	500	500	250
DEPARTURE RUNWAY PROTECTION ZONE - OUTER WIDTH	FT.	700	700	450	700	700	450
DEPARTURE RUNWAY PROTECTION ZONE - ACRES	FT.	13.770	13.770	8.035	13.770	13.770	8.035
RUNWAY CENTERLINE TO PARALLEL RUNWAY CENTERLINE	FT.	-	700	700	700	700	700
RUNWAY CENTERLINE TO HOLDING POSITION	FT.	250	250	125	250	250	125
RUNWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	FT.	900	900	200	250	300	150
RUNWAY CENTERLINE TO AIRCRAFT PARKING AREA	FT.	1088	1088	388	400	400	125
	FT.	1099	1099	399			
TAXIWAY DESIGN GROUP (TDG)		2	2	2	2	2	18
TAXIWAY WIDTH	FT.	40	40	35	35	35	25
TAXIWAY EDGE SAFETY MARGIN	FT.	7.5	7.5	7.5	7.5	7.5	5
TAXIWAY SHOULDER WIDTH	FT.	0	15	15	15	15	10
TAXIWAY PAVEMENT SURFACE		ASPHALT	ASPHALT	ASPHALT			
TAXIWAY PAVEMENT DESIGN STRENGTH		40 S, 55 D	40 S, 55 D	40 S, 55 D			
TAXIWAY LIGHTING		MITL	MITL	MITL			
TAXIWAY SAFETY AREA - WIDTH	FT.	49	79	79	49	79	49
TAXIWAY OBJECT FREE AREA - WIDTH	FT.	89	131	131	89	131	89
TAXILANE OBJECT FREE AREA - WIDTH	FT.	79	115	115	79	115	79
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	FT.	143	143	143	70	105	70
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	FT.	180	180	180	44.5	65.5	44.5
TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT	FT.	57.5	57.5	57.5	39.5	57.5	39.5
TAXIWAY WINGTIP CLEARANCE	FT.	26	26	26	20	26	20
TAXILANE WINGTIP CLEARANCE	FT.	18	18	18	15	18	15







AVERAGE HOURLY WIND
WIND COVERAGE

TIME PERIOD	R/W 15-33			
	10.5 Kts	13 Kts	16 Kts	20 Kts
ALL WEATHER	96.96%	98.97%	99.76%	99.96%
IFR WEATHER	97.64%	99.24%	99.85%	99.98%
VFR WEATHER	96.91%	98.95%	99.76%	99.96%

SOURCE: LINCOLN REGIONAL/ KARL HARDER FIELD AWOS
LINCOLN, CALIFORNIA
257,481 ALL WEATHER OBSERVATIONS
3/2010 - 12/2019

AIRPORT DATA TABLE	EXISTING	FUTURE
AIRPORT ELEVATION	121.4	121.4
AIRPORT REFERENCE POINT (ARP) COORDINATES	38°54'32.98"N 121°21'04.81"W	38°54'31.81"N 121°21'01.14"W
AIRPORT NAVIGATIONAL AIDS	BEACON, GPS, ILS, DME, LOC	BEACON, GPS, ILS, DME, LOC
MEAN MAX. TEMP. (HOTTEST MONTH)	95° F (JULY)	95° F (JULY)
AIRPORT MAGNETIC DECLINATION NOAA.GOV 2/2020	13°26' E AT 0°5'W PER YEAR	
NPIAS SERVICE LEVEL	REGIONAL	REGIONAL
AIRPORT REFERENCE CODE (ARC)	B-I	B-II

EXISTING NON-STANDARD CONDITIONS
AC 150/5300-13A

DESCRIPTION	EXISTING	FAA STANDARD	PROPOSED ACTION	APPROVAL DATE	AIRSPACE CASE No.

RUNWAY END DATA	RUNWAY 15-33		RUNWAY 15L-33R
	EXISTING	FUTURE	
RUNWAY	15 ---- 33	15R ---- 33L	15L ---- 33R
RUNWAY END COORDINATES (NAD 83)	38°55'1.67"N ---- 38°54'4.29"N 121°21'14.44"W ---- 121°20'55.19"W	38°55'11.23"N ---- 38°54'4.29"N 121°21'17.65"W ---- 121°20'55.19"W	38°54'45.73"N ---- 38°54'13.70"N 121°20'59.94"W ---- 121°20'49.19"W
APPROACH SURFACE SLOPE - TSS	34:1 ---- 20:1	34:1 ---- 20:1	20:1 ---- 20:1
DEPARTURE SURFACE SLOPE - OCS	40:1	40:1	
NAVIGATIONAL AIDS	BEACON, ILS, DME, GPS ---- GPS	BEACON, ILS, DME, GPS, ---- GPS	GPS ---- GPS
VISUAL AIDS	PAPI, MALSR ---- PAPI	PAPI, MALSR ---- PAPI	PAPI ---- PAPI
APPROACH VISIBILITY MINIMUMS	<3/4 MILE ---- <1 MILE	<3/4 MILE ---- <1 MILE	VISUAL ---- VISUAL
TOUCHDOWN ZONE ELEVATION	121.4 ---- 120.6	121.4 ---- 120.6	119.8 ---- 117.4
RUNWAY HIGHEST ELEVATION	121.4	121.4	119.8
RUNWAY LOWEST ELEVATION	118.8	118.8	115
THRESHOLD SITING SURFACE PENETRATIONS	NONE	NONE	NONE
OBSTACLE CLEARANCE SURFACE PENETRATIONS	NONE	NONE	NONE
FAR PART 77 CATEGORY RUNWAY	PIR ---- NP/D	PIR ---- NP/D	B/VISUAL ---- B/VISUAL

DECLARED DISTANCES	RUNWAY 15-33		RUNWAY 15L-33R
	EXISTING 15-33	FUTURE 15R-33L	FUTURE
	15 | 33	15R | 33L	15L | 33R
TAKEOFF RUN AVAILABLE	6001 ---- 6001	7001 ---- 7001	3250 ---- 3250
TAKEOFF DISTANCE AVAILABLE	6001 ---- 6001	7001 ---- 7001	3250 ---- 3250
ACCELERATE STOP DISTANCE AVAILABLE	6001 ---- 6001	7001 ---- 7001	3250 ---- 3250
LANDING DISTANCE AVAILABLE	6001 ---- 6001	7001 ---- 7001	3250 ---- 3250

NOTE: DECLARED DISTANCES NOT ANTICIPATED OR PLANNED.

REGISTERED PROFESSIONAL ENGINEER R. BRANDLEY No. C 66558 Exp. 6-30-2020 CIVIL STATE OF CALIFORNIA

Adopted September 22, 2021

CITY OF LINCOLN, CALIFORNIA

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
6125 King Road, Suite 201 · Loomis, California 95650 · (916) 652-4725

CITY OF LINCOLN
STATE OF CALIFORNIA

LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA

AIRPORT LAYOUT PLAN DATA TABLES

NO.	REVISIONS	BY	APR	DATE

DATE JUNE 1, 2020
SCALE NONE
DRAWN TAS | CHECKED RWB
FILE LHMALP19.03.DATATBLS
SHEET No. 3 OF 12

Source: Lincoln Regional Airport Layout Plan, May 2008. Map not to scale.

Exhibit 9B-2
Airport Layout Plan – Data Sheet
Lincoln Regional Airport

BASED AIRCRAFT [A]

	Current	Future
Aircraft Type		
Single-Engine	267	303
Multi-Engine	24	60
Business Jet	0	31
Helicopters	4	4
Total	**291**	**398**

AIRCRAFT OPERATIONS [A]

	Current	Future
Total		
Annual	75,387	138,000
Average Day	206	378
Distribution by Aircraft Type		
Single-Engine Fixed Prop	47%	50%
Single-Engine Variable Prop	36%	26%
Twin-Engine Reciprocating	4%	7%
Twin-Engine Turboprop	4%	8%
Business Jet	3%	8%
Helicopter	<1%	1%
Distribution by Type of Operation		
Local (incl. touch-and-goes)	50%	no
Itinerant	50%	change

TIME OF DAY DISTRIBUTION [A]

	Current	Future
All Aircraft		
Day (7 am to 7pm)	88%	no
Evening (7 pm to 10 pm)	8%	change
Night (10 pm to 7 am)	**4%**	

RUNWAY USE DISTRIBUTION [A]

	Current	Future
Single-Engine Aircraft		
Takeoffs		
Runway 15(R)	85%	0%
Runway 33(L)	15%	0%
Runway 15L	—	85%
Runway 33R	—	15%
Landings		
Runway 15(R)	85%	0%
Runway 33(L)	15%	0%
Runway 15L	—	85%
Runway 33R	—	15%
Twin-Engine Reciprocating		
Takeoffs		
Runway 15(R)	85%	42.5%
Runway 33(L)	15%	7.5%
Runway 15L	—	42.5%
Runway 33R	—	7.5%
Landings		
Runway 15(R)	85%	42.5%
Runway 33(L)	15%	7.5%
Runway 15L	—	42.5%
Runway 33R	—	7.5%
Turboprops		
Takeoffs		
Runway 15(R)	85%	68%
Runway 33(L)	15%	12%
Runway 15L	—	17%
Runway 33R	—	3%
Landings		
Runway 15(R)	85%	68%
Runway 33(L)	15%	12%
Runway 15L	—	17%
Runway 33R	—	3%
Jets		
Takeoffs		
Runway 15(R)	85%	85%
Runway 33(L)	15%	15%
Runway 15L	—	0%
Runway 33R	—	0%
Landings		
Runway 15(R)	85%	85%
Runway 33(L)	15%	15%
Runway 15L	—	0%
Runway 33R	—	0%
Helicopters		
Takeoffs and Landings		
Runway 15(R)	85%	0%
Runway 33(L)	15%	0%
Runway 15L	—	85%
Runway 33R	—	15%

NOTES:

[A] Source: Current (2019) and future (2033) aircraft activity data brought forward from the Lincoln Regional Airport Master Plan Update (2007) and Aircraft Noise Assessment Study (2007). Numbers may not equal 100% due to rounding. The Airport Layout Plan Update (2020) revised future traffic counts to 87,000 for facility planning purposes only.

Source: Data Compiled by Mead & Hunt, 2014; Amended September 2020

Exhibit 9C

Airport Activity Data Summary

Lincoln Regional Airport

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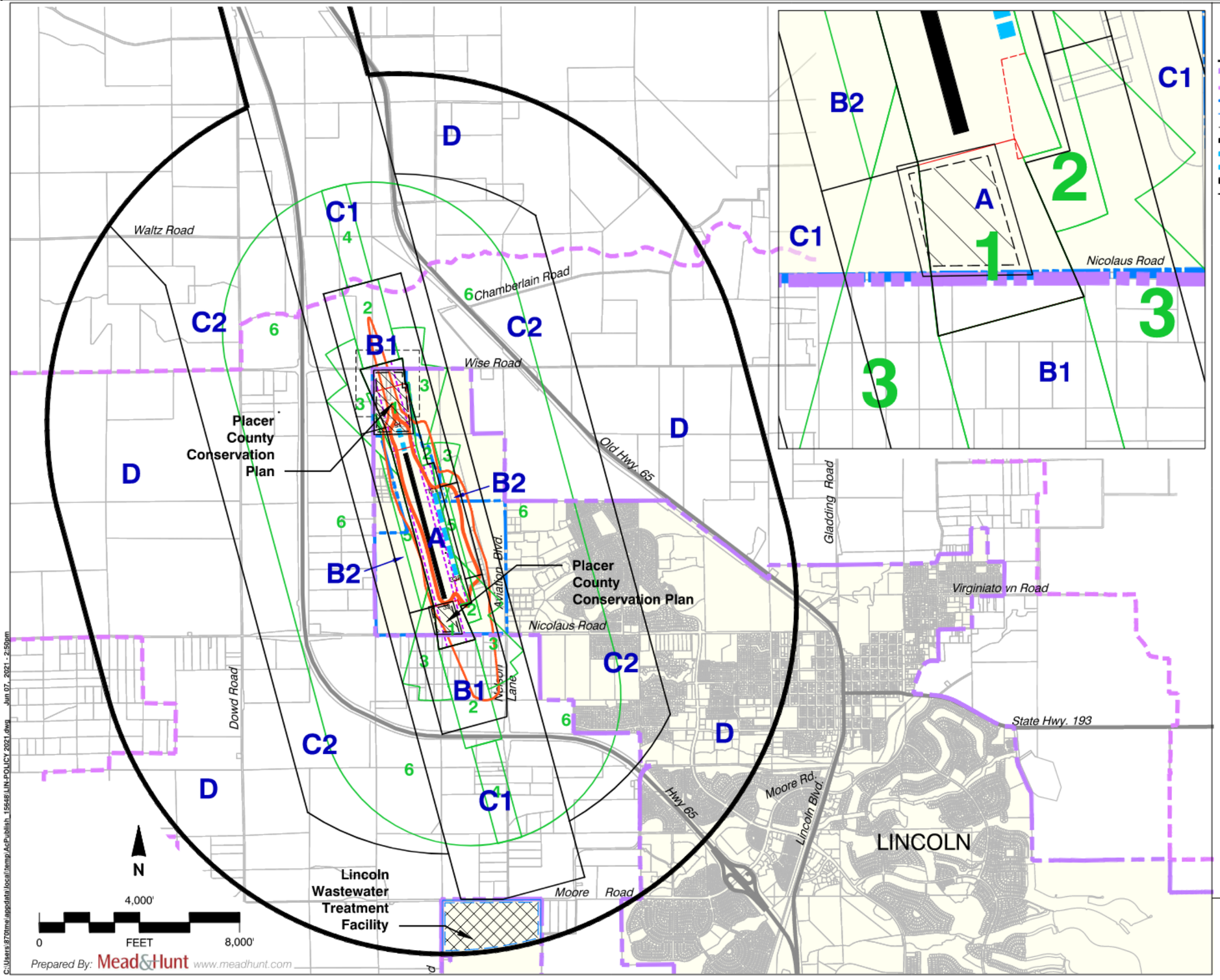


Legend

Boundary Lines

- Placer County Limits (outside map view)
- 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.)
- Airport Influence Area (Adopted 2014)
- Compatibility Policy Zones (Adopted 2014; Proposed - Zone A at South)

See Special Conditions Policy Section 6.3

- Placer County Conservation Plan
- Lincoln Wastewater Treatment Facility

Runway Factors[1]

- Runway Protection Zone (RPZ)
- Runway Object Free Area (ROFA)

Noise Factors[2]

- 65 dB CNEL
- 60 dB CNEL

} 138,000 Annual Operations

Safety Factors

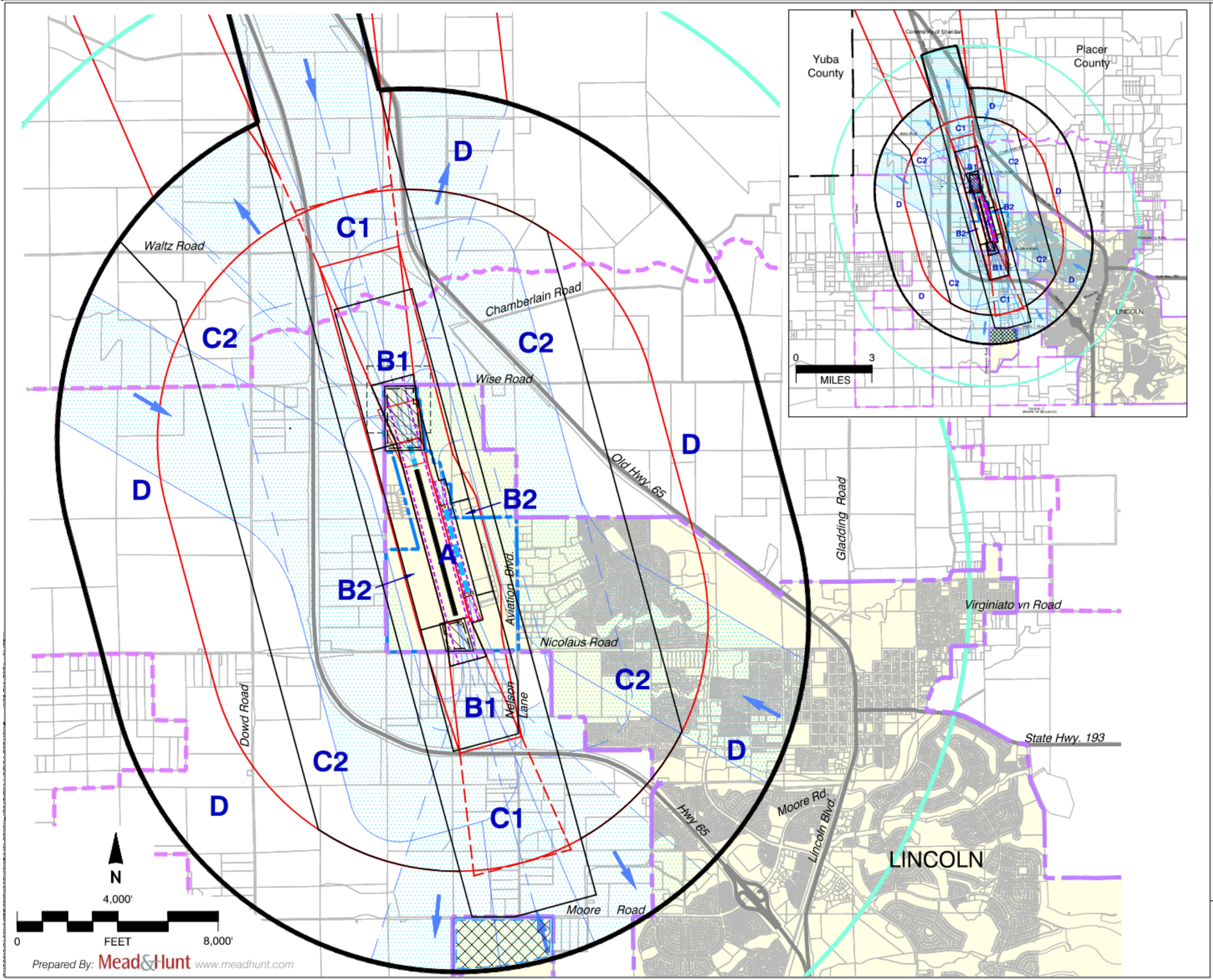
- Generic Safety Zones (Composite)[3]
  - Zone 1, Runway Protection Zone
  - Zone 2, Inner Approach/Departure Zone
  - Zone 3, Inner Turning Zone
  - Zone 4, Outer Approach/Departure Zone
  - Zone 5, Sideline Zone
  - Zone 6, Traffic Pattern Zone

Notes:

1. Source: Lincoln Regional Airport Layout Plan, approved June 2020.
2. Source: Lincoln Regional Airport Master Plan, adopted May 2007.
3. Source: California Airport Land Use Planning Handbook published October 2011. Generic safety zones are a composite of safety zones for Short, Medium and Long General Aviation Runways applied to future Runway 15L-33R, Existing Runway 15-33 and Future Runway 15R-33L, respectively. Zone 1 modified to reflect RPZs.

Lincoln Regional Airport
Land Use Compatibility Plan
(Adopted September 22, 2021)

Exhibit 9D
Compatibility Factors Map: Noise and Safety
Lincoln Regional Airport



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.)
- Airport Influence Area (Adopted 2014)
- Compatibility Policy Zones (Adopted 2014; Proposed - Zone A at South)

See Special Conditions Policy Section 6.3

- Placer County Conservation Plan
- Lincoln Wastewater Treatment Facility

Runway Factors[1]

- Runway Protection Zone (RPZ)
- Runway Object Free Area (ROFA)

Airspace Factors[2]

- FAA Height Notification Surface (20,00 ft. radius; 100 to 1 slope)
- FAA Obstruction Surfaces

Overflight Factors[3]

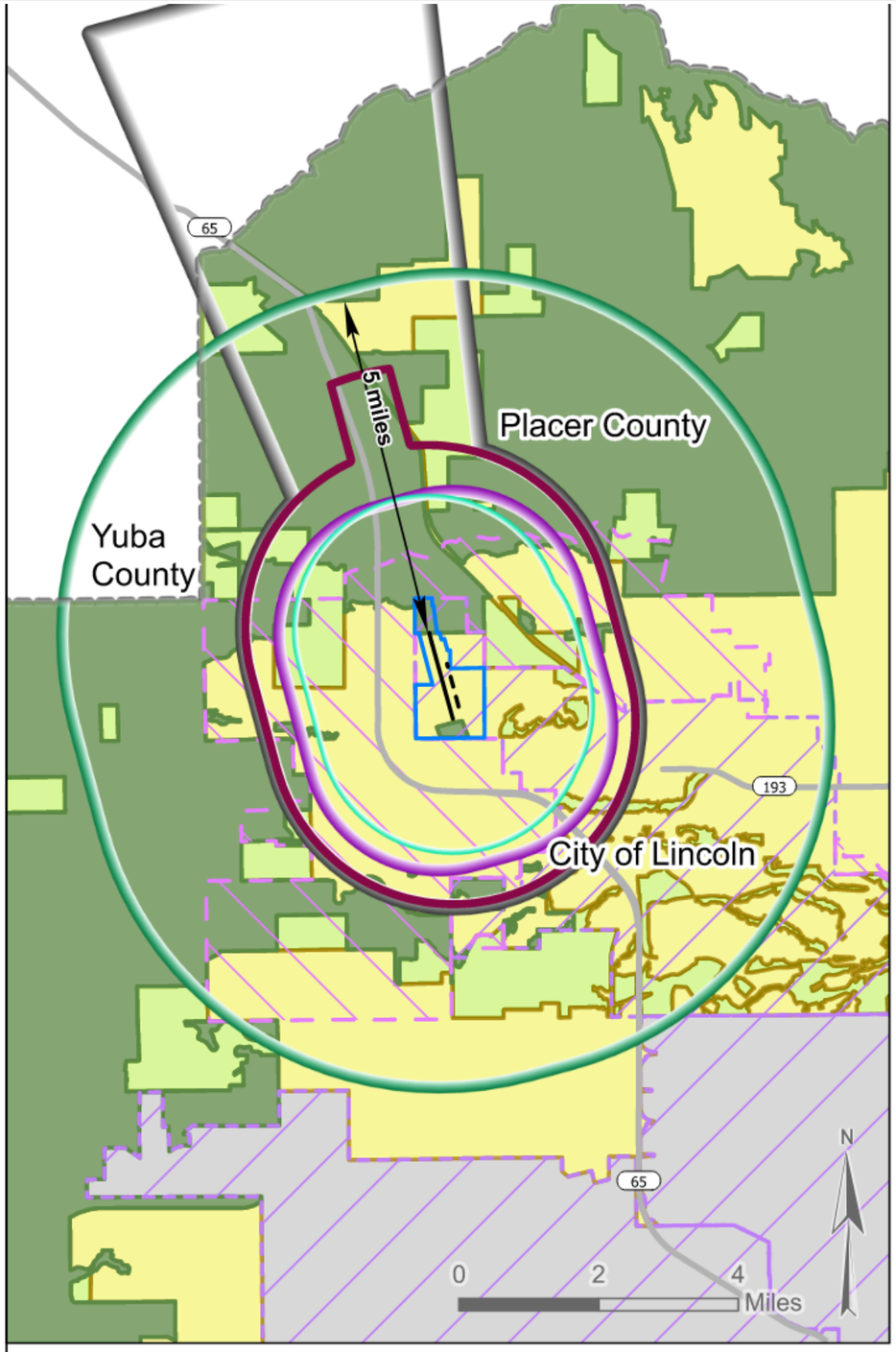
- General Traffic Pattern Envelope/Flight Direction (approximately 80% of aircraft overflights estimated to occur within these limits)

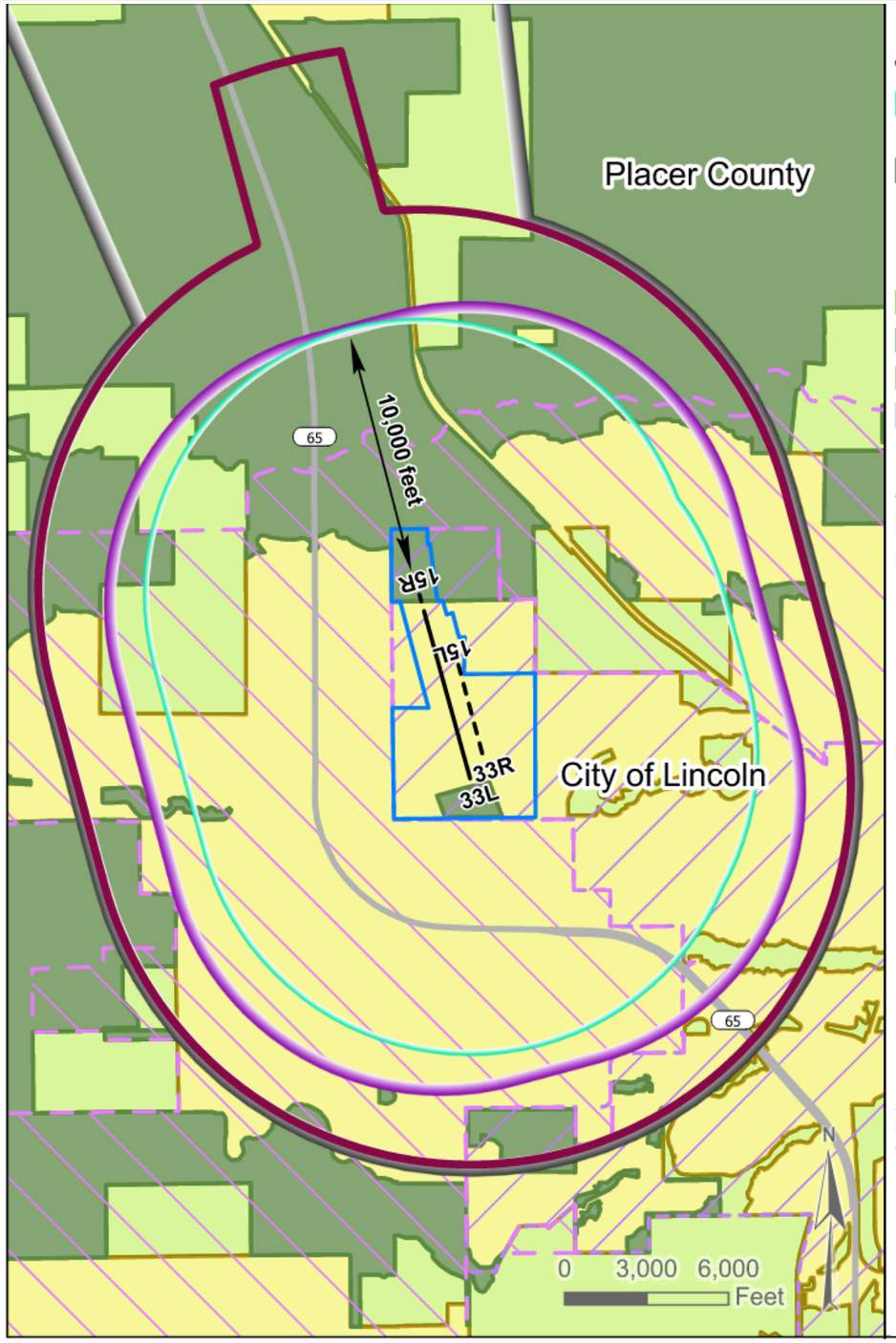
Notes:

1. Source: Lincoln Regional Airport Layout Plan, approved June 2020.
2. Source: Federal Aviation Regulation (FAR) Part 77, Safe, Efficient Use and Preservation of Navigable Airspace (January 2011).
3. Source: Placer County Airport Land Use Compatibility Plan, adopted October 2000 and airport management.

Lincoln Regional Airport
Land Use Compatibility Plan
(Adopted September 22, 2021)

Exhibit 9E
Compatibility Factors Map: Airspace and Overflight
Lincoln Regional Airport





Legend

- Airport Influence Area (Adopted 2014)
- Wildlife Hazard Critical Zone[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
- Lincoln City Limits
- County Boundary
- 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: FAA AC 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.

(Adopted September 22, 2021)

Source: Mead & Hunt, Inc.

Exhibit 9F
Wildlife Hazards
Lincoln Regional Airport

AIRPORT SITE

- *Location*
  - Western Placer County
  - Northwestern corner of Lincoln city limits, 3 miles from city center
- *Topography*
  - Situated eastern edge of Sacramento Valley
  - Land in vicinity is relatively flat
  - Highway 65 Bypass 1 mile west of airport

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Placer*
  - Lands north, west and south of airport within unincorporated county jurisdiction
- *City of Lincoln*
  - Airport and some adjacent private property in city limits
  - Most of area to east inside city
  - Majority of unincorporated land in vicinity of airport in city sphere of influence

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Predominantly agricultural and open pasture lands
  - Industrial uses inside city to east
- *Runway Approaches*
  - North (Runway 15): Open rangeland; community of Sheridan located 4.5 miles from airport
  - South (Runway 33): Rural residential 0.5 mile from runway end; agriculture beyond
- *Traffic Pattern*
  - Northeast: Open rangeland
  - East: Light industrial and undeveloped property; residential area 1 mile from runway
  - West: Agricultural land

PLANNED AIRPORT AREA LAND USES

- *County of Placer*
  - Continued rural residential (1 to 10-acre lots) south of airport
  - Continued residential development in community of Sheridan north of airport
  - New business/industrial park planned
  - Other areas north, west and south of airport continue to be designated agriculture (20- to 80-acre lots); but Highway 65 Bypass west of airport anticipated to promote growth in area
- *City of Lincoln*
  - Industrial development planned to east and west, both on and off airport property
  - Continued residential development 1 mile east and west of airport
  - Planned development along Highway 65 Bypass of 198.4 acre proposed SPA bordered by Nicolaus Rd to north, Nelson Lane to west, Hwy 65 bypass to south and City of Lincoln to east. (City of Lincoln Land Use 4.10.1.1)

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.)

Exhibit 9G

Airport Environs Information

Lincoln Regional Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES (CONTINUED)

County of Placer (Continued)

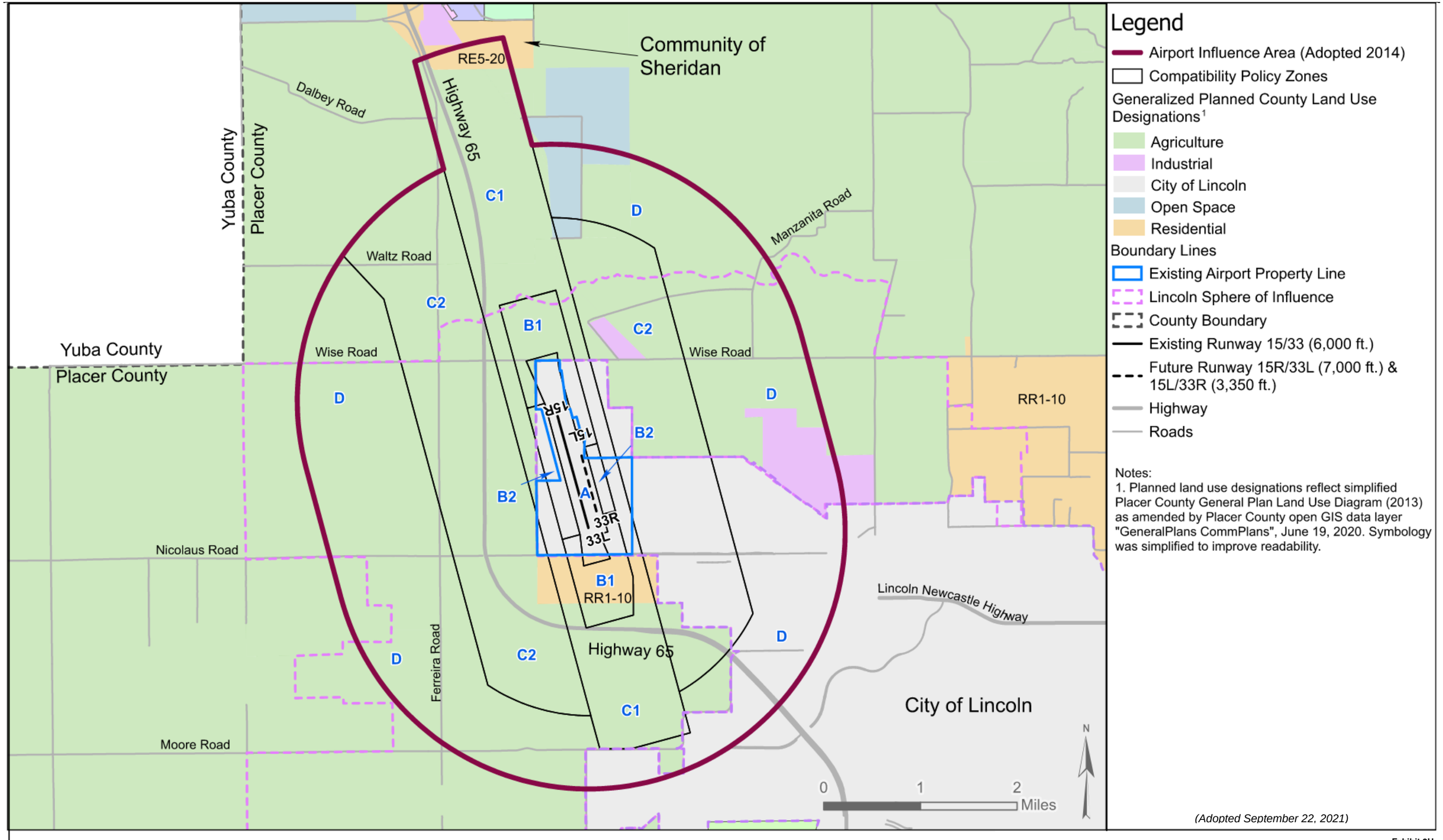
- *General Plan (Continued)*
  - County shall work with ALUC to ensure protection of airports from urban encroachment (Transportation 3.F.2.)
  - Prohibits new residential and other noise-sensitive land uses in areas exposed to more than 60 dB CNEL unless mitigated to reduce impacts to outdoor activities; 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
  - Requires residential projects proposed within compatibility zones to conform to criteria set forth in the 2014 ALUCP (Airport Land Use Compatibility, HE-A-8)
  - Applies infill policies and provisions in the ALUCP for infill sites located in Compatibility Zones C1, C2 and D (Incentives for Infill Development, HE-8)
  - No housing inventory sites identified in Lincoln Regional Airport Influence Area
- *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

City of Lincoln

- *General Plan*
  - 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 avigation easement with City if project is within ALUCP boundary (LU-2.10)
- *Housing Element*
  - 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*
  - Establishes Regional Housing Needs Allocation
  - Identifies SUD-B as potential housing site
- *Draft Health and Safety Element*
  - 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*
  - 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*
  - 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
- *Airport Hazard Zone (18.70.010 to 18.70.040)*
  - Ordinance sets requirements addressing airspace hazards (physical, visual and electronic)
- *Lincoln Land Use Circulation Map*
  - Includes 2014 ALUCP Compatibility Zones and Special Conditions Policy 6.2.3, Municipal Wastewater Treatment Facility

Source: Data Compiled by Mead & Hunt, 2014; Amended September 2020

Exhibit 9G, Continued



Legend

- Airport Influence Area (Adopted 2014)
- Compatibility Policy Zones

Generalized Planned County Land Use Designations[1]

- Agriculture
- Industrial
- City of Lincoln
- Open Space
- Residential

Boundary Lines

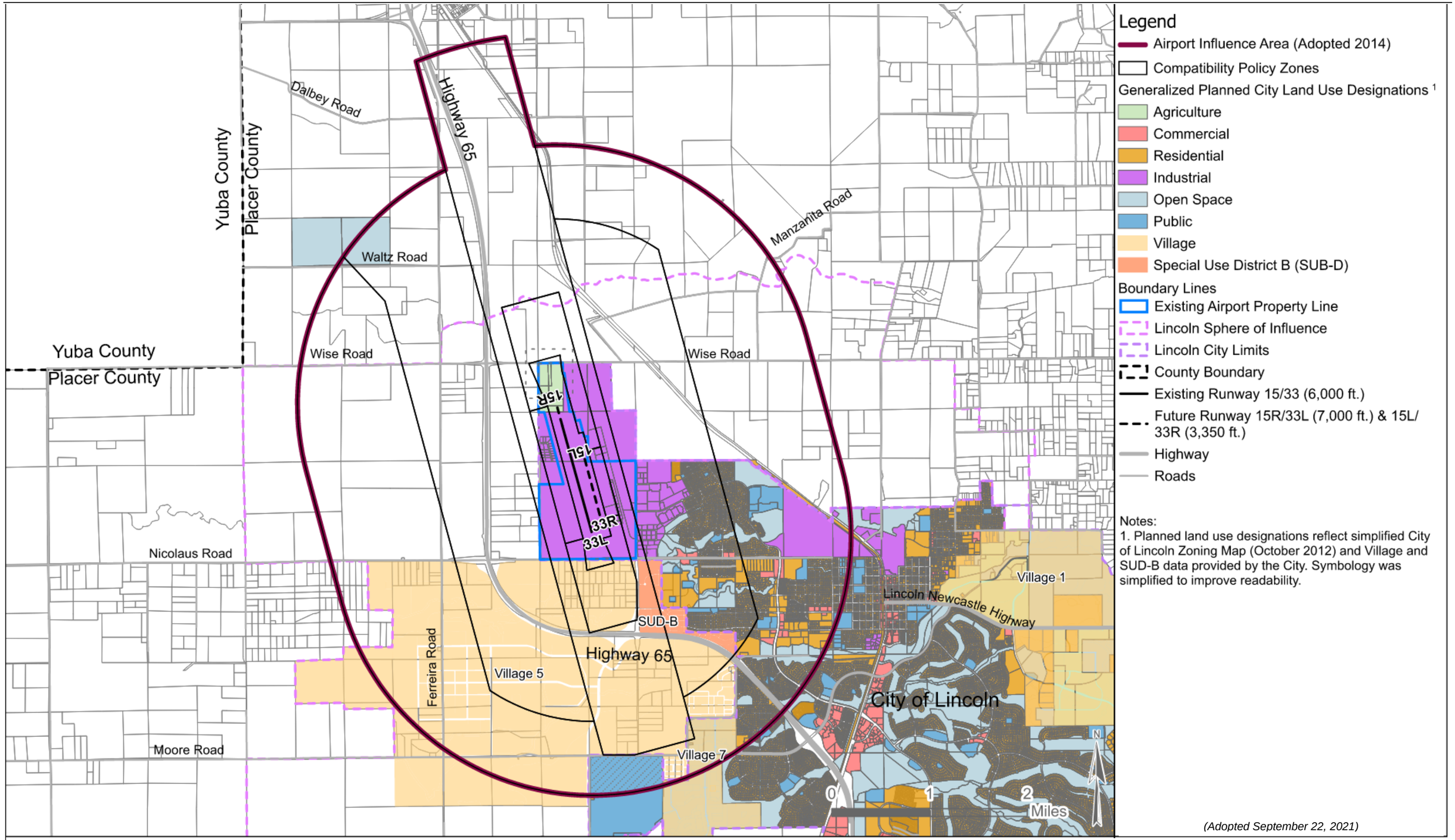
- Existing Airport Property Line
- Lincoln Sphere of Influence
- County Boundary
- Existing Runway 15/33 (6,000 ft.)
- Future Runway 15R/33L (7,000 ft.) & 15L/33R (3,350 ft.)
- Highway
- Roads

Notes:
1. Planned land use designations reflect simplified Placer County General Plan Land Use Diagram (2013) as amended by Placer County open GIS data layer "GeneralPlans CommPlans", June 19, 2020. Symbology was simplified to improve readability.

(Adopted September 22, 2021)

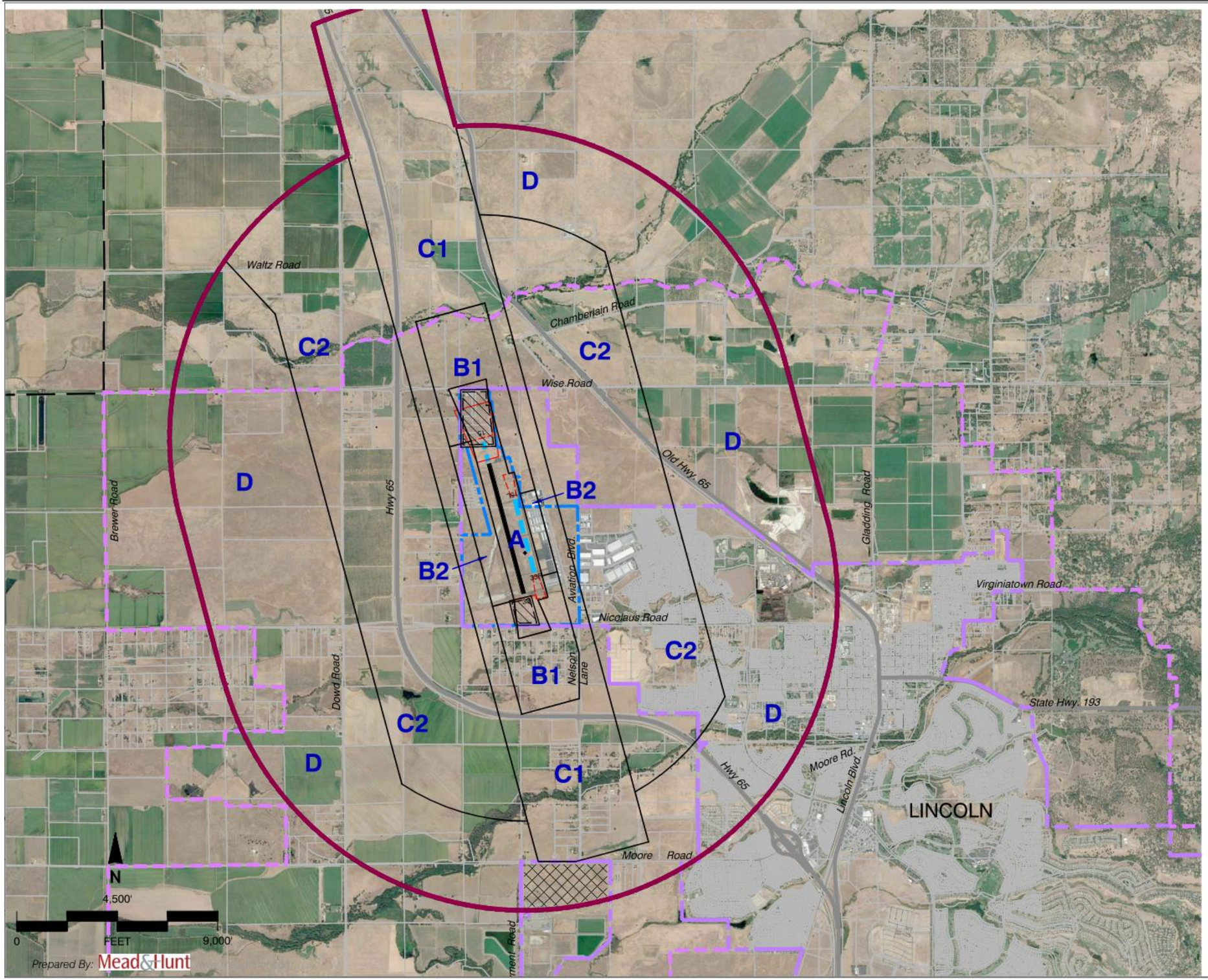
Source: Mead & Hunt, Inc.

Exhibit 9H
Planned Land Uses: County
Lincoln Regional Airport



Source: Mead & Hunt, Inc.

Exhibit 9I
Planned Land Uses: City
Lincoln Regional Airport



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)
- Zone A (Proposed - Zone A at South)
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D

(Zone B1 through Zone D: Adopted 2014)

See Special Conditions Policy Section 6.3

- Placer County Conservation Plan
- Lincoln Wastewater Treatment Facility

Notes:

1. Source: Google Earth 2020.

Lincoln Regional Airport
Land Use Compatibility Plan
(Adopted September 22, 2021)

Exhibit 9J
Aerial
Lincoln Regional Airport