

# PLACER COUNTY

## Airport Land Use Compatibility Plans

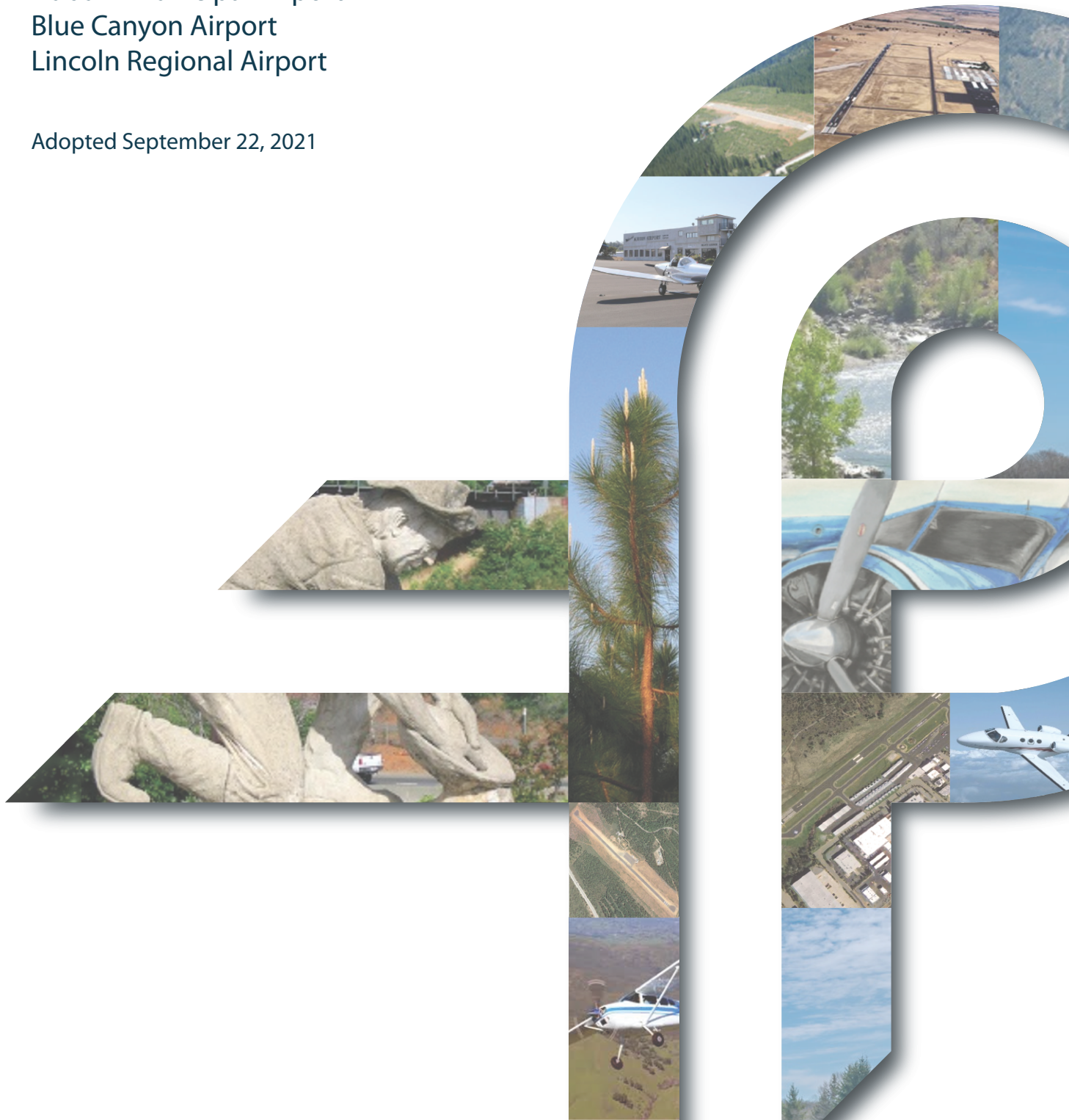
### Containing Individual Plans for:

Auburn Municipal Airport

Blue Canyon Airport

Lincoln Regional Airport

Adopted September 22, 2021





Chapter **1**

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# Introduction



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# Introduction

## OVERVIEW

This 2021 *Placer County Airport Land Use Compatibility Plan (ALUCP)* updates the *ALUCP* adopted by the Placer County Airport Land Use Commission (PCALUC) in 2014. The Placer County Transportation Planning Agency (PCTPA) functions as the PCALUC for three public-use airports in Placer County:

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

This document contains an individual *Compatibility Plan* for each of these three airports. The need for the update arose primarily because of new airport layout plans (ALPs) for the Auburn and Lincoln airports recently adopted by the cities of Auburn and Lincoln, respectively. These new ALPs necessitated modification to the compatibility zone boundaries depicted in Chapters 4 (for Auburn Municipal Airport) and 6 (for Lincoln Regional Airport). Limited modifications to the countywide *ALUCP* policies, primarily the procedural policies in Chapter 2, have also been made. While this 2021 update makes no changes to the compatibility zone boundaries or policies for Blue Canyon Airport included in Chapter 5, the modifications to the Chapter 2 procedural policies and Chapter 3 compatibility policies nevertheless also apply to this airport.

As adopted by the PCALUC, the basic function of this *ALUCP* is to promote compatibility between the three 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 PCALUC in fulfilling its duty to review plans, regulations and Major Land Use Actions of local agencies for consistency with the *ALUCP* criteria. Airport development plans, including plans for any new heliport anywhere in the county, are also subject to review by the PCALUC. However, neither this *ALUCP* nor the PCALUC 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.<sup>1</sup>

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 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.<sup>2</sup> 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 are 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 the Public Utilities Code.<sup>3</sup> 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 compatibility plans are requirements of the California State Aeronautics Act.<sup>4</sup> 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, a compatibility plan 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.

The PCALUC augments the statutory requirements with Rules of Procedure of its own. The current version was last updated in August 2014. The rules focus on powers and duties, compatibility plan preparation, and other matters specific to the PCALUC. Because the PCALUC functions under the PCTPA and has the same members, rules concerning the selection of officers, conduct of meetings, and similar topics are addressed by referring to the corresponding articles of the PCTPA Bylaws.

<sup>1</sup> *Public Utilities Code Section 21670(f)*.

<sup>2</sup> See Chapter 2, Policy 2.2.10.

<sup>3</sup> *Public Utilities Code Section 21670.1*.

<sup>4</sup> *Public Utilities Code Section 21670 et seq.*

## 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.”<sup>5</sup>

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 adhere 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.”<sup>6</sup> 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.”<sup>7</sup> 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”<sup>8</sup> in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does

<sup>5</sup> *Public Utilities Code Section 21670(a)(2)*.

<sup>6</sup> *Public Utilities Code Section 21674(a)*.

<sup>7</sup> *Public Utilities Code Section 21674(e)*.

<sup>8</sup> *Public Utilities Code Section 21674.7(a)*.

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 (<https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>).

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 resource” when preparing CEQA documents assessing airport-related noise and safety impacts of projects located in the vicinity of airports.<sup>9</sup>

## **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.<sup>10</sup> 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.<sup>11</sup> 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.

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<sup>9</sup> *Public Resources Code Section 21096.*

<sup>10</sup> *Public Utilities Code Section 21675(a).*

<sup>11</sup> *Public Utilities Code Section 21676(c).*



## 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.”<sup>12</sup> 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 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 of this document 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 PCALUC is not simply an advisory body for the Board of Supervisors or City Councils in the manner that their respective planning commissions are. 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 PCALUC does not need county or city approval in order to adopt this *ALUCP* or to carry out PCALUC land use project review responsibilities. The PCALUC must, however, consult with the involved agencies when establishing Airport Influence Area boundaries.<sup>13</sup>

The responsibility for implementation of the PCALUC-adopted *ALUCP*, however, rests with the affected local agencies. In accordance with the Government Code,<sup>14</sup> Placer County and cities affected by the *ALUCP* must each make its general plan and any applicable specific plans consistent with the *ALUCP* policies. Alternatively, local agencies in the county can undertake the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the *ALUC* policies.

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

<sup>12</sup> *Public Utilities Code Section 21675(a)*.

<sup>13</sup> *Public Utilities Code Section 21675(c)*.

<sup>14</sup> *Government Code Section 65302.3*.

## 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.<sup>15</sup> The only other course of action available to local agencies is to overrule the ALUC using the process outlined in the next section.

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

<sup>15</sup> *Government Code Section 65302.3(b).*

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.<sup>16</sup>

The steps that a local agency in Placer County must take to overrule the PCALUC are set by state law and court decisions and are summarized below. Further discussion is contained in the *Handbook*.

**Specific Findings by Local Agency**—When overruling the PCALUC, the local agency must make specific findings that the proposed action is consistent with the purposes of the ALUC statutes as set forth in the Public Utilities Code.<sup>17</sup> 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”<sup>18</sup>

## 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

<sup>16</sup> *Public Utilities Code Sections 21676(a), (b), and (c).*

<sup>17</sup> *Public Utilities Code Section 21670.*

<sup>18</sup> *See Public Utilities Code Sections 21678 and 21675.1(f).*

codes affecting land within an Airport Influence Area—the Placer County *ALUCP* specifies other Major Land Use Actions that either must or should be submitted for review. These “major land use actions” are defined in Chapter 2. Beginning when the *ALUCP* is adopted by the PCALUC and continuing until such time as local agencies 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 PCALUC requests that these major land use actions continue to be submitted on a voluntary basis. These procedures must be indicated in the local agency’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, PCTPA assumed the PCALUC 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 PCALUC operates under the “Designated Body” format described by the ALUC statutes.<sup>19</sup> The PCTPA Executive Director serves as the PCALUC Executive Director 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, several revisions have been made to the accompanying ALP drawing. Most of these revisions merely reflect completed and minor proposed construction projects and have no compatibility planning implications. The most recent ALP, dated

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<sup>19</sup> See *Public Utilities Code Sections 21670.1(a)*.

October 2018 and approved by the FAA in April 2019, is more significant, however. As described in Chapter 7, the 2019 ALP calls for increasing the runway length from the current 3,700 feet to 4,300 feet by adding to each end. This runway design change directly affects the airport's compatibility zone boundaries and is the impetus for this 2021 amendment to the 2014 *ALUCP*. The 2019 ALP was approved by the Caltrans Division of Aeronautics for compatibility planning purposes in April 2019.

### **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 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.

No changes have been made to the compatibility policies (Chapter 5) or background data (Chapter 8) for Blue Canyon Airport as part of this 2021 amendment to the 2014 *ALUCP*. As such, both chapters reflect the adoption date of February 26, 2014.

### **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 ALP. The current ALP was approved by the FAA in June 2020. Relative to the 2008 ALP which served as the basis for the Lincoln Regional Airport section of the 2014 *ALUCP*, the one significant change from a compatibility planning standpoint is the type of approach to the south (Runway 33) end of the runway. This change results in a larger runway protection zone and thus the need for this 2021 amendment to the 2014 *ALUCP*. 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 ALPs for Auburn Municipal and Lincoln Regional Airports.

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.

Similar to what was done for the 2014 *ALUCP*, a technical advisory committee—this time called a Project Development Team (PDT)—was established specifically for the 2021 *ALUCP* update project. The PDT membership consisted of PCTPA/ALUC staff, airport and planning staff from the cities of Auburn and Lincoln, plus outside-the-county representation from Caltrans and the Sacramento Area Council of Governments. The PDT 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 PDT 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 PCALUC 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 PCALUC 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 and Amendment Process**

Although contained within this single volume, this *ALUCP* consists of three separate *ALUCPs*, one for each airport addressed. With the adoption of the *ALUCPs* for Auburn Municipal and Lincoln Regional Airports, an Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA). The purpose of each Initial Study was to identify the potential environmental impacts associated with the implementation of the *ALUCP* following adoption. The issues addressed by each Initial Study included 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.

Since the revisions to the procedural policies in Chapter 2 and countywide compatibility policies in Chapter 3 that have been made in this 2021 *ALUCP* also apply to Blue Canyon Airport, the PCALUC also took action to adopt these chapters for the *ALUCP* for Blue Canyon Airport. However, the countywide policy revisions were made for clarity purposes only and have no environmental impact. The airport-specific compatibility policies and criteria in Chapter 5 and background data in Chapter 8 for Blue Canyon Airport remain as adopted in February 2014. Therefore, a Notice of Exemption was filed for the Blue Canyon Airport pursuant to the common sense exemption provided under CEQA Section 15061(b)(3) indicating that the project has no potential for causing a significant effect on the environment.

The Initial Studies, associated Negative Declarations, and Notice of Exemption associated with each *ALUCP* were circulated for a 30-day public review period that extended from June 24 through July 26. Written comments provided on the *ALUCP* and associated CEQA document during this timeframe were used to guide a final set of revisions to this *ALUCP*.

Additionally, two virtual public workshops on the draft 2021 *ALUCP* were held on July 14 and 15, 2021; one focused on the *ALUCP* for Auburn Municipal Airport and the other on the *ALUCP* for Lincoln Regional Airport. Both workshops were publicized by means of block advertisements in local papers. Additionally, individual notices were sent to approximately 11,000 owners of property in the two Airport Influence Areas.

The PCALUC held a formal public hearing on the draft *ALUCP* on September 22, 2021. The PCALUC considered comments offered in writing during the document review phase and at the hearing, then formally adopted the *ALUCP* for each airport. See Attachments A and B for copies of adoption resolutions. The 2021 *ALUCP* replaces the *Placer County Airport Land Use Compatibility Plan* originally adopted in October 2000 and amended in February 2014.

A copy the *Placer County Airport Land Use Compatibility Plan* (Adopted September 22, 2021) and associated CEQA documents are available for review and comment on the PCTPA website (<https://pctpa.net/alucp/>).

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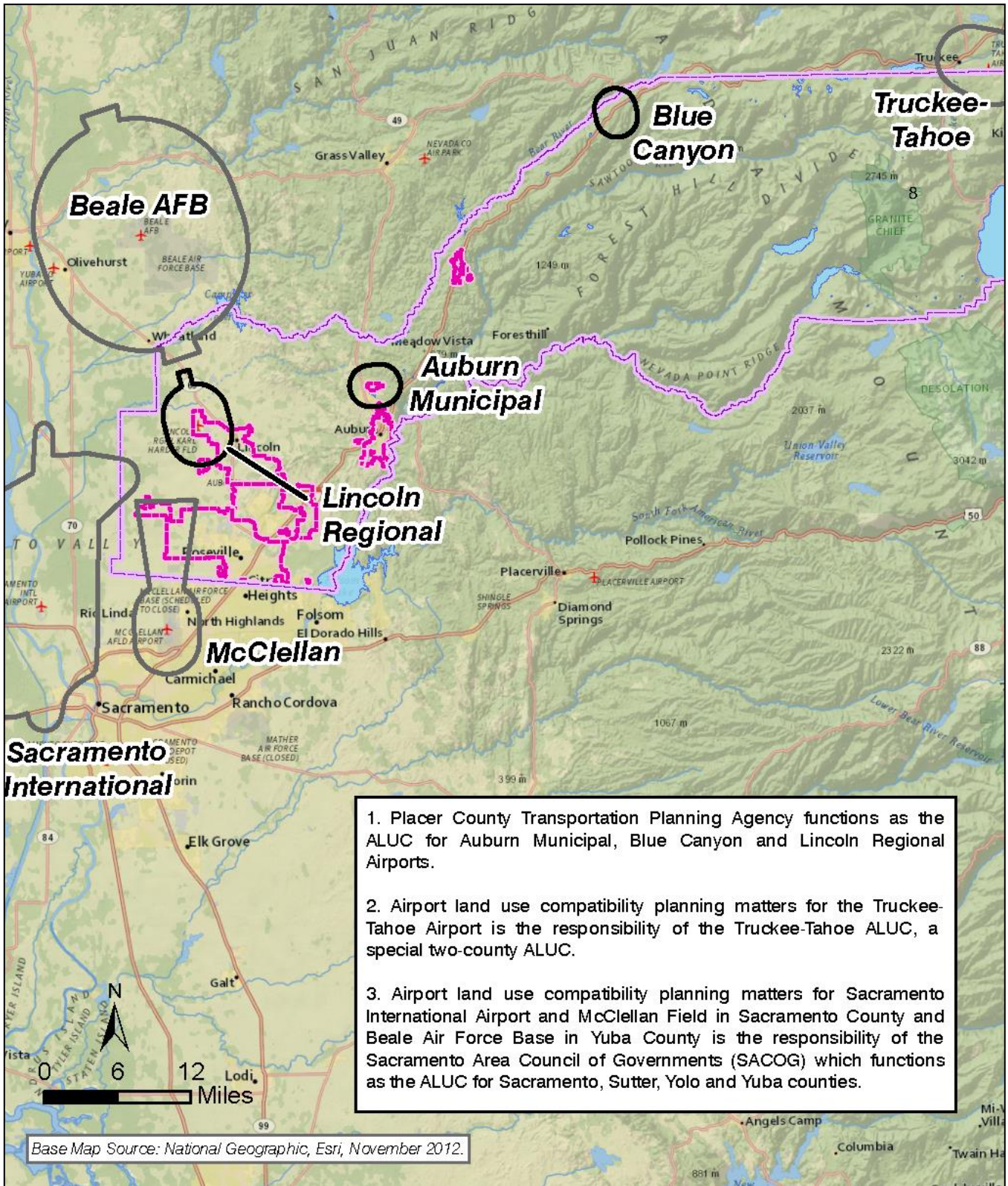


Exhibit 1A  
**Location Map**

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